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COVER SHOT: Lolie Osswald Sets New World Record -
Antigua to St. Barth. *Courtesy of St. Barth Yacht Club*

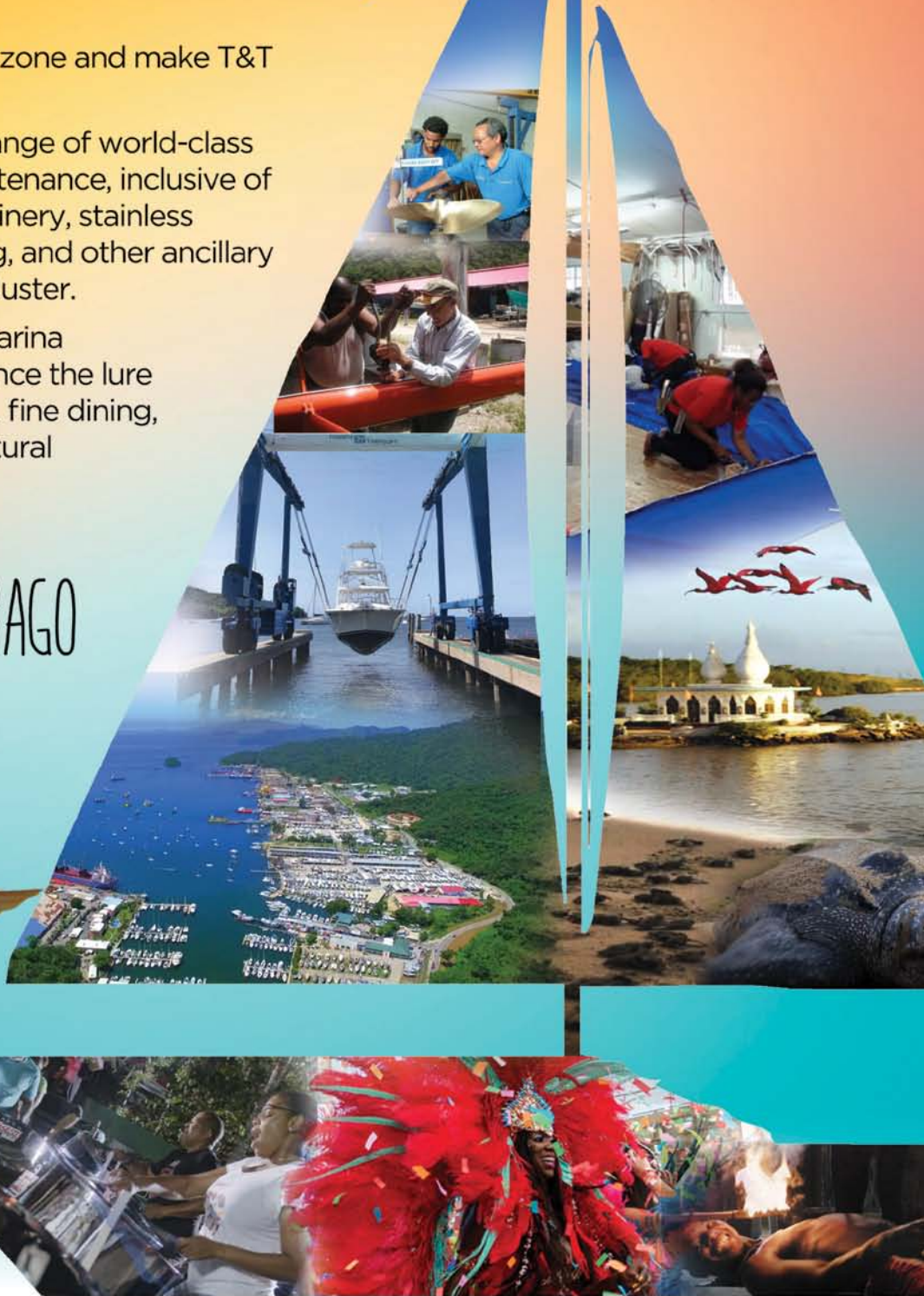
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CARIBBEAN NEWS



COURTESY ST BARTH YACHT CLUB

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THIRTEEN-YEAR-OLD ST. BARTHS SAILOR SETS NEW WORLD RECORD

Lolie Osswald put the Caribbean on the map by setting a new world record for solo and unassisted distance sailing on Sunday, June 19. The St. Barth's teenager cast off from St. John's Antigua at 2 a.m. on an 8-foot Optimist dinghy and arrived in Gustavia, St Barths, about 80 nautical miles, in 16 hours, 34 minutes, and 30 seconds. Crowds lined the town's waterfront to welcome the record-setting Osswald.

"I wanted to do a big crossing for years," says Osswald, who won the Sol St. Maarten Optimist Championship in 2020 and most recently the Optimist class at the 2022 St. Maarten Dinghy National Championship Finals in June, both times rep-

resenting the St. Barths Yacht Club.

"My coach, Cindy Brin, and I decided to start from Antigua for two reasons. First, it was downwind. Second, if I was going to do a big crossing, I wanted it to be a world record. I choose to sail an Optimist because it is very small and would make it even more incredible for people to believe that I could do it."

To prepare, Osswald said she watched videos of teenage French sailors, Violet Dorange and Tom Goron, who set records in 2016 and 2018, respectively, by crossing the 60-mile channel in Europe between the Isle of Wight and Cherbourg in an Optimist. She trained by sailing from St Barths to St Martin, a trip of 5 hours 30 minutes. Then, when it was record-at-

tempt time, Osswald put her Optimist on one of the St. Barths Yacht Club 40-foot catamarans, one used for team travel and housing for inter-island events, and headed with her supporters to Antigua. There, she packed two waterproof containers on her dinghy with sugar-rich foods like candies and fruit juice and the other with pasta. She also had a CamelBak with one gallon of fresh drinking water. For safety, the catamaran and a speedboat followed Osswald the entire distance. She also wore an emergency beacon for tracking, an SOS button to call for Search and Rescue assistance, and a VHF radio onboard.

"The most exciting parts were the beginning of the crossing and the end. At the start, I was very excited to sail at night and that this adventure was happening. I couldn't believe it was real. In the end, it was exciting when I saw all the boats joining me and all the people in the harbor, all screaming and cheering. It was awesome," says Osswald.

The scariest part of the voyage, she says, was when it was dark, and she couldn't see anything in front of her. Sunrise proved a relief. Sargassum slowed the anticipated 15-hour trip by an extra 1.5 hours.

What is Osswald's advice to other young Caribbean sailors who want to embark on a distance sail? "Be patient and be sure you really want to do it. Because if you are not motivated, you will tire quickly and might give up. My wish to all the sailors that want to try sailing a distance or making a crossing, is to succeed because the feeling when you achieve your goal is crazy good," says Osswald. stbarthyachtclub.com



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ANTIGUA TO HOST THE 2023 OPTIMIST NORTH AMERICAN CHAMPIONSHIPS

The Antigua Yacht Club (AYC) will host its fourth major Optimist dinghy regatta, the Optimist North American (OPTINAM) Championships from July 2-9, 2022. The Club's bid was approved by the IODA (International Optimist Dinghy Association) Executive Committee in May. AYC, located on Antigua's southern coast and overlooking Falmouth Harbor, spectacularly hosted OPTINAMs in 2015 and 2016. Then in 2019, the AYC hosted the Optimist World Championships, an event that set the country participation record with sailors from 64 nations in attendance.

"We have the know-how to put on a quality OPTINAM from our past experience and we a great location as a base here at the Dockyard," says Karl James, two-time Olympian in the Laser Class, president of the Antigua & Barbuda Marine Association, and manager and president Optimist Class at AYC. "Hosting the 2023 OPTINAM is important for two other reasons. First, it extends our sailing season into the summer. More importantly, our location means Optimist sailors from throughout the Caribbean can

Antigua To Host Optinam 2023



PHOTO: MATIAS CARIZZANO

travel here and have a chance to participate in a large international event."

Antigua is known as a competitive racing hot spot in the Caribbean for big boats and small, due to its predictable trade winds, large rolling seas, and warm island hospitality. www.antiguayachtclub.com



COURTESY MONTEGO BAY YACHT CLUB

Coveted Pineapple Cup trophy

REGISTRATION IS OPEN FOR THE 35TH PINEAPPLE CUP – MONTEGO BAY RACE

In the wake of a three-year COVID break, the Pineapple Cup – Montego Bay Race will set sail in 2023 with two starts on January 21 and 22 off the Miami Beach Marina, in Miami, FL, USA. The Welcome Party takes place on January 25 at Jamaica's Montego Bay Yacht Club. New for 2023, the coveted Silver Perpetual Pineapple Cup Trophy will go to the first overall on corrected time in the most competitive fleet. The most competitive fleet is calculated by averaging the corrected time deltas of the first 80 percent of the fleet. The fleet with the lowest average deltas will be eligible to win the Pineapple Cup.

"Although unfortunate that we needed to postpone the race this past January, we are even more excited to continue the tradition of this historic yacht race now in 2023. The enthusiasm at the Montego Bay Yacht Club continues to grow each edition as we see more and more international teams, with some of the best ocean racers, descending on our beautiful club," said Nigel Knowles, Montego Bay Yacht Club Rear Commodore in a release.

The Pineapple Cup, one of offshore yachting's oldest races, has had its 1961-handcrafted trophy awarded to many well-known sailors, including John Kilroy, Ted Turner, and Robert F Johnson. The current course record was set in 2019 at 2 days, 0 hours, 7 minutes, and 44 seconds by Argo a Mod70. www.pineapplecup.com

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SARGASSUM GROWN VEGGIES MAY CONTAIN TOXIC METALS

Waves of stinky sargassum, a floating brown seaweed, have been washing up on Caribbean beaches for over a decade. In hopes of turning this natural trash into a treasure, sargassum has found use in agriculture to improve crop production organically. However, a June released report of a joint study between the World Wildlife Fund-Mexico and STINAPA Bonaire, showed vegetables grown in soil fertilized with sargassum had higher levels of arsenic and cadmium. These heavy metals can be toxic to humans and animals.

"Arsenic is already present in a lot of food sources and often in drinking water: long-term exposure can cause cancer. Our study only showed the presence of total arsenic: organic and inorganic. We did this study as all research mentioned heavy metals in sargassum and we were worried that using sargassum as compost or animal fodder without knowing whether the arsenic would be transferred to plants and/or animals. This is a call for the scientific world to do more in-depth studies," says Bonaire-based marine biologist, Sabine Engel, who with Jessica Johnson, are both researchers for STINAPA and authored the report, Sargassum Fertilizer Transfers Heavy Metals to Vegetables.

To conduct their experiment, the researchers filled one planter box with 50/50 dried sargassum and potting soil and another with only potting soil. There were no significant physical differences between the plants. However, samples of vegeta-



bles grown in the sargassum-soil mix showed bok choy had 37 times, zucchini 21 times, and spinach 4 times more arsenic than their counterparts grown in plain potting soil. Cadmium levels were also higher in plants grown in sargassum-enriched soil. dcn nature.org/sargassum-fertilizer/



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ST. CROIX, U.S. VIRGIN ISLANDS HOST SITE FOR 2026 SUNFISH WORLD CHAMPIONSHIPS

The Sunfish Worlds is coming home! Held for the first time at the St. Thomas Yacht Club (STYC) in 1970, this one-design international regatta will be back in the U.S. Virgin Islands in 2026 when the St. Croix Yacht Club (SCYC), on neighboring St. Croix, hosts this event.

"There was a lot of publicity at the 50th anniversary in 2021 that the first Sunfish Worlds was in St. Thomas. While STYC no longer sails Sunfish, St. Croix does have an active fleet. We submitted our bid for 2024 and were accepted for 2026," says Juliet San Martin, the SCYC regatta chair who with fellow organizers traveled to the 2022 Sunfish North Americans at Hyannis Yacht Club, in MA, USA to train for the organizational side of the Worlds, which is expected to host nearly 80 boats on the start line off St. Croix.

Discussion by the Class of returning the Sunfish Worlds to the U.S. Virgin Islands was very supportive because of St. Croix-based Peter Stanton's nine-time participation in this event, says San Martin. Stanton finished fourth overall in 2006, 2009, and 2021. He also won a Bronze Medal in the Sunfish at the Central American and Caribbean Games in 2018.

The 2026 Sunfish Worlds in St. Croix will be a 6-day event with racing in and outside of the Christiansted harbor. www.sunfishclass.org, www.stcroixyc.com



CREDIT ELLEN SANPERE



BALMAR INTRODUCES NEW ONBOARD ELECTRICAL SYSTEM PRODUCTS

Dependable power for cruising sailors and powerboaters just got easier. Huntsville, Alabama, USA-headquartered Balmar LLC, a leading manufacturer of onboard DC charting systems has introduced two new products. These are its N2K-capable battery monitors and a new family of Alternator Protection Modules (APM), including the APM-12 and APM-24 for 12 and 24-volt systems, respectively. Both began shipment in February.

"Balmar's SG200 family of battery monitors provide unparalleled features for the cruising sailor who requires precise battery monitoring," says Timothy Bock, owner, and president of CDI Electronics, which purchased Balmar in 2014.

The SG230 and SG235 monitors, which have NMEA (National Marine Electronics Association) 2000 Certification, extend this product family to facilitate the display of battery and charging system information on an NMEA 2000 multi-function display. The SG230 ships with an N2K SmartShunt, Color Display, and Bluetooth Gateway, giving users three ways to view their battery information. The SG235 ships with an N2K SmartShunt and Bluetooth Gateway only.

"Balmar's new Alternator Protection Modules provide an extra level of protection against electrical system anomalies," says Bock.

The Balmar APM is designed to absorb voltage and current spikes that commonly occur in many onboard electrical distribution systems from intermittent connections, disconnects, and over-voltage events. It can be mounted conveniently on the rear of any alternator.

Balmar dealers in the Caribbean include West Marine (Puerto Rico), Cay Electronics, Ltd (BVI), Electec N.V. (St. Maarten), The Signal Locker (Antigua) Regis Electronics Ltd (St. Lucia), Grenada Marine (Grenada), and Dockyard Electronics (Trinidad & Tobago). balmar.net, www.cdielelectronics.com

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AUGUST 2022 EVENTS



PHOTO: ANGUILLA TOURIST BOARD

AUGUST 1: August Monday Boat Race.

Boat racing is the National Sport of Anguilla, and at no time is this sport better on display than at the start of the week-long Anguilla Summer Festival. Racing starts in Sandy Ground at Noon as the early morning J'ouvert celebrations end and the beach party begins. There's much riding on this first boat race, as results determine who can compete in the 'Champion of Champions' race on Sunday, August 7. Spectating is great on land or sea, says Molentiya Samuel, market intelligence officer for the Anguilla Tourist Board. "You can rent a boat for the day. You will be able to get a first-hand experience of the boats in action from the water. Or if you are on land, you drive around to the various overlook locations and engage in 'boat talk' with the other spectators, which is quite exciting. Each experience is different, and both are fun." Anguilla's national boat is a scratch-built wooden boat with sails, no motor, and sandbags for ballast. There are two classes, Class A boats are 28-foot long and the most popular, and Class B are 23-footers. ivisitanguilla.com



PHOTO: ANGUILLA TOURIST BOARD

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Denison Rendezvous

AUGUST 18 – 21: Bimini Breeze Rendezvous.

Escape with Denison Yachting on a relaxing rejuvenating retreat to Resorts World Bimini in the Bahamas. "This year the Rendezvous is in a new location – Bimini," says Sarah Nadler, in marketing for the Fort Lauderdale, FL-headquartered yacht broker. "The last time we had a Rendezvous in Bimini was 2017, so we are returning to one of the premier locations and we are extremely excited about that. Also, we have acquired a lot of new clients, so we'll have a lot of new faces at the event this year." All vessels are encouraged to join, invites Nadler. "We host vessels from 30-plus-foot center consoles to 120-foot-plus superyachts." The Rendezvous features cocktail receptions, themed dinners, live entertainment, family-friendly activities/competitions, a raft up with fellow boaters at Honeymoon Harbour/Sapona Shipwreck, prizes, and more. www.denisonyachtsales.com

AUGUST 20: The Trinidad & Tobago Great Race.

This one-day event, with a course that starts in the Gulf of Paria, Trinidad, and ends just outside of Store Bay, Tobago, is over a half-century old and one of the world's longest-running



PHOTO: ERIK MULITS

Aruba Regatta

offshore powerboat races in the world. Boats race in several classes with bragging rights and awards for each. The Great Race became a sanctioned UIM (Union Internationale Motonautique) event in 2018, with an official world record 80.5-mile course included in the racecourse. Motul Monster currently holds this record with a time of 47 minutes and 43 seconds. The Great Race is organized by the Trinidad & Tobago Powerboat Association. www.thettpba.com



PHOTO: SHELDON WILLIAMS

AUGUST 20 – 21: ARUBA INTERNATIONAL REGATTA

Yacht, Beach Cat, Sunfish, Laser, Optimist, Windsurf, Kitesurf, IQ-Foil, and Mini sailboat racers will find a class to compete in this 12th event, which is back after a three-year pandemic hiatus. "The Aruba International Regatta (AIR) is a very exciting event because of our strong winds," says Rik van der Vaart, co-director with Anthony Hagedoorn. "It takes special skills by the participants and pushes their boats to limits. High speeds and exciting action on the water are guaranteed. With a strong emphasis on safety and fun, the AIR promises to create awesome memories." The regatta also focuses on the environment this year. The Aruba National Park Foundation (FPNA) will open the AIR on August 19 with a lecture about the state of the island's marine parks held at the University of Aruba. Racing takes place off Oranjestad, which makes for fantastic spectating. www.aruba-regatta.org



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Fatty occasionally races on F27 Corsair trimarans, of which a dozen compete each weekend at the Changi Sailing Club

Whichever of the above you prefer, I agree with you. Both of the other vessel types are for idiots, plain and simple. Take monohullers, for example. Multihullers call monohulls monomaran—because of the notorious debilitating psychological condition of their skippers known as ‘pathological hull envy.’ Sad, right? I mean, seriously, what else is intentionally made heavy other than steamrollers and traditional sailboats... both of which can barely get out of their own way in terms of speed. My monohull is so slow I have to factor in continental drift on ocean passages—because the continents have moved so damn much. Jelly fish pass me. I’ve had sandbars silt in faster. Mine tacks s-l-o-w. I throw over the helm, cast off the jib sheet, have a leisurely cockpit lunch, straighten the wheel and sheet back in.

That’s right, I’ve been passed by *glaciers*, for gosh sakes!

On the positive side, most monohullers don’t toss their garbage overboard offshore—who wants to stare at their own trash for days?

Yes, I anchor often—no, it hardly affects my hull speed at all. In the Bahamas, of course, I love to race the conks. And while reefs don’t grow fast, I’ve had a couple outpace me to windward.

Speaking of windward—is anyone else fed up with all this zig-zagging business? I mean, *really*, in this day and age? All my life I’ve been tacking this way and that—never actually going where I want to go... just eventually getting so bored that I

claim that wherever I am is where I want to be; and, of course, that I'm a Zen Master!

Leeway is another concept I'm soooooo over! Trains don't make leeway—why boats? Ditto cars, trucks, and motorcycles. Only sailboats and perverts on benches slide sideways towards you—while pretending they don't.

Then there's the whole heeling thingie, which also includes everything sliding off the counters below. This makes no sense. Some monohullers have bio-adapted by having their windward leg shorten and their leeward leg slowly lengthen.

Ah, Darwin would be proud!

*Why not demystify sailing, right?
Why not have a dozen people on a
cattlemaran all standing at different
angles on its tennis-court sized
deck, loudly yelling, "Left, left!" at
each other.*

Which brings us to the heavy subject of keels. When I was a child—when me and my caveman friends were making the move away from logs to ballasted craft—we stupidly attempted to firmly attach our keels. Nowadays, we know better and attach our keels with Velcro so that, in the event of grounding on a sandbar, the keels give us an audio 'shallow water' warning as they snap off.

They don't call 'em Bendy Toes for no reason!

The bottom line—I *like* being a monohuller who refuses to learn or advance! True, we tend to have low IQ—so what? Frankly, I'm not convinced we should have left our logs behind!

This brings us to the subject of modern cattlemarans—speedy craft that are loaded down with so much 'convenience' that they, too, can barely limp along.

On a positive note, their hull speed in both modes are fairly close—although upright has a slight edge to windward; upside down is better able to take advantages of offshore ocean currents while off the wind. Most manufacturers these days include word *HELP!* written in huge letters on the underside of the cabin—all the better for the USCG SAR helicopters to find the once-wealthy owners.



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True, cats hobby-horse worse than tris. But the multihull industry can ignore this inconvenient fact since they only sell their crafts to buyers who aren't into the heavy jargon left over from square-rigger days—words like cleat, transom, or stern.

Why not demystify sailing, right? Why not have a dozen people on a cattlemaran all standing at different angles on its tennis-court sized deck, loudly yelling, “Left, left!” at each other. I personally believe that a lot of the resentment against multihulls is just picky. I mean, packing crates have arrows and the words THIS SIDE UP, why not yachts?

And even I will admit that cats have certain innate advantages—as my Kiwi friend with a circular saw will attest. When the divorce judge ruled that he'd have to split *Two Peas in a Pod* with his wife... he did exactly that.

What a clever bloke! (He's currently crossing the Indian Ocean on proa named *Sweet Revenge*.)

Which brings us to the subject of trimarans. These sea spiders are mostly built for speed—and their owners are none-too-bright. Why? Because they think zooming up to monohulls and circling them at 20 knots while asking, “You aground?” is going to make 'em friends—NOT!

Another reason: to find the intelligence of a boater, the standard rule is to take the skipper's IQ and divide it by the number of hulls he sails on.

I do a lot of sailing on 26-foot Corsair's—foldable trimarans which, alas, attempt to fold when hit by any sea over one-foot!

On the positive side, they are easy to take out of the water. It's only when the owner puts them back in that there's trouble.

Of course, a multihull advantage that you often hear discussed is how multihulls are able to easily outrun storms with their superior speed. I've witnessed this exactly once in my lifetime—a speedy, narrow-hulled trimaran named *Redwood Coast* outran a gale that overtook us off New Caledonia.

Of course, Donald Crowhurst is the revered poster boy of all multihullers. He was a typical member of the brethren who, in the late 1960s, elaborately 'pretended' to sail around the world during the Golden Globe race—while actually chilling out in the South Atlantic, polishing his nails, fantasizing what he'd do with the prize money, and calling in faster and faster runs (by listening to distant weather forecasts on his SSB radio and working his celestial sights backwards) to his waiting wife and their brood of children.

Alas, just as his family were being driven down to the quay to welcome him home from the deck of a press boat, Donald conferred with another loony sailor named Al Einstein, who suggested he step off the transom while cradling his beloved chronometer in his arms.

...end of Donald but, hey, no wonder people who buy boats sans keels revere him!

His boat, *Teignmouth Electron*, was designed by Arthur Piver—another famous multihuller who was proudly lost at sea on one of his designs. No wonder Don picked Piver—who, in an effort to save weight, carried a piano aboard!



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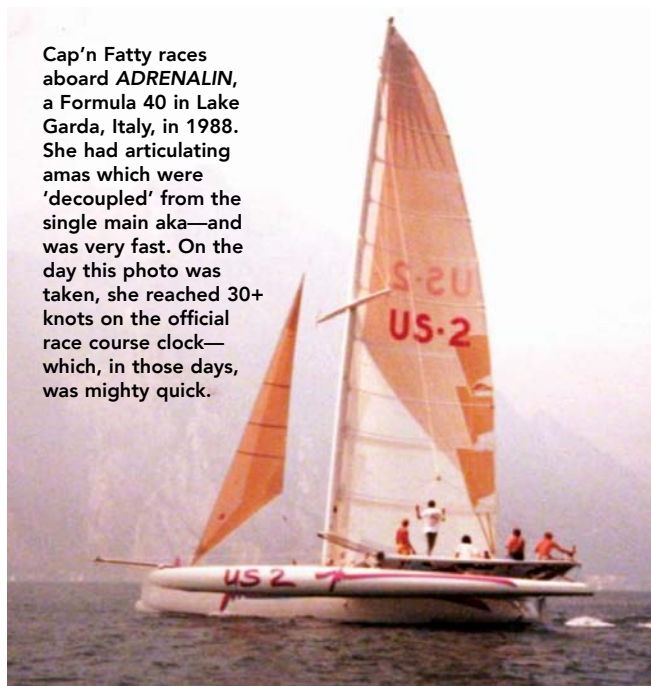
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Cap'n Fatty races aboard **ADRENALIN**, a Formula 40 in Lake Garda, Italy, in 1988. She had articulating masts which were 'decoupled' from the single main mast—and was very fast. On the day this photo was taken, she reached 30+ knots on the official race course clock—which, in those days, was mighty quick.

Of course, Don was a smart cookie and made (or tried to make) many improvements on his boat. For example, he had large bag at the top of the mast to inflate so he wouldn't capsize if she pitched-poled at 20+ knots while sliding down the face of a 40-foot wave... sounds logical to me!

Of course, being a genius, Don had never sailed on a trimaran until taking delivery of his highly modified craft a couple of weeks before the starting gun fired. We don't know much about Don's careful pre-race preparation—only that he *fell off the boat three times in the harbor!*

Hmmm.

Immediately, a severe vibration problem was encountered. It was so severe that his self-steering gear started to jiggle off the boat within hours of its maiden shakedown cruise.

Needless to say, poor Donald was under considerable stress as he eventually closed with the coast of England under false pretext—as all the press of Europe rushed out to meet him, the amazing victor!

One of his last log entries before dancing off his transom clutching his chronograph was, "At last I have done something interesting!"

The bones of the boat, to this day, lie on Cayman Brac. A personal friend of mine, Lovik the Lazy, investigated the overturned shipwreck—and found a sealed 'food locker' acces-

sible only from outside the hull—Donald Crowhurst certainly thought outside the box.

Of course, it is totally unfair to smear all multihullers with the irrationality of one solitary fool. And only a fool such as *myself* would deny that multihulls are the wave of the future. While monohulls sell less and less each year, sales of catamarans are exploding worldwide.

Again and again I get letters from my readers, expressing the same weird sentiment—that because of their inexperience, these newbies are going to buy multihulls to sail their family around the world—"because they're so much easier to sail and so much safer."

Maybe, maybe not. I've sailed and raced thousands of offshore miles in multihulls. And I hate to bring too much truth into what is intended merely to be a humor column. And, sure, I'm an old codger set in my ways—too old to learn new tricks. But after 62 years of living aboard and ocean sailing without major mishap, I've learned a thing or two. For example: experience counts. For another: so does the design of the vessel under your feet.

Normally, the only extreme weather a circumnavigator experiences is during the passage to and from New Zealand. About 15 years ago, I left with 40-some other vessels from Tonga, Fiji, Vanuatu, New Cal, and the Cook Islands for Opuia. Just before I shoved off, I inspected the fleet—especially the two brand new layer cakes... fresh-from-the-showroom catamarans worth millions. Most of the fleet, of course, were modest craft—Westsail 32s, Pearsons, Freedoms, Islanders, Whitbys, CSYs, Tayanas, Valiants, various Carl Alberg designs, etc. As the fleet closed with the North Island, we got a 'capful of wind' as the Kiwis called it. All four of the catamarans in the fleet catastrophically failed—both expensive layer cakes included—with three of the big cats dismasting and the other being abandoned after losing its rudders. Was it rough? Yes, it was. But all the funky monohulls came through without a problem. We hove-to on our \$3,000 *Wild Card* and I wrote a jolly good story for the very publication you're holding in your hands.

Am I prejudiced against catamarans? You're damn right I am. Would I buy one if cruising the Bahamas—or even the windier Lesser Antilles? Perhaps, if I could afford one. But for the Southern or Indian Oceans? Or sailing long distances on a tight shoestring? No way, Jose!



Fatty and Carolyn are still making goo-goo eyes at each other in various erotic harbors around Singapore.

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ASK THE EXPERTS

BY PETOVENS-PIERRE LOUIS, SALES FLOOR MANAGER IN ST MAARTEN



Ventilation on Boats?

Once upon a time I used to sell boats as a yacht broker. Many of the lower priced boats had been neglected and parked somewhere in the Caribbean for some time. Whether the boats got bought or not often did not connect with their quality but with their smell and odor. Once you had a boat where there had been mold and odor compounded with being “cooked” for some years without ventilation, the experience of going down below was so deeply unsatisfying that sales at any reasonable price was unlikely. A low quality sanitation hose would accelerate the odor challenge even further until you could hardly get a customer to go further than halfway down the companionway steps.

Strangely it is so easy to avoid this happening. My current boat smells great simply because it has a solar powered vent. Now I admit that these vents do not last for many years, but you can

usually get about three years out of them, and the boat is a pleasure to spend time on. It makes a light buzzing noise that is not bothersome. It works only in sunlight but that is sufficient.

The majority are from a US company, and they are not cheap but for the benefit they bring, the price is excellent in my view. After a few years, the motors die and will refuse to start up unless you help them with your finger. The motors are not easily sourced, so repair is difficult.

Well worth the trouble!



Please send in Questions for the Experts to answer in a future issue to editor@allatsea.net



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EXPLORING TRINIDAD

BY CAPT SHANE MCCLELLAN, S/V GUIDING LIGHT



Trinidad is arguably the second most famous Carnival in the world after the one in Rio and is an amazing time. But Trinidad has so much more to offer even if you come a different time of year than Carnival.

When you come by boat you will almost certainly have your boat in Chaguaramas, since for such a large and wonderful island there are surprisingly few places to anchor. Chaguaramas is the former site of the largest US Naval Base outside of the US and was active from World War 2 until 1963. Now it houses half a dozen or more boat yards and

repair facilities and is a great place to work on your boat.

When you need a break during boat projects you can always walk down the road to the Chaguaramas Military History Museum which opened in 1991. Within this building you will find the passion of Gaylord Kelshall, which was the history of the world as it relates to warfare and Trinidad. It is packed full of some great information and presentations....even if it has become a bit run down after Mr Kelshall's passing. Outside you will see many pieces of military hardware, but I have always been drawn to the 1980's airliner for some reason.

Fort Gorge - Over Looking Port Of Spain



Another thing you can do in between boat projects is some hiking in the hills of the surrounding area. If you hike the Bamboo Cathedral early in the morning you can find howler monkeys and an abandoned US Missile Tracking Station complete with buildings and a large satellite dish.

In Chaguaramas one guy you will want to search out in Power Boat Shipyard is Jesse James. He is the go to guy for all cruiser needs and is also a great tour guide. The tour I recommend the most is his Taste of Trini, because Trinidad has an amazing mixture of Caribbean, Indian, Middle Eastern, and European



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food and is the most unique food in the entire Caribbean. I can not recommend the Taste of Trini tour enough.

In order to visit the rest of Trinidad you will have to rent a car or hire a tour guide. The best starting point is Port of Spain, where most of the tourist sights are centered around the Queen's Park Savannah. This includes the zoo, one of the oldest botanical gardens in the Americas, the National Academy for the Performing Arts, the National Museum and Art Gallery, and the Magnificent Seven. This is the name of seven buildings built in the first decade of the 20th century that show of the prosperity of that time. None of them really allow tour inside, but it is fun to walk along the street and see each one.

Well above Port of Spain you will find Fort George, which was the main part of a complex of fortifications to protect the city and port. It was begun in 1802 and ceased operation in 1864 without ever seeing combat. The fort is quite small since there are no barracks, but the view is well worth the trip up.

From Port of Spain there are two main highways. One goes east and the other goes south. Going east will take you to a couple places in the Northern Range, which is the mountain range that runs the whole length of the north part of Trinidad. The first two stops are above the town of St Augustine with Maracus Waterfall coming first. This is the most famous of the many waterfalls in the Northern Range and one of the only that will still flow during the dry winter months. It is a relatively easy 30 minute walk to the base of the waterfall.

The next spot is Mount St. Benedict Abbey and is fairly close, but to get there we have to drive back down the mountain to town and then go back up a different road, but I think it is worth it! This monastery was founded in 1912 by monks fleeing persecution in Brazil. After searching they bought this piece of land that sits 4300 feet above the sea. Besides the amazing views make sure you get there early enough to enjoy the popular afternoon tea time served in the guest house on site.

Another wonderful experience in the Northern Range is hav-



Tracking Station - Radar Dish



Maracus Waterfall...and Me

ing lunch at the Asa Wright Nature Center. This research and bird center is nestled deep in the rainforest and is always cool and humid. Asa Wright and her husband bought a coco plantation in the late 40's and it grew from there. You can visit for the day, which will include lunch, watching the humming birds on the veranda, taking a guided walk into the jungle, and playing in the waterhole looking for tiny frogs, but if you really are looking for something special you will consider spending the night up here in one of their small rooms. Truly romantic.

The final stop on the eastward trek is the Nariva Swamp. Here we met up with Bobby so he could take us down the waterways in a small boat to Bush Bush Island in the middle of the swamp so we could look for red howler monkeys and white-fronted capuchin monkeys. While walking around the island we saw macaws and a few snakes, but did not see any anacondas, which are very tough to spot. If you go make sure you asked about the tide, because it gets too shallow in the swamp at low tide even for his small boat. Also know that there are watermelon farms around this part of the is-

land, so make sure you stop at one of the many stands!

If you head south from Port of Spain instead you will come to another swamp called Caroni Swamp. This one is completely different, because you are in bigger boats and do not get out. While you can find many birds, snakes, caimans, etc, the main feature in Caroni Swamp are the flamingos and the scarlet ibis, which is the national bird of Trinidad & Tobago. The best time to visit Caroni Swamp is in the late afternoon when the scarlet ibis return from their daily flight to Venezuela, 11 miles away.

Farther down the west coast you will find Pitch Lake, Which is the largest natural deposit of asphalt in the world. It covers 100 acres up to 250 feet deep. Native Amerindian legend says the lake was formed when the people were celebrating a victory over a rival tribe and they got carried away in their celebration. They proceeded to cook and eat the sacred hummingbird which possessed the souls of their ancestors, so their God punished them by opening the earth and conjuring up the pitch lake to swallow the entire village. Geologically



speaking, the lake sits on the intersection of two faults, which allows oil from a deep deposit to be forced up. The lighter elements in the oil evaporate under the hot tropical sun, leaving behind the heavier asphalt.

It was so freaky to walk on the Pitch Lake, but it is nothing compared to swimming in a mud volcano, which are part of the same geological activity as the Pitch Lake, but the mud is not hot. It is just forced up from down below. They are half an hour or so further south from Pitch Lake.

Those are the highlights of a Trinidad by car, and even though there are not many places to go with a boat there are a few cruising destinations worth mentioning. First, just outside Chaguaramas you will find some small islands along with oil rigs and anchored freighters in the Gulf of Paria. One is a prison island, which is part of the Diego Islands. Gaspar Grande Island actually forms the southern border of Chaguaramas bay. You will find a scattering of nice homes along the coast of this small island and a couple bays you can take your boat, but the

big draw is the underground lake in the middle of the island. You have to arrange tours with the Chaguaramas Development Authority, but it is so cool to descend down and find a fair size pool of water with sunlight streaming in from the holes in the ceiling. If you do go, take the time to check out the old World War 2 artillery gun emplacements also.

The highlight of any cruising in Trinidad is the island of Chacachacare where a leper colony sat for 70 years until it was finally closed in 1984. It is now a "ghost town" and one of the best buildings to see is also the first you will come upon. The doctor's house is a two story empty house that is fascinating to check out. Two small coves deeper into the bay is where you will find the settlement the lepers lived in. Most of these buildings are destroyed, but there is a generator shed and chapel still standing.

Across the bay you will find the best part from the leper colony era. This is the Dominican Sisters of Mercy's convent and chapel that was built in 1926 to house the nuns that took care of all the leper patients. The site consists of a lower chapel and

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Caroni Swamp - birds and a rainbow




upper dormitory plus an out building for the kitchen. After the leper colony shut down the Trinidad & Tobago Coast Guard used this building as a barracks.....but for only six months since it gained a reputation as being haunted. The soldiers felt as though they were held down in their sleep and being pushed up the stairs by an unseen hand. The ghost is dressed in white with lipstick on and is believed to be the sister who committed suicide and was buried at the nun's cemetery.

When at Chacachacare make sure to take the time to hike to the top of the island and see the Lighthouse. It was built in 1897 and sits on top of the 774 feet high hill. From the top you get a great view back to Trinidad and the bay down below plus Venezuela is only 5-8 miles away.

Heading the five miles back to Chaguaramas you will find Monos Island, which is another quiet spot to get away from the hustle and bustle of Trinidad. There are actually two bays on this island but I prefer the southern one called Grand Fond Bay. As you enter you will find a group of second homes and once you are tucked back into the bay it shallows up and is pretty protected.

The last cruising spot is Scotland Bay and is actually on the mainland of Trinidad, but around the corner from Chaguaramas. This is a nice protected bay you can enjoy as long as you are ok being with the Venezuelan fishing camps. I took some guests there and we had a blast playing on a rope swing and listen to the howler monkeys in the morning.

Scotland Bay is off the main entrance of the Dragon's Mouth, which is the northern channel into the Gulf of Paria. When you sail out of the Dragon's Mouth you can go straight north 85 miles and get to Grenada or you can turn to starboard and cruise the north coast to get to Tobago, which is 55 miles away. If you go along the northern coast of Trinidad there are four anchorages you can stop at, but only if there is no swell and the wind is south of east. 

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LIVE ON YOUR OWN PRIVATE TROPICAL ISLAND

BY CAROL M. BAREUTHER, RD

iving a Robinson Crusoe life in luxury on your own private tropical island is the stuff of daydreams and lifestyles of the rich and famous. Yet, it's possible. First, you just have to be on the lookout for a uninhabited island for sale. Then know what do to with it realistically.

"The main reasons why islands come onto the market are usually associated with the 3D's – debt, divorce, or death. Sometimes, people just like a change of scenery and move to another area," says Farhad Vladi, owner of Hamburg, Germany-headquartered Vladi Private Islands, with offices in Canada and New Zealand. "Of course, the main reason why people

wish to own an island is that you have complete control of what you see. Caribbean islands are popular because of the climate and good infrastructure."

The Bahamas is the most popular area with uninhabited islands regularly coming up for sale there. Belize, in Central America, is also a very hot island region with several islands in the Caribbean Sea. It's an English-speaking country with currency conveniently in USD, easily accessible with a few hours short flight from most cities in North America. Less often, but not uncommon are islands for sale in the Eastern Caribbean, such as off Grenada.



White Island - Grenada

Turning a sea-rimming circle of sand and palm trees into a home is a task that takes realistic planning and means.

"Most buyers are aware that building/maintaining an island is more expensive compared to mainland property but in some cases (especially for more remote islands) the extra expenses are higher than originally anticipated. For example, building costs can be 50 percent more than on the mainland. If the island is undeveloped, buyers need to make sure that they can acquire the necessary permits to build what they want. Does the island have sufficient elevation in case of flooding? Is the island large enough for your needs? Is there sufficient infra-



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Little Saint James, US Virgin Islands

structure on the mainland for your needs? How far is the closest hospital and how quickly can help arrive on the island if need be? What about cell phone reception? Groceries? Supplies?" says Sabah Memon, director of operations for Private Islands Inc., in Ontario, Canada.

Other things to consider are water depth for larger boats and is there a safe area to build a dock or pier.

"If you are planning on renting out your island you need to look at the whole project through the eyes of a potential renter and develop the island with these considerations: Will guests be safe getting to the island? Will you have a full-time caretaker? How close are neighboring islands? Some owners don't mind neighbors, but most renters want complete privacy," Memon adds.

Here is a sampling of five private islands currently for sale:

1 Neptune's Nest, Bahamas. White sand beaches span the eastern and western shores of this 117-acre island located 40 miles northwest of Nassau in the Berry Islands. High cliffs separate the beaches and make space to live above sea level.



Neptune's Nest, Bahamas

Locals say this 1-mile-long by ¾-mile wide island was once called Devil's Cay to keep pirates at bay and away from stealing any buried treasure. Today, these waters are the haunts for spectacular scuba diving and sports fishing. No facilities or amenities. There are two airstrips nearby: one 12 miles to the northwest at Great Harbour Cay and the other 12 miles southwest at Chub Cay. www.vladi-private-islands.de. Price: US \$9.5 million

2 Little St James, U.S. Virgin Islands. Former home of a bad boy financier, the 70-plus acres here have the trappings of a small resort once used as a private home. There's a

helipad, private dock, main residence, guest houses, private beaches, pools, water, electricity, and even a gas station. Dinghy distance to St. Thomas, St. John, and the British Virgin Islands. www.bespokerealestate.com. Price: US \$55 million

COURTESY PRIVATE ISLANDS



White Island, Grenada

3 White Island, Carriacou. Formerly owned by the late Italian luxury brand shoe designer, Salvatore Ferragamo, this 10-acre island boasts over 3000-foot of white sand beaches – hence its name. It's rimmed with coral reefs, ranging from 8 to 40 feet in depth, that provides shelter as well as superb snorkeling and diving. There's a nearby deep-water channel near shore where a superyacht can float at anchor. Carriacou's mainland is nearby. The island is for sale with planning approval for an eco-friendly hotel, but these can be tailored to a residence as well. www.privateislandsonline.com. Price: US \$5 million



Isle de Caille, Grenada

4 Isle de Caille, Grenada. Located 3 miles off the coast of Grenada's northern tip, this uninhabited island can easily be ready to call home. Four buildings, water (40,000-gallon tank), and electricity make for easy living on this 300-acre island where two volcanic peaks are separated by a valley, and there are several small bays and beaches. There are roads and an airstrip here. www.vladi-private-islands.de. Price: US \$20 million

5 Funk Cay, Belize. Reefs surrounding this nearly 3-acre island, located 16 miles east of popular Placencia, teem with fish and places to enjoy watersports. Fly fish for bonefish on the flats, swim in the natural white sand pool to the island's northwest, or cruise three miles away to the Silk Cayes Marine Reserve. A 35-foot area at the center of the island has already been cleared for a helipad. Other facilities already in place are an 80-foot by 30-foot dock, and three wooden buildings including one housing a generator-powered reverse osmosis unit that produces 3,000 gallons of fresh water per day. www.privateislandsonline.com. Price: US \$1.5 million



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Funk Caye, Belize

HOW MANY SAILS DOES A CRUISING YACHT NEED?

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

Serene lightwind sailing
with our gennaker

Of course it is possible to somehow make it from A to B with just any kind of mainsail and headsail, or just one of those in an emergency—or holding up a towel if it's downwind and the breeze is strong enough. You'll get there eventually. But in order to be able to go where we actually want to go instead of where the wind takes us and to do this fairly efficiently, we need quite an array of sails. Many of the places we want to go happen to be rather remote, so we also carry some spares to be on the safe side and have a back-up in case of damages. As a result of this philosophy the forecabin of our (anyway overloaded) S&S 41 is filled up with bags containing light and heavy canvas in all sizes. So here's what we carry and why—maybe our experiences help you decide which sails to buy and/or bring along on the next trip:

YANKEE, CUTTER AND MAINSAIL (PLUS SPARE MAIN):

Our *Pitufa* is cutter-rigged, meaning that we have an inner forestay from which we can optionally fly a staysail. We have found that using a relatively small, high-cut jib (yankee) in combination with an inner foresail (cutter sail) is the optimal solution when we head towards up-wind destinations—especially in a fresh breeze. Different to a big genoa the yankee doesn't have to be rolled up quite that extremely when reefing and it also keeps its shape better. When the wind goes above 30 knots we can simply roll up the yankee completely and still have a balanced set-up to make miles with a reefed main and



Goosewinged with
poled out genoa
and main

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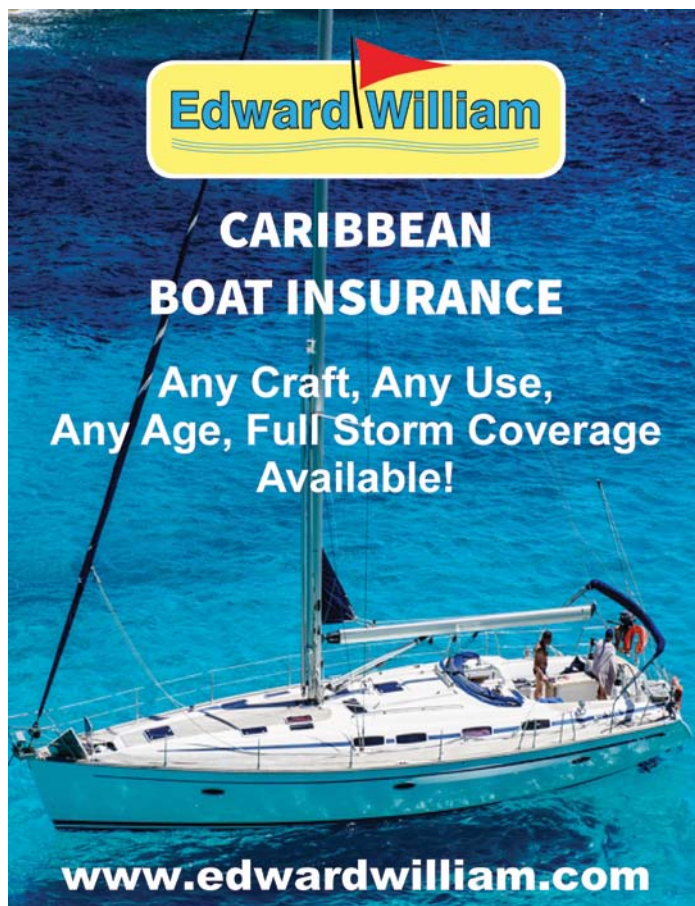
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Yankee and cutter are ideal close hauled



Pitufa is a classic 70s design with big jib and small main



the little cutter sail. We use this combination whenever we are sailing eastwards in the tradewind belt—usually clause-hauled using shifting winds. The smaller yankee has the additional advantage that it's less cumbersome to tack than our huge genoa. We have met many sailboats that limped into port with empty diesel tanks after their mainsail got ripped and they couldn't properly sail close to the wind anymore, so we carry our old mainsail as a spare—just in case.

GENOA AND MAINSAIL:

When we plan to go mainly towards downwind/reaching destinations (i.e. westwards in the trades) we take the bigger headsail out of the locker and hoist the genoa on the roller-furling gear. The bigger sail area is convenient in moderate to light winds and we always have the option to pole it out, get the mainsail out on the other side and sail goose-winged if we have to go dead downwind.

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Two genoas in heavy weather

TWO GENOAS:

For extended dead-downwind-trips (e.g. our Atlantic crossing from Europe to South America) we fly two poled-out genoas with no main sail up.

Unfortunately we don't have two forestays, so we have to hoist two genoas on the same furler (it has two grooves). This classic trade-wind rig has the advantage that it's very convenient to handle and reef—no need to fight with a flogging mainsail while reefing, less risk of broaching in heavy following seas—the two genoas can easily be rolled smaller and bigger again from the cockpit without changing course.

To have this option (and in case of damage to our regular genoa) we carry our old genoa along as well.

GENNAKER:

Our *Pitufa* is quite heavy, so we used to only go out in strong winds—but of course that means rough seas as well. We added an asymmetrical spinnaker (gennaker) to our sail repertoire and never regretted it. Since we own the beautiful, huge bubble we dare going sailing in light-winds and accordingly comfy conditions. Instead of turning on the engine whenever the wind gets too light for the genoa we now get out the blister—thus saving diesel and keeping our carbon footprint light. We have chosen an asymmetrical spinnaker as it can be



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used on courses between 60 and almost 180 degrees (at least in flattish sea conditions without a mainsail up) and is much more versatile than a classic spinnaker. A code zero may be even more comfortable in the handling, but it's also bulkier and needs more space in storage—a no-go on a boat without enough space as it is.

STORM TRISAIL AND STORM JIB:

So far we have never encountered conditions that would have required hoisting the storm sails (touch wood!!), but of course a bluewater cruising yacht needs to be prepared for the worst and carry tiny, strong sails to withstand gale conditions.

So this is why we carry nine sails on our floating home that

contains way too many spares, gadgets, provisioning, tools and toys anyway. We sometimes consider getting rid of some of our sails, but then there's always situations when we are glad to have every single one of them aboard. 

Birgit and Christian have sailed their S&S designed SY Pitufa from the Med to the South Pacific. Pitufa is a classic 70s design with a tumble-home and a short waterline. Pitufa was built as a sturdy aluminum construction and weighing 12 tons she's quite heavy for her size. She's not great at going downwind, but loves cutting through the waves in rough upwind conditions. More info about boat and crew on www.pitufa.at

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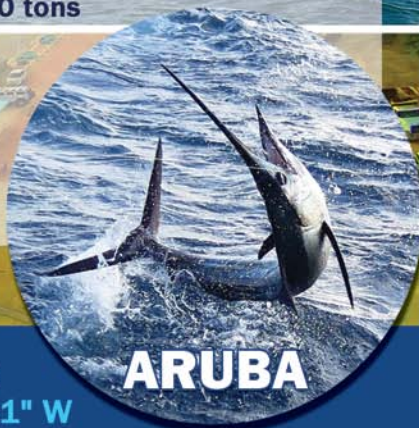
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BACOO 8 YEAR OLD RUM

RUM REVIEW

BY CLINT AND TERRY BORAM

We openly admit that we are suckers for gimmicky marketing and unique bottles. Heck, we bought a bottle of Averna (an Italian Amora) because it came with a free CD. So when we saw Bacoo 8 Year Old with its cigar wrapper style label, unique braided bottle, and the promise that our wish would be granted, we just had to try.

Bacoo Rum is a locally sourced rum from the Dominican Republic. The sugarcane is grown at their estate, harvested then pressed into cane juice, and distilled in a “unique” copper still. From there the rum moves down the road to age in ex-bourbon barrels. What we don’t know is if they use a solera method or if the rum is drawn from a single barrel-aged exactly eight years. After aging, the rum is bottled at their facility to provide consistency and meet their quality standards. The company likes to say they are “farm to glass.”

The marketing gimmick is in the name itself. It is said that Bacoo is a mischievous mythological spirit who will answer the wishes of those who find and uncork him, however, you must keep your Bacoo happy. If he is not happy he can become a deviant character and be quite the nuisance. That’s when Bacoo needs to be trapped in a bottle, corked, and thrown back out to sea for



someone else to find and release him. We made a wish and began to sip.

HE SAID

The bourbon hits my senses right away with slight hints of vanilla, green banana, and black cherry. Unfortunately, the sip is nothing like the nose. I get some toasted coconut, roasted coffee beans, and black cherry that gives it a bit of sweetness. The bourbon note is there but extremely subtle. The finish is dry and dissipates quickly but it returns further down the pipe with a nice warming sensation. Based on the palate, I thought this was going to be a hot, spicy rum however, the rum is smooth, but missing all the wonderful wood notes from the nose.

It is said that Bacoo is a mischievous mythological spirit who will answer the wishes of those who find and uncork him, however, you must keep your Bacoo happy.

SHE SAID

The color is a very light golden providing very little, if any, lac-ing on the glass. This might be the first time that I immediately get oak notes on the nose. The rum smells like the inside of a barrel. It's hard to get past the wood note to discern anything else. There is a sweetness there, but to me, it's not vanilla. The sip is light with a hint of butterscotch and green banana. Baking spices of nutmeg and cinnamon sit under my tongue longer than the entire finish. I find this rum to be very dry.

OVERALL

We are mixed on Bacoo 8 Year Old. Clint enjoyed the bour-bon feel while Terry was completely missing substance and a finish. At \$20.00/bottle it's not a bad choice to see if you can get Bacoo to grant your wish.

3.5 OUT OF 5



ABOUT CLINT AND TERRY: We have sampled many a dram over our 33 years of marriage and quite often we don't fully agree. Could be the difference is male/female taste buds. Or, somebody is just wrong.



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Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●	●	●	●	●	68/10	●
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	68	FREE
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220		●			●	●	●	16/69	●
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●		●	●	68	●
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●	●	67	FREE
Curaçao	Curaçao Yacht Club www.curaçaoyachtclub.com	5999-767-4627	16'	160	120	●	110/220 v; 50 hrz		●	●	●		●	●	68	FREE
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	68	●
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●	110/220, 308	●	●	●	●	●	●	●	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	16/68	●
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●		●	●	16	FREE
Grenada	Clarks Court Boatyard & Marina	473-439-3939	11'	150'	20	●	110/220; 50hrz				●	●	●	●	68	FREE
Grenada	Grenada Marine	473-443-1667	15'	70'	4	●	110/220		●		●	●	●	●	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	14	FREE
Grenada	Whisper Cove Marina www.whispercovemarina.com	473-444-5296	15'	100'	18	●	110/220, 50hrz				●	●	●	●	68	●
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	16/9	FREE
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20'	150'	83	●	110 -220v		●		●	●	●	●	68	FREE
Panama	Red Frog Beach Marina redfrogbeach.com an  IGY destination™	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	68	●
Panama	Shelter Bay Marina	507-433-3581	20'	320'	192	●	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	●	●	●	●	●	●	●	74	●
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	●	110 volts / 220 / 480 for megayachts		●	●	●	●	●	●	16/10 68	●
Puerto Rico	Marina de Salinas	787-824-3185	10'	65'	103	●	120/220V, 30/50 amp		●	●	●	●	●	●	16	●
Puerto Rico	Marina Pescaderia www.marinapescaderia.com	787-717-3638	8'	115'	99	●	30, 50, and 100 amp		●	●	●	●	●	●	16	FREE
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●	●	●	●	68	FREE
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	●	30, 50 & 100 amp				●	●	●	●	74	●

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St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●		●	●	●	16/69	●
St. Maarten	Island Water World Marina	+1 721-544-5310	8'	60'	47	●	110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
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St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Peake Yacht Services Marina	868-634-4420/3/7	20'	90'	17	●	110/220				●	●	●		●	69	FREE
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Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

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Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		●	●	●	●	●	●	●	88A	FREE
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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide




		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26° 31.189 N	78° 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' & 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Panama	Shelter Bay Marina	09° 22' 12" N	79° 56' 51" W	507-6813-5327	11'	100'	28'	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33'	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32.72" N	60°56 '55.63" W	758-458-7200	11'	75'	28'	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Trinidad	Peake Yacht Services Boatyard	10.4° N	61.38° W	868-634-4420/3/7	14'	130'	30.5'	no limit	110/220	8-4 Mon-Sat	150	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

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SOUTHEAST U.S. MARINAS

All At Sea's Southeast U.S. Marinas Guide

All At Sea's Southeast U.S.
Marinas Guide

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an  IGY destination™	301-749-1582	Call	160'		●	30/50/100 single and 3 phase		●	●	●	●	●	●	●	●	71/16	●
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30	●	30/50/100 Amp			●	●	●				●	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7'	150'	240	●	30/50/100 Amp			●	●	●	●	●	●	●	16/78	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an  IGY destination™	754-701-4020	40'	150- 800'	8	●	100 single & 3 phase/ 200/480/600 Amp			●	●		●	●		●	11/16	FREE
Marathon	FL	Marlin Bay Yacht Club www.marlinbay.com/marina	305-731-2207	7'	60'	28	●	30/50 Amp					●				●	16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an  IGY destination™	727-867-1102	8'	110'	300	●	30/50/100 single phase		●	●	●	●	●			●	6/16	FREE

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SOUTHEAST U.S. BOATYARDS

All At Sea's Southeast U.S. Boatyards Guide

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'		no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•
Key Largo	FL	Catamaran Boatyard & Storage	305.852.2025	5'	80'	27'4"			220V, 100 Amp	M-F	80 tons		•		•	•	•	
Fort Lauderdale	FL	Bradford Marine Inc.	954-791-3800	11'	180'	35'	55'		208v/240v/480v	24/7	300 ton Syncrolift	•	•	•	•	•	•	•
Fort Lauderdale	FL	Cable Marine (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5	25'		110/240	8-4:30	40 ton			•	•		•	
Fort Lauderdale	FL	Cable Marine (2491 W State Rd 84 Location)	954-587-4000	9'	120'	22		no limit	120/50/100 Amp	24/7	100 straddle crane			•	•		•	
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10'	100'	26'		no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift		•	•	•	•	•	•
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/ boatyard an IGY destination™	727-867-1102	8'	62'	18'		no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'		no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		•	•	•	•	•	

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GRAND CAYMAN, CAYMAN ISLANDS. This complex has the best natural beach on the south end of 7 Mile Beach. Very low-density 2-story buildings with excellent views and sunset-facing veranda. Cocoplum #10 is a 2 BR/2 BA corner unit with a beautiful custom interior and very efficient floor plan. Price: US\$1,395,000. MLS 414007 Member of CIREBA

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VIEQUES, PUERTO RICO. Oceanfront splendor awaits at Villa Chavaniac, a 7 BR/6 BA residence with Caribbean Sea views to mainland Puerto Rico. At 3,900-SF, the Villa has two separate levels of living and sleeping accommodations. The main suite is at the ocean level, with two additional fully self-contained suites on the upper level. Amenities include a saltwater infinity pool, ample terrace spaces with multiple seating and lounging areas, landscaped gardens, and electronic security. Price: US \$2,500,000

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BGevinski@gmail.com | www.paraisorealtypr.com
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3



ST. CROIX, USVI The ultimate Caribbean estate! Spacious knoll top home with spectacular views overlooking Frederiksted, Sandy Point, and the Caribbean Sea to Puerto Rico. Gigantic 5,000-SF 2 BR/2 BA home with immense open living, kitchen, and dining floor plan located at the western edge of the rain forest. The property encompasses 5-plus acres with an arboretum of mature West Indian specimen trees. *Price: US \$1,500,000*

JULIET SAN MARTIN, RE/MAX St. Croix

julie@teamsanmartin.com | www.teamsanmartin.com

Office: (340) 773-1048 | Cell: (340) 690-9040

4



TORTOLA, BVI. Set on the eastern hillside of Brewer's Bay, this spacious two-story 4 BR/5.5 BA family home comes with an additional vacation or long-term rental unit. Inside the gated property is a kitchen equipped with stainless steel appliances, a formal dining room, breakfast nook, study/office, and laundry room. Outdoors is a large deck and pool area with a fabulous ocean view, creating a perfect space for entertaining and relaxing. *Price: US \$1,495,000*

CHRIS SMITH, Coldwell Banker British Virgin Islands

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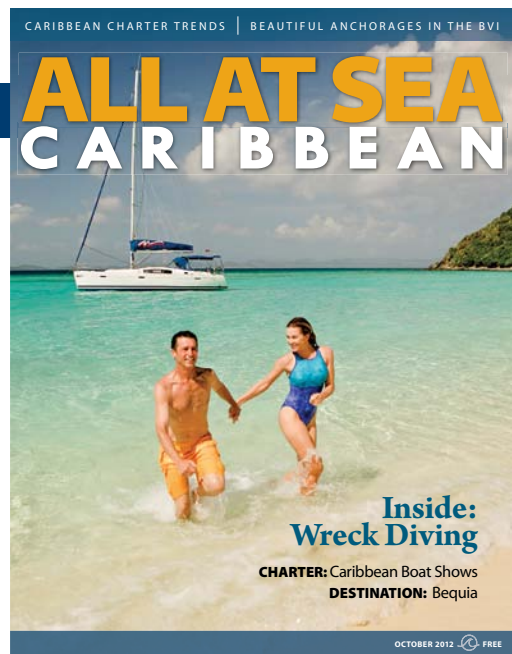
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5



PELICAN KEY, ST. MAARTEN. Beautiful 3 BR/2 BA house in a secluded area, surrounded by green and in sight of the Caribbean Sea from the porch deck. Spacious living room with high ceiling and exposed rafters. Fully equipped kitchen. Washroom. Lots of extra space. Pool. Lovely garden outside. Price: US \$670,000

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6



JONES ESTATE, NEVIS. This exceptional 0.92-acre lot of land has everything someone could dream of. Magnificent views over the Caribbean Sea to sister isle St. Kitts. Located on the West coast of the island, the sunsets from this lot are spectacular. The Jones Estate area is a tranquil setting even though just five minutes to the best beaches, hotels, restaurants, water sports, cycling, car ferry, and only a ten-minute drive to Charlestown. All infrastructure is in place. Price: US \$325,000

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7



CRAWL BAY, ANTIGUA. Rare opportunity to own a 6 BR/6 BA luxury Caribbean villa on a 1-acre beachfront parcel, located a few minutes drive from the attractions of the UNESCO World Heritage site of English Harbour. Set amidst colorful and vibrant landscaped tropical gardens, Villa Annalibe's waterfront location makes it an ideal choice for those seeking a secluded and peaceful luxury home in the Caribbean. Features include a pool, AC, and guesthouse. Price: US \$3,950,000

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8



SANTA BARBARA, BONAIRE. Enjoy panoramic views over the Caribbean Sea and Klein Bonaire from this 3 BR/2 BA villa. Features include ceramic floor tiles throughout the house, a private covered terrace ideal for dining, a huge swimming pool, a tropical garden with assorted plants and trees, and a separate storage room under the villa. Only 8 minutes to the center of Kralendijk. Price: US \$1,295,000

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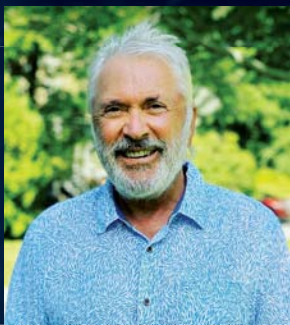
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Meet the Team:



STEVE VARROW takes the natural progression to a professional yacht broker after spending the last 17 years in the Caribbean as a well known charter skipper, RYA Instructor and charter yacht broker. His experience sailing, running and managing crewed yachts has given him a unique insight into the industry, he holds an RYA 200T Ocean license and is an RYA Instructor. He has 5 transatlantic catamaran deliveries as skipper and numerous European, Caribbean and East coast USA trips on his extensive sailing resume including 100,000+ miles of blue water experience, he has a deep technical understanding of all yacht mechanical, hydraulic, electrical and electronic systems and specializes in helping clients navigate through the path to become a yacht owner and owner operator in the charter yacht industry. His specialist fields are classic yachts, live-aboard cruisers and production catamarans. **He is based between the London and Tortola offices and can be contacted by Email Steve@virginislandsyachtbroker.com or phone +1 786 246 0809**



GEORGE DECSY started his life at sea with a brief spell in the Merchant Marine, learned the ropes sailing the busy waters of the English Channel, he has extensive transatlantic experience as well as thousands of miles logged US coastal waters, Caribbean and the Bahamas, he currently holds an MCA 200T Unlimited and 100T USCG license as well as being an IYT instructor and examiner. Licensed and bonded by the state of Florida as a Yacht Broker, whether you are a seller or looking for your next adventure he is ready to handle your transaction with a professional touch. His specialist fields are classic monohulls and performance cruisers. **He is based out of the Fort Lauderdale office and can be contacted by email George@virginislandsyachtbroker.com or phone +1 954 909 3536**



CHRISTIAAN LIEBENBERG grew up in a small surf town called Jeffreys Bay in South Africa. Having sailed more than 100,000 NM around the world delivering, running, and managing Luxury Catamarans and Monohulls anywhere from 30 feet to 150 feet. Living aboard in the Caribbean, Mediterranean, and the Bahamas for the past 12 years providing memorable experiences for his guests. His experience has created a vast knowledge of live-aboard yachts and the equipment needed to make life a pleasure at sea. Having worked alongside the builders of Lagoon in Bordeaux and La Rochelle, France, he has the understanding of what goes into creating a safe and comfortable vessel. Christiaan's professional, calm and collected attitude matched with his strong, ethical interrelationship skills will create a seamless experience for your next yacht transaction. His specialist field is catamarans, crewed yachts and new builds including project management. **He is based out of the Wilmington, North Carolina office and can be contacted by email Christiaan@virginislandsyachtbroker.com or phone +1 954 257 6567**

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Lying British Virgin Islands



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KE AMA II

Radford 23M 77' Custom 1998

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Lying Wangarai, New Zealand



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Lagoon 620 2016

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Price: \$1,875,000

Lying British Virgin Islands



MOONSHADOW

Fountain Pajot Orana 44 2011

Very popular 4 cabin catamaran from FP, great sailing boat, light and fast, huge refit just completed, new Solar, Lithium, Generator, Electronics, light and modern interior full A/C, 95 % completed just needs some small cosmetic repairs to finish, new baby forces reluctant sale.

Price: \$350,000

Lying US Virgin Islands

Office Locations:

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SEA RAY SUNDANCER 2004



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SEA RAY SUNDANCER 2006



Sea Ray Sundancer 2006, 440, professionally maintained, repowered in 2019, twin 500 hp Cummins, Onan generator 11KW, recently bottom painted and waxed, just completed BVI yellow code renewal and inspection, charter ready, **asking \$175000.00**

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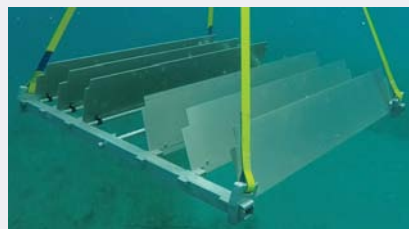
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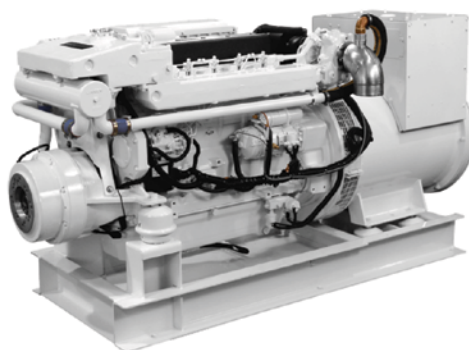
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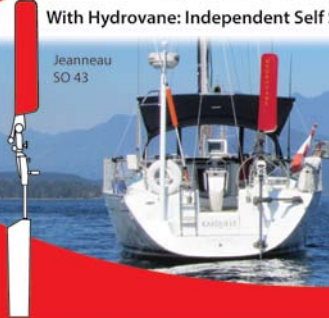
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Preparation time: 10 minutes.

Marinating time: 30 minutes or longer. Serves: 4

2 large ripe tomatoes, sliced **Apple Cider Vinegar**
1 sweet white onion, thinly sliced **Olive oil**
Fresh chopped herbs, **Salt and pepper**
oregano, basil

Layer onions and tomatoes in flat shallow dish. Add herbs. Pour over a little vinegar and oil, sprinkle with salt and pepper.

TRI COLORED SWEET AND TANGY COLESLAW

Preparation time: 20 minutes. Serves: 6

6 cups finely shredded green cabbage
2 cups finely shredded red cabbage
1 cup shredded carrots

Dressing:

1/2 cup plain yogurt **1 tsp. minced garlic clove**
1/4 cup extra virgin olive oil **1/2 tsp. salt**
2 Tbsp. apple cider vinegar **1/4 tsp. black pepper**
1 Tbsp. maple syrup

In a small bowl, mix the ingredients of the dressing. Place shredded cabbages and carrots in a large bowl. Pour dressing over and toss to combine well. Serve immediately or cover and refrigerate for up to 4 hours

AVOCADO ORANGE SALAD WITH ORANGE VINAIGRETTE

Preparation time: 30 minutes. Serves: 4

4 oranges **3 cups Romaine, arugula**
2 ripe avocados **and watercress**
1/2 chop finely chopped **1 Tbsp lemon juice**
red onion

Grate zest from one orange and set aside. Cut peel from oranges (over a bowl to catch juice). Slice into rounds. Save juice for dressing. Combine vinaigrette ingredients in a jar and shake well. Cut avocado into sections and sprinkle with lemon juice. Arrange greens on plates and top with avocado slices, orange rounds and red onion. Drizzle with vinaigrette.



PHOTO BY BRAYDEN PRATO ON UNSPLASH

SHREDDED CARROTS WITH CILANTRO AND LIME

Preparation time: 10 minutes. Serves: 4

6 medium size carrots (about 1 lb)
1/4 cup extra virgin olive oil
3 Tbsp fresh lime juice
Sea salt and freshly ground pepper
1/2 cup coarsely chopped fresh cilantro

Peel then grate the carrots. Use either the large holes on a box grater or a medium fitting on a food process. Put the grated carrots in a large bowl. In a small bowl, whisk the oil and lime juice and season to taste with salt and pepper. Add the dressing and chopped cilantro to the carrots and toss.

RADISH-OLIVE SALAD WITH MUSTARD VINAIGRETTE DRESSING

Preparation time: 30 minutes. Chilling time: 1 – 2 hours. Serves: 4

1-1/2 cups sliced radishes
1/4 cup pitted Calamata black olives, cut in strips
2 Tbsp chopped scallions with tops
4 to 8 Boston lettuce leaves

Combine all, cover, and refrigerate. Make dressing.

Mustard Vinaigrette Dressing:

3 Tbsp olive oil **1/4 tsp salt**
1 Tbsp white wine vinegar **Freshly ground pepper**
1/2 tsp Dijon-style mustard

Whisk all ingredients together and pour over radish mixture. Serve on top of lettuce leaves.



Jan Robinson, Health Coach, Charter Yacht Consultant, 2019 CYBA Hall of Fame, Chef Competition Coordinator/Judge, and author of the Ship to Shore Cookbook collection; available on Amazon and www.shiptoshoreinc.com CaptJan2@gmail.com

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