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OCTOBER 2022 👁

The Caribbean's Waterfront Magazine



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COVER SHOT: What to Know Before you Charter. Image courtesy of Marine Max and Jim Raycroft



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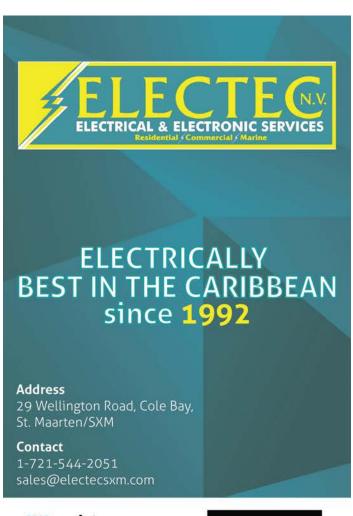
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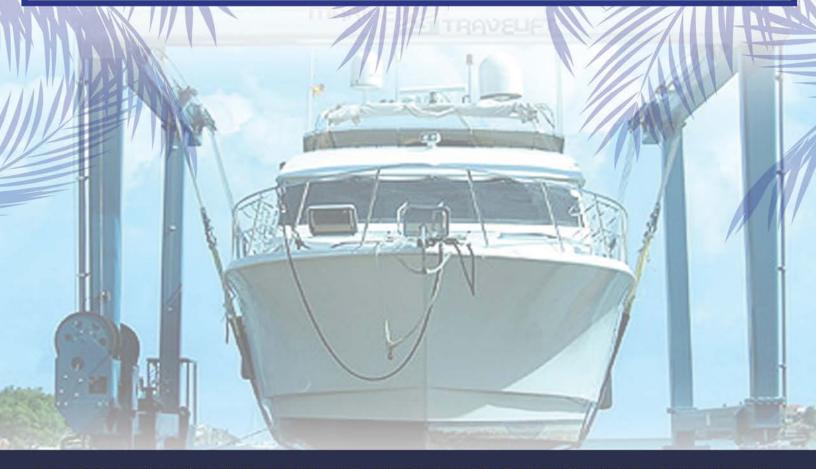
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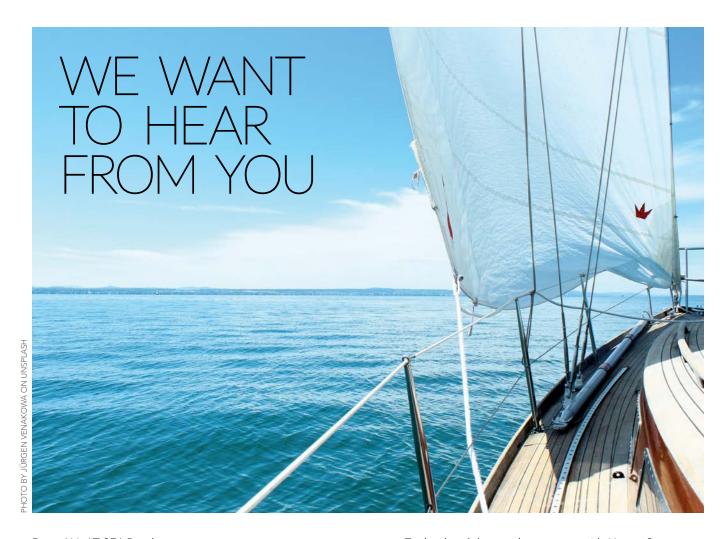






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Dear ALL AT SEA Readers.

It's kind of a long story...

I'm looking for a sailing yacht called Lucky Stars!

We met her captain and crew over 25 years ago in Bermuda. That was our first and only stop from Fort Lauderdale, on our way to the Azores. We were held up there, due to bad weather and we were docked next to Happy Stars, who was also heading to the Azores and while waiting we had the chance to meet her captain and crew. We ate, drank and had a great time with them so when the weather cleared enough we decided to head out together with an agreement to stay in contact with each other along the way, which we did until storms north of us caused us to head south to avoid the remaining seas off of

new Zealand and then we lost contact with Happy Stars.

When we finally made it to Azores, Happy Stars never showed up. I've always prayed they just changed course, which they could have done since they were in a sailboat and didn't have to rely on fuel like we did.

This is a shot in the dark but I thought I saw the name of a boat that had the word stars on it and I'm wondering if you or anyone you know might know of this sailboat called "Happy Stars" even though we all met over 25 (or more) years ago. And if not, I'm so sorry to invade your privacy. I'd sure appreciate it if you could let me know!

> Thank you, Terri Baumgartner

Please send your letters to editor@allatsea.net. We are a community magazine. Please include a photo when possible. Letters may be edited for clarity.





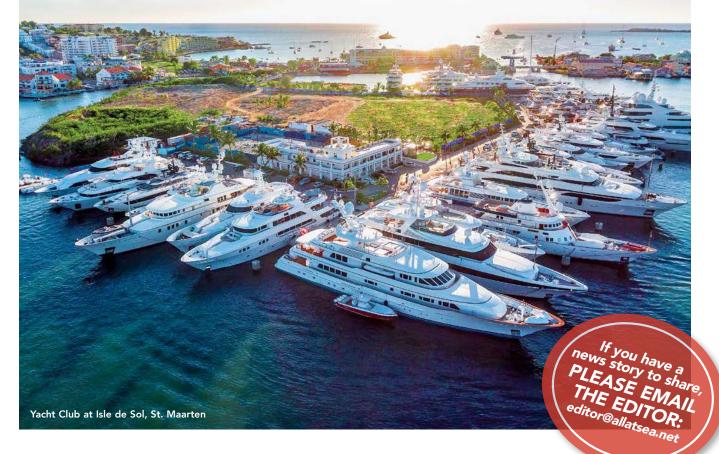
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CARIBBEAN NEWS



MARINEMAX TO ACQUIRE IGY MARINAS – EXPANDS GLOBAL MARINA & SERVICES BUSINESS

Same name, new owner. Island Global Yachting (IGY) Marinas, including those in the Caribbean, will keep their IGY names. But, come the first half of 2023, the iconic marina operator will be owned by MarineMax, Inc., the world's largest recreational boat and yacht retailer. This die was cast in August when the two global recreational yachting giants signed an agreement. The financing was not for the faint of heart, with MarineMax paying \$480 million in cash, with an additional potential earnout of up to \$100 million two years after the deal closes. IGY Marinas, through recent acquisitions and organic growth, is projected to generate over \$100 million of revenue in calendar 2022.

"We are excited to join the MarineMax Family and its experienced management team," said Tom Mukamal, CEO of IGY Marinas, in a press release. "MarineMax brings significant resources, synergies, and competitive advantages to our business amplifying our potential for both organic and inorganic growth."

Likewise, "We are delighted to announce our acquisition of

IGY Marinas, a transformative transaction for MarineMax, that significantly strengthens our ability to provide the best customer experience to yacht owners around the world," said Brett McGill, Marine-Max's Chief Executive Officer, and President, also in a release. "The addition of IGY Marinas positions MarineMax as the pre-eminent leader in the superyacht industry—the only company able to offer an integrated experience coupling high-value superyacht berthing and marina services in premier locations with exclusive superyacht service offerings. Moreover, this investment continues to diversify our business mix with not only higher margins but also a larger geographic footprint, especially in highly desired destinations in the Mediterranean and the Caribbean."

IGY Marinas in the Caribbean include Blue Haven Marina, Turks & Caicos; Yacht Haven Grande St Thomas and American Yacht Harbor, St Thomas, USVI; Simpson Bay Marina and Yacht Club at Isle de Sol in St. Maarten, and Rodney Bay Marina, St. Thomas. MarineMax Vacations, a subsidiary of Marine-Max, has operated a base in Tortola, BVI, since 2012. www.igymarinas.com, www.marinemax.com

EVERGLADES BOATS BRINGS NEW 285CC ACROSS THE GULF STREAM

What do you bring to a legendary rendezvous that's been on a pandemic hold for three years? A new boat! That's what Everglades Boats did in August, when the Edgewater, FLheadquartered builder included its latest model, the 285cc, in its popular meet-up in Bimini, Bahamas. Matt Holloway, director of business development, launched with the group from Port Everglades and behind the helm of an Everglades 235cc. Not far behind was David Brown, the builder's vice president of product development, engineering, and quality, captaining the 285cc, which also launched for sale in August.

"We figured what better way to show what this boat can handle than to take it 60 miles offshore to the sport fishing capital of the world," says Amanda Aloy, marketing manager. "The first fish on board was a sailfish, which I'm told is good luck."

The Everglades 285cc, which measures 30'1" LOA, hits a sweet spot for families and avid fishermen alike. Dual outboards power the vessel, which features a single-level deck providing 360-degree access around the boat. A big bonus is the company's 'unsinkable' hull construction. The no-wood construction uses patented closed molded RAMCAP (Rapid Molded Core Assembly Process) construction with high density, closed cell, structural foam flotation throughout its deep-V hull. There is a lifetime hull warranty.

"Our new 285cc is a perfect fit for Caribbean boating," says Matt Vranich, vice president of sales and marketing. "It was designed for both offshore and inshore fishing and has all the creature comforts for island hopping. Our recent trials in the Bahamas were a resounding success." www.everglades boats.com





WEAR YOUR LIFEJACKET, DON'T DRINK -SIMPLE TIPS TO STAY ALIVE ON THE WATER



Your mother told you to eat your veggies. The U.S. Coast Guard recommends you wear a life jacket on the water. Both health-promoting and life-saving tips seem like such commonsense mariners shouldn't need a reminder. However, veggies aside, the U.S. Coast Guard's August-released 2021 Recreational Boating Statistics Report has good news and bad. On the good side, boating safety improved with a 15.4 percent drop in the fatality rate per 100,000 registered vessels in the US. The bad is that 81% of fatal boating incident victims drowned. Of those drowning victims with reported life jacket usage, 83% were not wearing a life jacket. The report also identified alcohol as the leading known contributing factor in fatal boating incidents and the leading factor in 16% of deaths.

"Boating is one of the safest forms of recreation out there, but the data reconfirms to me that deaths associated with not wearing a life jacket and alcohol are among the most preventable," said Paul Barnard, Recreational Boating Safety Program Specialist, U.S. Coast Guard Eighth District, in a press release. "It gives us a great sense of urgency to educate boaters and give them the knowledge and skills they need to stay safe." www. watersportsfoundation.com

SCIENTISTS CREATE FIRST-EVER GUIDELINES TO HELP CARIBBEAN TOURISM SECTOR **CONSERVE CORAL REEFS**

Coral reefs play a huge role in Caribbean tourism, from snorkeling and scuba diving and the awe-inspiring turquoise blue hues reefs create in picture postcard views. More specifically, marine and reef-associated activities generate more than \$7.9 billion annually from more than 11 million visitors, totaling 23 percent of all tourism expenditures in the region, according to data provided by the Caribbean Hotel & Tourism Association (CHTA). Healthy coral reefs are essential to the region's environmental and economic sustainability. To keep them this way, and for the first time in the Caribbean, scientists from The Nature Conservancy and the United Nations Environment Program, in concert with the CHTA, have joined forces to create A Guide to Coral Reef Restoration for the Tourism Sector.

"The guide is intended to broaden awareness and equip the industry stakeholders with proven strategies they can undertake to adhere to sound practices and coordinate and collaborate their efforts with others in the industry," says Frank Comito, special advisor to CHTA. "We provide links to globally recognized best practices and knowledge sources to guide their on-the-ground and in-the-water practices. By broadly sharing the guidelines with marina operators, dive operators, hotels, attractions, fishers, governments, and other stakeholders, we aim to increase awareness. Links provided in the guide connect the industry to best practices for protecting the reefs, such as having designated moorings in place, as well as restoring dying reefs."

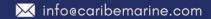
To download the 32-page guide, visit www.nature.org/content/ dam/tnc/nature/en/documents/Coral_Restoration_Guide_for_ the Tourism Sector.pdf



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SEA LAKE YACHTS ANNOUNCES ST. CROIX, USVI LOCATION

Buying a new or used sail or powerboat just got easier, especially for someone in or headed to the Northern Caribbean. Sea Lake Yachts LLC, a full-service yacht brokerage and new boat dealer for Brig, X-Yachts, and 100% Electric Xshore boats

headquartered in Kemah, TX., opened its newest location this summer in St. Croix, U.S. Virgin Islands. Christian Herold ▲, yard and marina manager at St. Croix Marine, in Gallows Bay, manages the entire Virgin Island and Puerto Rico area for Sea Lake Yachts. Herold comes to the company with 30 years of professional maritime experience including 23 years as an activeduty officer in the US Coast Guard.

Sea Lake Yachts was started by Doug and Angela Hughes in 2012. Doug, who has been in the business for over 33 years and is a leader in the industry, says, "We can help you with any boat anywhere"

The company also has USA locations in Galveston and Rockport/Port Aransas, TX, and Orange Beach, AL. www.sealakeyachtsllc.com, stcroixmarinecenter.com

SSCA SHARES UNIQUE CRUISING VIDEOS

The Queen of England isn't the only one celebrating a Platinum Jubilee. The Seven Seas Cruising Association (SSCA) is also commemorating seven decades since its founding. In honor of this occasion, the organization is making one of its popular interviews from the SSCA's Circumnavigators and Easier & Safer Cruising Summits available each month, complementary, to the public. The first features two celebrity members, Bruce and Joan Kessler. The Kesslers were one of the first, if not the first, to circumnavigate in a personal cruising motor vessel, their 70foot Northern Marine passagemaker, the Zopilote. The threeyear voyage ended successfully in 1993. Before this, to prepare, the couple cruised from Seattle to Alaska and then Maine to the Caribbean, before heading home to Southern California to begin their global trip. The Kesslers were famous even before their voyage. Bruce was a former Formula 1 race car driver, TV and movie director, and deep sea fishing boat captain. Joan, better known as Joan Freeman, is a former movie star who appeared alongside actors such as Vincent Price in the Tower of London and Elvis Presley in the musical Roustabout.

To watch this SSCA interview, visit www.youtube.com/watch?v= ElQ6av_jDbM&ab_channel=SevenSeasCruisingAssociation. To see what other interviews are available, visit ssca.org



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OCTOBER 1 – 2 & OCTOBER 6 – 8:

Bonaire Regatta.

Celebrating its 55th anniversary, racing will be held in two locations over two weekends. The first weekend is for Windsurfing Slalom, Freestyle, and Sunfish races at Sorobon Beach at the end of the peninsula, and the second weekend's racing will be in Kralendijk Bay for CSA Racing and Cruising Yachts, Sunfish, Microboats, Optimist and Windsurfing Foil. "This is our first regatta after the pandemic to re-open and be able to cater as a cultural public event," says Derchlien Vrolijk, general coordinator for Aquaspeed Bonaire Windsurfers, the organizing body for the on-the-water activities. "There is a lot of interest from the other sister islands to come participate in the aquatic events and the festival. Our goal as the organizing body for the aquatic activities is to increase participation both by athletes and visitors." www.facebook.com/bonaireregatta54

OCTOBER 6 - 8:

International Blue Marlin Fishing Tournament.

Club Nautico de Santo Domingo hosts this light tackle (30-pound test) event off the productive fishing grounds of Punta Cana, where a few years ago a record-setting 23 blue



marlin were released in one day. "We have added a new category for boats that are equipped with Sonars. There will be new trophies added for this category too," says Wally Heinsen, who chairs the Club's fishing committee. "This tournament is special because only the most eager fisherman participate and the enthusiasm level is high." Shoreside activities include nightly dinners and live music, with a closing awards ceremony for top anglers and top boats. www.clubnautico.com.do

OCTOBER 12 - 16, OCTOBER 14:

59th Port Antonio International Marlin Tournament (PAIMT) & 36th Local Canoe Tournament.

The blue marlin bite is hot in the waters off the northeast of Jamaica in the fall. Captains and VIP Opening kicks off October 12, followed by three days of fishing. In 2019, 2020, and 2021, the team aboard Still Keepin' It Jiggy, won the overall trophy and qualified to compete in the 2021 Offshore World Championship held in Costa Rica. Meanwhile, as an event within an event, some 50 to 60 teams of three anglers each will try their angling luck from local-style canoes. "This event is all day and starts at 7 a.m. We designate it as a Canoe Fun Day, with hopefully a few marlin and lots of nonbillfish caught," says Dr. Ron DuQuesnay, secretary at the Sir Henry Morgan Angling Association. Both tournaments conclude with a Breakup Breakfast, set for October 16. jamaicasportsfishing.com



OCTOBER 21 - 23: Caribbean Sailing **Association (CSA) Annual Conference** & Caribbean Dinghy Championships (CDC).

These two events will happen simultaneously and be hosted at the St. Maarten Yacht Club in St. Maarten. Some 40 people, including regatta organizers, race officers, CSA measurers, and MNA's, representing at least 15 islands will attend the Conference. "Topics are diverse and will include diversity and inclusion in sailing, overall sailing trends, cross promotions between the different organizations, and funding application processes," says Michele Korteweg, CSA President. "We also look to invite several international sailors and boat owners representing different classes to better understand what they enjoy about the islands, the events, and where we could assist better. Overall, the Conference is aimed at supporting each other in the region





and looking for ways to become a stronger entity in attracting more boats to the region as well as generating successful sailors to participate in sailing worldwide." Twenty to 30 sailors from a half dozen islands including St Barths, Grenada, Curacao, and defending Nations Cup champion Antigua will send teams to race in the CDC. Teams include one sailor in each of five classes: optimists, laser 4.7, radial and standard, RS Zest, and RS Quest. "Sailing will take place in Simpson Bay if the weather cooperates, otherwise the Simpson Bay Lagoon will make for a great alternative," says Korteweg. caribbeansailingweek.com/, www.smyc.com/caribbeandinghychampionship

OCTOBER 29:

Foxy's Catfight & Masquerade Ball.

This quarter-century-strong event hosted by the BVI's West End Yacht Club (WEYC) is timed to coincide with the full moon and Foxy's Halloween Party on Jost Van Dyke. "Allcomers are welcome both to the race and to the Halloween party," says Peter Clatworthy, WEYC Commodore. "The race reflects the

crazy spirit of the party and prizes are traditionally awarded for 'the Baddest Cat' and 'Best Dressed Crew' - ghouls and ghosties, aplenty with a distinct maritime flavor and limited only by the imagination of the participants." www.westend yachtclubbvi.com



OCTOBER 22: Willy T Virgins' Cup.

Started in 1975, and one of the longest running on the Royal BVI Yacht Club calendar, the race has been sponsored by the famous floating bar, the Willy T, since 1990. "In addition to the normal racing rules, all boats entered for the Virgin's Cup shall have a female skipper," says Tamsin Rand, club manager. "There are no changes to the format of previous years, but we do expect a solid fleet of dinghy entries to join the trimarans and cruising boats." www.royalbviyc.org



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anesh, our 1981 43-foot Wauquiez ketch, is a very commodious, very livable cruising vessel. Even better, her comfy aft cabin is a bit of a Tardis—bigger on the inside than the outside. Few sailing vessels under 55 feet LOA sport such a posh aft cabin.

Alas, our vessel was designed for northern climes. Her first liveaboard owner spent most of his time in the Med. Her second liveaboard owner, a Frenchman by the name of Roger, brought her to the Caribbean—and promptly installed an opening portlight low in her transom, at the foot of the spacious bunk, to increase ventilation. While I didn't particularly like the way this mismatched port looked from the outside, I was amazed how effective it was in cooling the boat.

It made a huge difference in tropical livability.

One of my concerns about this portlight was how low it was. I thought that even tiny wakes would wash right into the boat and swamp our huge double-wide bunk. They didn't. Ganesh



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has tremendous reserve buoyancy aft. Amazingly, we could even leave the port open offshore, while running downwind in brisk conditions. Even better, the rain didn't enter while at anchor because the boat pivoted into the wind.

Thus, the port that I disdain—well, I fell in love with it. We'd leave it open for months at a time in settled weather.

Of course, the Lesser Antilles aren't very hot. They're always cooled by the Nor'east Trades. Singapore, however, where we currently reside, is a different matter. We're directly underneath the equator. Worse, it is windless here nine months out of the year.

What to do?

The Lesser Antilles aren't very hot. They're always cooled by the Nor'east Trades. Singapore, however, where we currently reside, is a different matter. We're directly underneath the equator. Worse, it is windless here nine months out of the year.

Above the small opening port which I mentioned, is a large half-inch Lexan window. The forty-year-old Lexan is old, cracked, and needs to be replaced which is not a problem for us because I custom-made an additional half-inch 'storm cover' out of the identical Lexan that we bolt-on while circumnavigating. Thus, we're watertight and super strong. The strength of a full inch of Lexan is extreme.

Since the center of this transom window is over a foot above the opening port, I came up with a brilliant idea while sweating in Singapore. I'd mount a much larger opening port in the middle of that Lexan window. Then when we returned to ocean sailing, I would replace the cracked original Lexan with new Lexan, and remount the storm covers also made of Lexan—and sail off.

Cool, eh?

Being a man of action (rather than, say, thought or intellectual capacity), I immediately took a jigsaw to the window, installed the larger, much higher opening port—and enjoyed the nowcooler cabin.

Of course, I patted myself on the back. Am I a genius or am I a genius? While other sailors might have agonized, I took bold, decisive action. Hooray for me!

Now, let me tell you a little bit about S'pore—besides the fact that I live here almost for free in the world's most expensive city.

It's small—just a tiny chip of continental Malaysia that has broken off. It would be totally unremarkable, except for its clever, money-hungry residents and an amazing fellow named Lee Kuan Yew.

Lee talked nearly all the ships in the world to headquarter out of Singapore. I won't go into the exact details of how he did this ("Free," he repeatedly shouted truthfully, "Totally free!")—only that he managed it. We have thousands of ships moving through and around S'pore continuously—plus thousands more at anchor, and, believe it or not—thousands more under repair. Oh, and they are loading and unloading too. We're also the busiest transshipment port in the world, which is why we have the wealthiest citizenry on the planet as well. Of course, wealthy people like their yachts. And, of course, their watersports. Asia is totally enthralled with exercise.

Oh, and back to those freighters—each one requires supply vessels, oilers, tankers, ferries, and a dozen other craft to service it.

The point is—there is no body of water in the world more crowded and more active with large commercial craft, floating cranes, and drifting oil rigs than Singapore. Plus yachts. Ditto kayaks, foiling kiteboards, and various pedal boats. And these craft are all jammed together in a glorious chaotic mess. Half the shipping tonnage on earth passes right by my porthole daily.

Efficiently and fast—really fast.

Did I mention the current? There's a big tide here. The current roars. Which is nice because 99% of the time, it keeps Ganesh aligned parallel to the ship traffic that is speeding past within boathook reach.

That leaves, alas, 1% of the time. Four times a day our vessel is momentarily held sideways to the stream of rushing freighters which, of course, kick up some of the largest, most dynamic wakes in the world.

The practical effect of this is that every three months or so, we get a solid 14" by 7" stream of water shot into the boat through our open port... right onto our (increasingly crusty) bunk. This solid stream of exploding corrosive salt water not





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only nearly drowns us and often floats away our foam rubber mattress, it strikes with such massive force that all my electronics and computers in my aft cabin writing office are doused as well—woe is me, dude!

Or, as my darling wife likes to put it, "Aren't you clever, Fatty!" Yes, people wonder how my wife and I have managed 52 years of wedded bliss. The answer is simple.

"I stay with him because," she enjoys telling the milling crowds of Asians watching from the Changi beach every day, "I can't believe that Fatty is going to do something stupider tomorrow than he did today!"

It's true. In my own weird way, I continuously reach "within" for excellence.

There is no body of water in the world more crowded and more active with large commercial craft, floating cranes, and drifting oil rigs than Singapore. Plus yachts. Ditto kayaks, foiling kiteboards, and various pedal boats. And these craft are all jammed together in a glorious chaotic mess. Half the shipping tonnage on earth passes right by my porthole daily.

Of course, I could just dog-down the portlight. Simple right? And lay there, stewing in my own juices. I've done this. For months at a time. But eventually, my resolve dissolves and I foolishly open the bloody port once again. Within minutes, I experience a tidal wave of damp destruction—think soppy hanging lockers, dripping bookshelves, and stuck-together clumps of precious literary manuscripts.

Of course, I take it all as a Zen challenge. After all, I'm an internationally famous marine advice-giver.

Here's the bottom line—no matter how worthless that advice might be, I'm still gonna cash the check!

Once again, my wife Carolyn puts it succinctly, "Lots of yachtsmen around the world who haven't met Cap'n Fatty—nor seen our vessel up close—respect him!"

Regardless, I nobly soldier on.

My first idea was to put double screens on the port—to sort of strain the force out of the regularly-arriving tsunami. This didn't work too well. When we surfaced from our sleep, sputtering indignantly for air, I had one of the twisted screens around my bald head.

Damn, the indignities of aging!

Next, I tried to mount a curved plywood half-trough, sugarscoop-style barrier outside—exterior to the transom—but, alas, the force of the arriving wake swept it away like it was paper mâché.

Another similar device managed to funnel water in, not keep

Next, I went with a hinged piece of oversized Lexan that would-from the force of the onrushing wave-bang upwards and savagely plug the hole. While this did, indeed, lessened the tonnage of water taken aboard, it also increased the pressure of the squirts. Now things in the walkthru were getting doused!

I shifted to fabrics—praying that an upside-down awning of Sunbrella would save the day—no way, Jose!

Perhaps my stupidest idea was mounting a folding swim platform that would hinge up and block the whole area from incoming tidal waves. I couldn't make the hinges strong enough without making them too heavy. Plus, it would be instant death if we were getting into our dinghy at the wrong moment... think 'eight foot wide transom rat trap' on a deadly scale.

No, things aren't going too well.

My wife is now sleeping in the main cabin and I'm regularly wearing my Henry Lloyd foulies, a snorkel, and a safety harness to bed.

Why? I'd hate to be dozing and unceremoniously swept out the hatch during a particularly strong freighter wake.

Ah, the joys of living aboard during one's sunshine years! (end)

EDITOR'S NOTE: Fatty and Carolyn continue to decrease the value of their nearly worthless boat on a daily basis.



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he most common horsepower seen on the dinghies of cruising yachts are 9.8 and 15. When the boats are larger with paid crew there is a greater chance of 25 hp and above. Amongst the considerations for purchasing an engine are the power to get the dinghy to plane, the price and the weight of the engine in case it needs to be taken off the dinghy.

As a result of the weight consideration most outboards on cruising yachts are two stroke in the Caribbean where these lighter and relatively more powerful engines are still available.

The weight of the most popular and lightest 9.8 model in two stroke is 57 lbs. or 26 Kg. Older models in this power category were as much as 90 lbs. so hence the success in the market of the light 9.8.

The new four stroke models are heavier than the feather weight two strokes. But in return for having to pick up 81.5 lbs.

(37 kg) (an extra 24 lbs. you get a much quieter engine that is much cheaper to run on. Previously engines in this power class were about 13 lbs. heavier than these newest, much lighter four strokes.

You also get to be emancipated from having to mix oil and water and the risk of doing this wrong or forgetting it, as well as managing the half full bottles of oil that you can never find when you want them.

The cruiser's calculations are slowly changing, as are for that matter the calculations of all outboard motor owners.



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



REGALIA	2023	2024	2025	2020	2021
RORC Transatlantic	Jan 8	Jan 7	Jan 5	Jan 4	Jan 3
Barbados Sailing Week	Jan 16 - 22	Jan 15 - 22	Jan 20 - 26	Jan 19 - 25	Jan 18 - 24
Montego Bay Pineapple Cup	Jan 21 - 28	no race	Jan 25-31	no race	Jan 23 - 29
Grenada Sailing Week	Jan 29 - Feb 3	Jan 28 - Feb 2	Jan 26 - 31	Jan 25 - 30	Jan 31 - Feb 5
Caribbean Multihull Challenge	Feb 3 - 5	Feb 2 - 4	31 Jan - 2 Feb	Jan 30 - Feb 1	Feb 5 - 7
RORC Caribbean 600	Feb 20 - 24	Feb 19 - 23	Feb 24 - 28	Feb 23 - 27	Feb 22 - 26
St. Maarten Heineken Regatta	Mar 2 - 5	Feb 29 - Mar 3	Mar 6 - 9	Mar 5 - 8	Mar 4 - 7
Antigua Superyacht Challenge	Mar 6 - 12	Mar 13 - 17	Mar 12 - 16	Mar 11 - 15	Marc 10 - 14
St Barths Bucket Regatta	Mar 16 - 19	Mar 21 - 24	Mar 20 - 23	Mar 19 - 22	Mar 18 - 21
St. Thomas International Regatta	Mar 24 - 26	Mar 29 - 31	Mar 28 - 30	Mar 27 - 29	Marc 26 - 28
BVI Spring Regatta & Sailing Festival	Mar 27 - Apr 2	Apr 1 - 7	Mar 31 - Apr 6	Mar 30 - Apr 5	Mar 29 - Apr 4
Les Voiles de St. Barths	Apr 16 - 22	Apr 14 - 20	Apr 13 - 19	Apr 12 - 18	Apr 11 - 17
Antigua Classic Yacht Regatta	Apr 19 - 24	Apr 17 - 22	Apr 16 - 21	Apr 15 - 20	Apr 14 - 19
Antigua Sailing Week	April 29 - May 5	April 27 - May 3	Apr 26 - May 2	Apr 25 - May 1	Apr 24 - Apr 30
Antigua to Bermuda Race	May 9	May 8	7 May	May 6	May 5
WindWard 500	May 16	May 14	13 May	May 12	May 11
Atlantic Rally for Cruisers (ARC)	Nov 19	Nov 24	Nov 23	Nov 22	Nov 21

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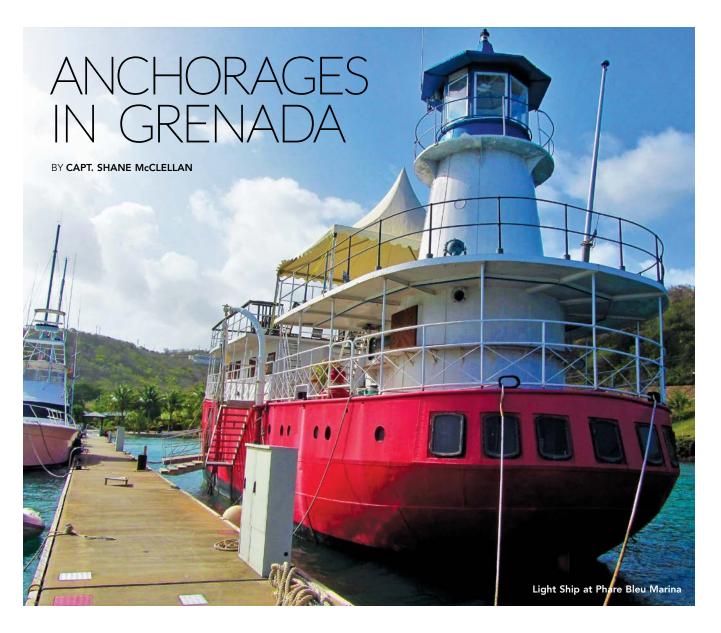












or the last four years I have hauled *Guiding Light*, a
Lagoon 410, out during hurricane season in the island nation of Grenada. There are several advantages to hauling your boat out here including several boat yard choices, good flight access, an active cruising community, and lots of varied shore side attractions to name a few.

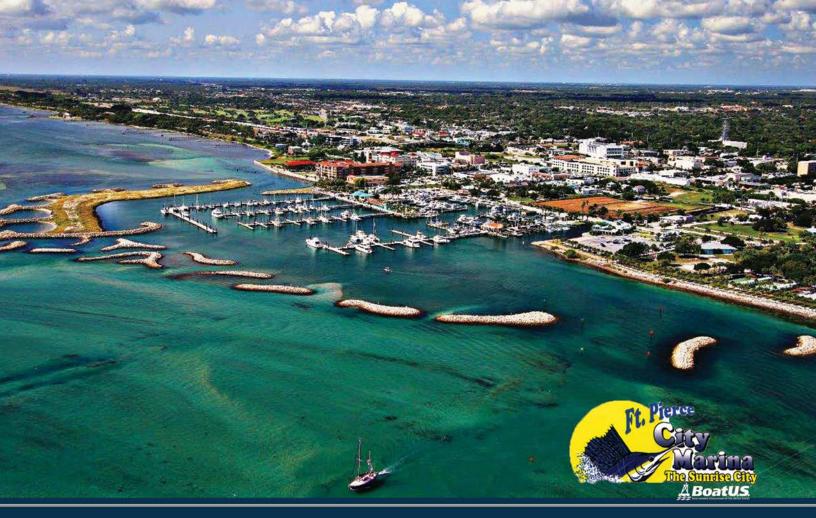
Now that I have spent parts of four different years in the amazing country of Grenada I want to share a list of the anchorages you will find around the island in order to help orientate new cruisers and to encourage even more people to visit. I am telling you this island has really grown on me with all the shore side sights, super friendly people, amazing bus system, and great boating community. While I do not claim to be an expert on Grenada, I offer you my impression of the available anchorages.

NORTH COAST

Since Grenada is kind of shaped like a long pod with the pointy end to the north, the north coast is quite short. While people have been known to anchor off Sauteurs and behind the tiny islands of Sugar Loaf, Green, and Sandy Islands, I would consider these day anchorages only and recommend any newer captain to stay away. This is due to the lack of protection from a wind north of east and the constant threat of a north swell during the cruising season.

WEST COAST

The bad part of the west coast of Grenada is that you have to sail 20 miles (or 2/3 of the way) down the island before you find any kind of shelter from the swell that rolls down the coast. With that said I have anchored off the town of Gouyave to enjoy the Friday night fish fry. This is a truly Grenadian



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event where you can sample food from many vendors set up along the street, but remember there is no protection from the swell and the fishing fleet is active and you may have to move out of their way.

In order to find any type of protection you have to get past Black Bay Point. From there your anchorage options are:

Halifax Harbor – This is a quiet bay that has some protection from the swell coming down the island. There is not much around, but if you get to shore you are near Concord Waterfall. Three things to be aware of are first there are electrical cables going across the southern part of the anchorage so do not go too far into the bay; second, access ashore is up a 20-30 foot slope; and third, there are several wrecked hulls and the dump used to be here.

Happy Hill & Dragon Bay – These are small bays that are quiet but also afford good access to the Underwater Sculpture Garden just to the south (this is a must see). Supposedly anchoring is not allowed in these two bays since you are in a national park, but last time I was there the moorings were sunk (still there and usable if you know where to find them). During my time moored in the bay I saw several boats come in and anchor on the sandy bottom in the middle of Dragon Bay.

Grand Mal Bay – This is a busy commercial bay on the other side of the Sculpture Garden and only two miles from the capital. You can find a couple moorings just around the southern

point of the Sculpture Garden bay, but if you try to anchor near there it drops off quite quickly. Deep into the bay you will find 25 or less feet of water, but you have to deal with all the boat traffic.

St George's – This is the capital and inside the harbor (which is an extinct volcano crater with a side missing) are a couple marinas, but the anchorage is outside and is a road stead. To the north of the harbor is the cruise ship pier and a no go area, but south of the harbor is a large area 20-25 feet deep with various holding. This anchorage can get rolly if the swell is coming down the island, but it offers excellent access to the capital and all its resources. Of note is that this was strictly a quarantine area during covid-19, so check if it is open for regular use.

Grand Anse Bay – This is the most beautiful beach in the entire country and rivals any in the Caribbean. From an anchoring stand point, it is strictly off limits and this is enforced.

Mourne Rouge Bay – This is a small, lovely bay that can hold a couple boats in 7-15 feet of water. The problem is that I had a couple friends run out of this bay by the authorities. It was unclear if this was due to covid or a new policy for this bay. Just be forewarned.

SOUTH COAST

This is where most of the cruisers hang out and almost all the daily and weekly activities happen on this side of the island. Sometimes it can feel like summer camp with the number of



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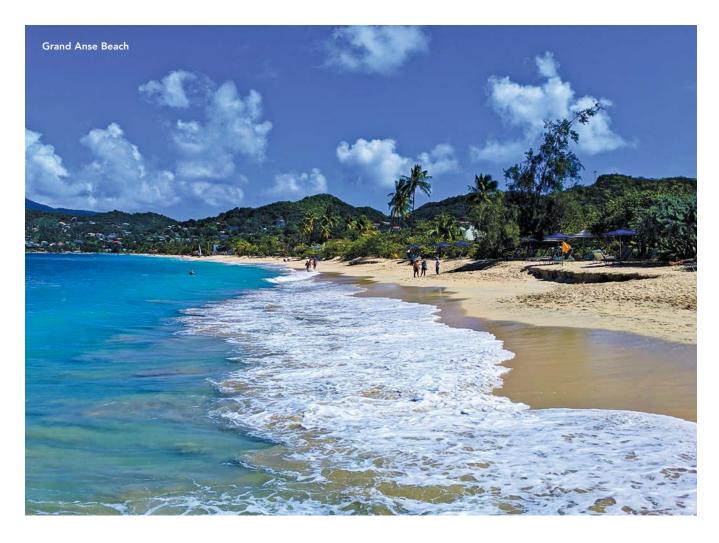


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activities available. The south side always has an active cruising community, but the numbers swell during the hurricane season. If you can find the space, you can anchor in any of the bays below:

True Blue - This is a small bay that has a marina, moorings, and anchorage, but can be a bit rolly if the wind is south of east. This bay gets its name from the indigo production done here before the sugar industry took over in the 18th century.

Prickly Bay - This bay is right next to True Blue and is a little deeper. It is a great bay for access to a couple marinas, fuel, restaurants, and Budget Marine, but it can also get rolly if the wind is south of east.

Mt. Hartman Bay – This is a nicely protected bay that has access ashore via a marina, but not much else is there. The reefs outside the bay are full of good snorkeling opportunities.

Hog Island – Tucked behind an island, this anchorage is fully

protected and has a nice little beach that is popular. This is my favorite anchorage based on the protection and accessibility since you can get to shore with the dinghy in either Mt Hartman Bay or Clarks Court Bay. The bad part is that it is always crowded.

Clarks Court Bay – This bay is long enough that it has several bays within it (Woburn, Sage, Whisper Cove). There is lots of room, access to the bus, and services within this bay. My personal favorite spots are deep in the bay, in Woburn Bay, near Clarks Court Marina since any swell that makes it into the bay has dissipated and you are right next to the bus and other services. The other spot I love is on the east part of the bay, behind the reef between Calivigny Island and the mainland. You are further from the services, but the breeze is amazing.

Phare Bleu Bay - There is a nice little marina here with a lovely beach and a very cool North Sea light boat museum (think lighthouse, but as a boat), but if I was going to anchor I would do so on the other side of the reef I just mentioned above that separates this bay with Clarks Court Bay.









Egmont Harbour, Chemin Bay, Westerhall Bay – All three of these bays are similar in that they have superb protection, rarely have other boats in them, are remote from services, and are mangrove lined. They are great places to go if you want to get away for a bit.

Petit Bacaye Bay – I have not checked this bay out yet, but I am told it is a small, beautiful bay that can't handle more than a couple boats. Based on the chart, I have my doubts about how much protection it offers in a wind south of east though.

St David Bay – The only reason to go here is if you are hauling out at Grenada Marine since it is nowhere near the main road and rolls as soon as the wind is south of east. There is a nice restaurant (Laura's) also.

La Sagesse Bay – I stayed in the hotel in this bay when I was launching *Guiding Light* this last year. The bay always had waves on the beach and the chart looks a bit shallow, so there is no way I would bring my boat here. With that said, the hotel was very nice and better that staying on the boat in the yard with the heat, bugs, and lack of wind.

EAST COAST

Due to the constant easterly trade winds and bays with a lack of protection, the east coast of Grenada is uninviting. There is only one possibility.

Grenville – This is the 2nd largest town on the island and a very local bay. Very few cruisers visit here by boat, since you can take the bus there for about \$3. The bay is surrounded by a reef that is awash and should provide protection, but I have never tested it. Just not worth it if you ask me.

There you go, a fully (almost at least) encompassing list of anchorages around the island of Grenada. I truly hope this list of anchorages helps when you set sail south to Grenada. You will love your time in this amazing little country.

After 11 years of running charters in the Virgin Islands & Eastern Caribbean, Captain Shane is sailing Guiding Light west toward Dominican Republic, Cuba, and Belize this year. Check out his adventures on any social media using svGuidingLight.



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WHAT DOES IT TAKE TO WORK ON A CREWED CHARTER YACHT?

BY CAROL M. BAREUTHER, RD



ravo Network's wildly popular reality show, Below Deck, has shone a spotlight on the crew side of the charter yacht industry albeit in a dramatic way. For most charters, the highs might not be as high nor the lows as low, making for an ideal professional for people-pleasers with strong hospitality skills. So, what does it take to work as crew? For one, a strong work ethic is a must for the 24/7 hours when on charter. Plus, there's more.

BIG DEMAND

The industry is definitely hiring.

"We need all crew positions," says Diane Leander, crewing

manager for The Crew Network, in Fort Lauderdale, FL. "Our business has been exceptionally busy for the past several years and the crew requests are not slowing down."

More specifically, says Ami G. Ira, yacht sales and charter specialist for Blue Oceans Yachting, in Fort Lauderdale, FL. "The interior crew seems to stay in the industry only a few years before going land-based, so there are always opportunities for Stewardesses. Chefs stay short-term as well, so we always have Chef positions. Engineers are hard to find worldwide and in every industry. Captains who have good references, mechanical abilities, and longevity are in demand in every size of yacht."

In the Caribbean especially, teams are the biggest need, according to Dare Blankenhorn, owner at Charter Caribe, a luxury charter yacht sales and management company located in St. Thomas, U.S. Virgin Islands. "This means crew who have an existing history or potentially a long-term relationship. The ability to share and support one another within a dynamic work environment is one of the most valuable skills to have onboard. In luxury yachting, the tasks are large, and doing it well takes a great tremendous amount of synergy."

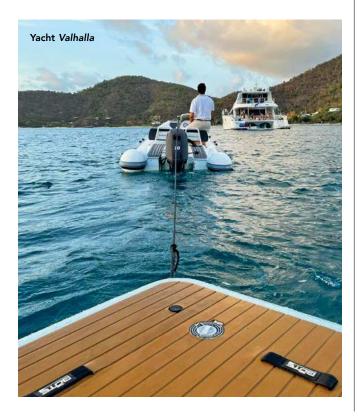
BASIC MINIMUMS

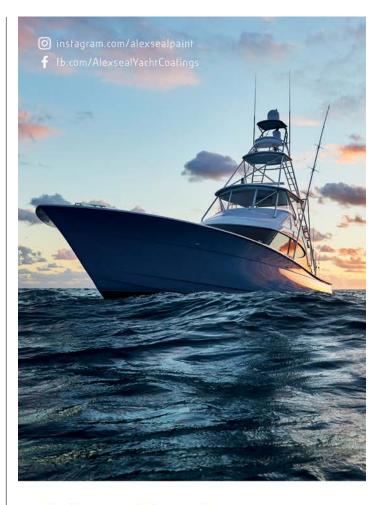
There are two key credentials to obtain to work as a yacht crew.

"The first is an STCW Basic Training certificate," says Wendy Umla, who holds a USCG 3000 ITC license and is a senior instructor at Orlando, FL-based Seven Seas Preparatory Academy. Seven Seas offers STCW basic and advanced courses, as well as other crew training.

STCW stands for the International Convention on Standards of Training, Certification, and Watchkeeping for seafarers. A basic certificate covers fundamental firefighting, personal survival techniques, elementary first aid, and personal safety and social responsibilities.

"Second is a medical fitness confirmation called the ENG 1, which attests to the physical capacity needed to perform. This and the STCW certificate are both mandatory for working on





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commercial vessels, i.e., in charter service," says Blue Oceans Yachting's Ira.

A U.S. Coast Guard physical is often acceptable in place of the ENG 1, the latter of which can only be performed by an MCA (UK-based Maritime and Coastguard Agency) approved doctor.

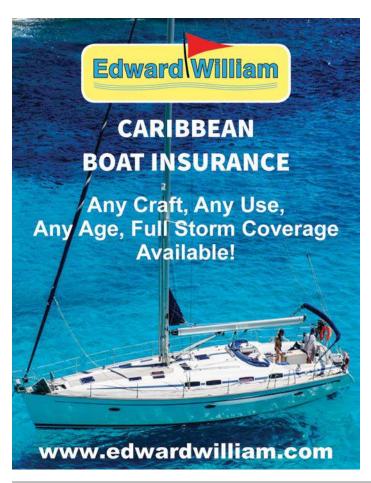
Specific crew positions require additional certifications. For example, a PBL2 or powerboat level two training for deckhands running ribs, dinghies, and tenders. Stewardesses need food safety/hygiene certifications as duties involve serving food. For Captains, a USCG Masters License, or RYA Yachtmaster is the minimum requirement.

RESUME PLUSES

Be sure that your resume is sharp, recommends The Crew Network's Leander. "Make sure your references are contactable, and up to date. Be sure that when you apply for jobs that you write a cover letter with your goals, location, available to start date, and that all your certificates are up to date."

Be sure to add special skills, talents, and experience as well as certifications.











"For the interior, high-end restaurant service experience helps, as you already know how to set the table, serve guests, pour wine, and basic dining etiquette. Hospitality, housekeeping, barista, bartending, manicures, massage, all are skills that transfer well," says Blue Oceans Yachting's Ira. "For the exterior, boating experience, vehicle maintenance, anything mechanical whether engines, electrical, carpentry, are all great skills that help get your foot in the door. Hospitality is also a good foundation, as, at the end of the day, everyone is employed to show the guests a great time. Windsurfing, sailing, water skiing, diving, and fishing are also good skills to have."

LANDING A CREW SPOT

There are crew agencies that can help with that first job. These can charge placement fees.

"Applying online to crew agency's job boards or Facebook/social media pages is a good way to start. This allows the agents to reach out to ask additional questions. I'm also appreciative when proactive crew takes the initiative to reach out via email or WhatsApp to introduce themselves. It helps them to stand out. Crew that respond quickly to emails and phone calls get our attention. We have thousands of crew and it's impossible to stay connected or reach out to everyone that applies for a job. So, the ones that write cover letters and reach out are going to get that extra attention," says The Crew Network's Leander.

There are DIY ways to land that first crew job too.

"Everyone knows to walk the docks on Monday morning. But, for example, try Thursday afternoon as well when it's later in the week and the crew may be in the weeds getting work done and need help. Or, for those who want to work as chefs or stews, go to the supermarket on Monday morning. You can tell the crews by the yacht name on their shirts. Ask them for recommendations and take your professional business cards to hand out," suggests Seven Seas' Umla.

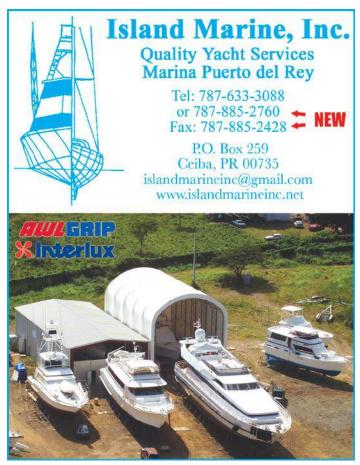
Boat shows and yacht networking events are other good bets to find a position.

Bigger isn't always better when it comes to yacht size.

"The bigger the boat, the narrower the job. The smaller the yacht, the more you'll learn because you must do a little bit of everything," says Ulma.

Finally, says Charter Caribe's Blankenhorn, "The greatest advice I can give someone is work hard, multitask, and pay attention. Yachting is extremely dynamic, and at any given time all crew members on a yacht are performing multiple tasks or functions. If you can do this, then you will be successful."







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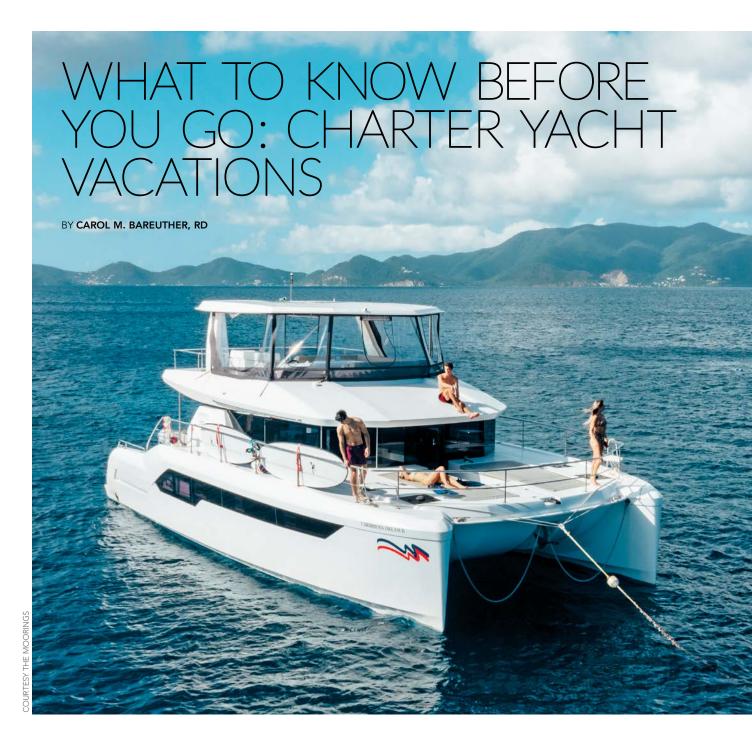
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hat was once either a roughing-it adventure or a holiday for the rich and famous is now one of the most popular vacations. Testament to this is that the global yacht charter market is projected to nearly double, from \$6.83 billion in 2020 to \$10.82 billion in 2027, according to Fortune Business Insights. The Caribbean, with its steppingstone islands, year-round warm temperatures, and numerous yachts for charter, is one of the world's most iconic charter yacht destinations.

"A charter yacht vacation is like renting a villa or a house except that your view is always oceanfront. If you don't like your view, you can move," says Raul Bermudez, vice president of MarineMax Vacations, headquartered in Clearwater, FL, with a base in Tortola, BVI.

A yacht charter is the perfect option for those who would like to vacation on the water with the freedom of island-hopping and exploring at their own pace, adds Carol Hansen, head of marketing for the Americas, at US-headquartered







Annapolis, MD-based Dream Yacht Charter, with nearly a dozen bases in the Eastern and Western Caribbean. "The size of most modern charter yachts makes it ideal for traveling with a group of family and friends. Charter vacations are uniquely ideal for multi-generational travel, offering something for everyone. For those that would rather relax than take the helm, or who don't have sailing experience, a skippered charter or crewed yacht with a captain and chef is ideal. Most charter guests will tell you it's the best vacation they've ever experienced."

7 TOP QUESTIONS – AND ANSWERS

What's to know before you book and go on a charter yacht vacation? Here are seven of the most frequently asked questions and the answers:

How suitable is a charter for babies and toddlers? Seniors? Can I bring my dog?

Plenty of guests have chartered with babies, toddlers, and young children, says Ian Pedersen, senior marketing manager for Clearwater, FL-based The Moorings & Sunsail, with bas-



es in several Caribbean islands. "As a father myself, I would recommend perhaps waiting until your child is old enough to swim on their own, if only for peace of mind, and so they can also get the most out of the boating experience, but it is something we allow. As for seniors, a large portion of our customers are between the ages of 55 to 75, so it seems this is the ideal senior retreat. Pets, however, are not allowed on board our vessels as a company policy."

What is the average price of a bareboat charter and crewed yacht charter in the Caribbean? What other expenses should I plan for?

One week, or 7 nights aboard, is the typical basis for pricing.

In ballpark figures, explains Dick Schoonover, who manages CharterPort BVI, a crewed charter yacht clearinghouse in Tortola, BVI, "A bareboat yacht will have only one







price whether it's two guests or 8 aboard. Think in terms of around \$10,000 for a yacht that can accommodate 6 guests comfortably in at least 3 guest suites. On top of that are food, beverage, fuel, taxes, and water costs. More than likely there will be a fee for insurance on the vessel. And, instead of anchoring you wish to pick up one of the many mooring balls in the various anchorages, there are fees for those too."

Yachts with a captain and a chef aboard tend to be larger, with the fully crewed fleet starting where the bareboat fleet leaves off, Schoonover adds. "Up to a megayacht size, crewed charters are priced inclusive of food, beverage, fuel, and water. Think in terms of between \$20,000 and \$30,000 for 6 guests, with all the fixin's included."

Flotillas are another way to charter. Offshore Sailing School,



based in Fort Myers, FL, charter yachts typically from The Moorings or Sunsail for its Colgate Sailing Adventures flotilla vacations. These trips are for the school's sailing school graduates, guests, and experienced sailors. Flotilla destinations in the Caribbean have included the BVI and Antigua.

"The trips include some provisions, hosted dinners, and gifts starting at \$4,000 per person, double occupancy sharing a cabin. Travel, travel insurance, mooring ball fees, country visas or entry protocol costs, personal items, shore-based tours, and dining options are not included. Most yacht crews in our flotillas put equal amounts into a kitty for shared expenses during the week," says Beth Oliver, vice president and director of sales and marketing.

When is the best time to charter a yacht in the Caribbean? How far do I have to book in advance?

The Caribbean is fabulous most any time of year, but there are some things to consider, says Dream Yacht's Hansen. "November to May is high season, meaning charter rates will be higher, and anchorages busier. The 'shoulder' seasons in October and May/June can be nice, with fewer crowds and generally good weather. Summer is low season, with calm winds, warmer temperatures, and lower rates."

To charter peak dates such as Thanksgiving, Christmas, New Year, and Easter, plan to book at least if not more than six months in advance, recommends Lesley Dowden, reservations specialist at Horizon Yacht Charters, in St. Vincent. "Offpeak then you can sometimes get great last-minute deals."

Where are the best destinations to charter in the Caribbean - for bare boaters? For crewed yachts? For crewed yachts, will I have a say over where we go and what we visit?

There is no wrong answer here, says The Moorings & Sunsail's Pedersen. "The Virgin Islands, St. Martin, Antigua, St. Lucia, Grenada, the Bahamas - you simply cannot go wrong. The US and BVI are the most popular destinations in the world for charter vacations and are an ideal starting point in your charter vacation journey. However, I would encourage anyone to branch out and explore different destinations as



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each one brings something special and unique to the table. On Crewed yacht charters, yes, you have a say in where you go and what you do. Generally, your crew will reach out to you in advance of your charter and discuss with you what your group wishes to accomplish during the week, what style of vacation you want, your food preferences, etc., and will craft an itinerary and plan for the week around your requests. However, at any time you can discuss with your crew and make changes to your plan if cool new opportunities arise throughout the week."

5 I can't go a day, much less a week, without Wi-Fi and/ or internet. Will this be available during a charter?

The Caribbean is now well served with cellular services, though the providers can vary from island to island.

"Generally, with a North American cell provider as your service, you will find a complimentary service in the Caribbean, although users need to be alert to roaming charges that may show up in one's bill," says CharterPort BVI's Schoonover. "The crewed yachts tend to offer Wi-Fi aboard, though they may not have the bandwidth to have 6 guests each watching a different Netflix film. Many of

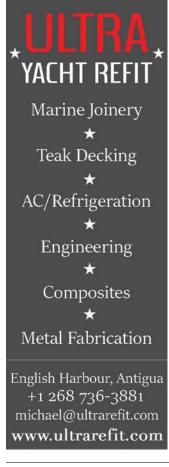
the bareboat operators offer a Wi-Fi option for charterers, though at an additional small fee."

What type of clothes are best to pack for a charter?
Pack as light as possible and as casual as you can, says
Horizon Yacht Charters' Dowden. "You will need much less
than you think you will. Shorts, T-shirts, flip-flops, swimwear,
sarongs, and maybe a couple of summer dresses and short
sleeves shirts for going ashore for dinner."

Be sure to plan for sun protection, adds Dream Yachts' Hansen. "This includes sunscreen, hats, sunglasses, and sun shirts. Footwear can include sandals or flip-flops for the beach, and soft rubber-soled sneakers or boat shoes for onboard. Water shoes can come in handy for exploring."

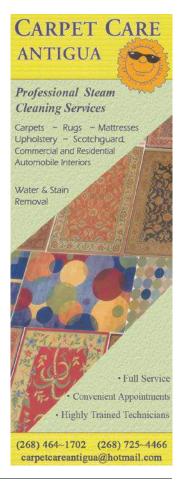
What if I need to cancel or postpone my charter?

Make sure to read the rental agreement and cancellation policy before making a charter yacht reservation, recommends MarineMax Vacation's Bermudez. "Cancelation policies vary by company and for crewed yachts, it can vary by the boat. Most will not refund if a reservation is canceled within 90 days of departure. Travel insurance is highly recommended."











CANE ISLAND VENEZUELA 8-YEAR-OLD

RUM REVIEW BY CLINT AND TERRY BORAM

here was a new rum on the shelves this month that featured rums from all over the world. The bottles of Cane Island stated they were either "Single Estate" or "Single Island" and aged anywhere from 3 – 8 years. Intrigued, we decided to explore Cane Island Venezuela 8-year-old to see what this brand is all about.

Cane Island's website doesn't read like a producer of rum. Nowhere does it talk about the rich history of rum making or the extent they go to produce, harvest, distill and age the rums. What you do learn is that Cane Island can be found in the United States, Europe, Canada, and Japan, and provides basic "Tasting Notes" about each rum. Curious, we wanted to know who was behind the Cane Island brand.

Infinity Spirits is a rum branding company out of Rotterdam, Netherlands. They help companies create a brand that fills "...the gap between private labels and well-known rum brands..." and creates rum for a specific opportunity or profile the companies are seeking. Cane Island's profile is "Single Island and Single Estate Rums." The Single Island rum comes from different distilleries on one island while the Single Estate is sourced from one distillery. To date, Cane Island has rum brands from nine countries.

Cane Island Venezuela is a Single



Estate rum distilled at Distillería Sofa. The rum is molasses based, distilled in a column still, and aged for 8 years at the distillery in ex-bourbon barrels. This is a true 8-year-old rum since the solera method is not used.

HE SAID

Immediately, I pick up some white oak on the nose with vanilla bean and orange peel. The palate is semi-sweet with notes of green banana but it's the finish that gives me joy. The oak once again comes into play with the orange peel. As I keep sipping, the palate continues to remain subtle with the finish adding cloves and warming my soul. I'm surprised by how this rum finishes based on how underwhelming the palate is. Trying an ice cube in the rum softens the palate and the finish equally. I would stick to sipping this rum neat.

The bottles of Cane Island stated they were either "Single Estate" or "Single Island" and aged anywhere from 3 - 8 years. Intrigued, we decided to explore Cane Island Venezuela 8-year-old to see what this brand is all about.

SHE SAID

The bottle makes the rum seem darker than the copper color in the glass. The liquid barely coats the glass with tiny lacing. As the glass sits and opens up, my senses pick up floral notes. However, once at the nose the florals are replaced with orange peel, almonds, and dried fruit. For me, the palate is inviting with baking notes of cinnamon, nutmeg, nuts, and raisins. I almost feel like I'm drinking nut bread. The spices continue on the finish however, unlike Clint, the rum doesn't linger with me for long.

OVERALL

For an 8-year-old rum, this is quite good. The ex-bourbon casks definitely give it depth and character. At \$30/bottle, we wouldn't mind trying some of the other rums in this brand.

4 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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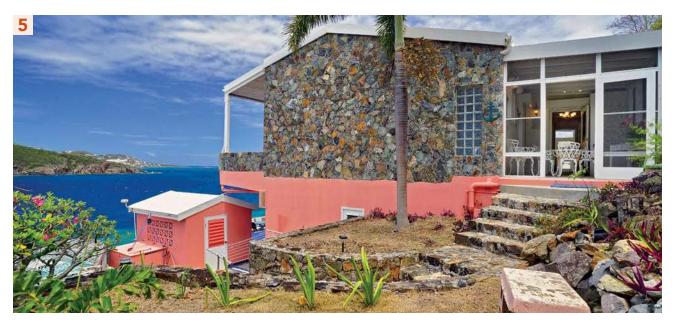
ST. CROIX, USVI. Million-dollar views are available from desirable east-end Estate South Slob. This unfinished three-level poured concrete hillside home has exceptional seller financing: \$250,000 down payment, balance on a 30-year amortization at only 3.75% APR with a 5-year balloon. Located beneath the "castle" with sweeping views of Grapetree Bay. Extensive site work and most of the heavy construction is complete. Easy to view, same day showing. Price: US \$745,000

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ST. CROIX, USVI. Move right into this turn-key 2 BR/2 BA condominium located in a gated community on the waterfront in the Mill Harbour Complex. The entire unit was recently renovated, including both bathrooms. Walking distance to grocery stores and restaurants. Only a 5-minute drive to downtown Christiansted. Condo fees include common area charges. Price: US \$229,000

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WATER ISLAND, USVI. Sea Loco is a 4 BR/4 BA property that combines luxury and comfort in a 2-acre waterfront setting with undisturbed views of Hassel Island and down island. Located in the gated community of Sprat Bay Estates, there is access to an exclusive dock, tennis court, beach, and pavilion. Two en suite bedrooms on either side of the great room make for functional living arrangements. Below are two additional bedrooms with views of the pool and coastline. Price: US \$2,500,000

SCOTT NEWLAND, Newland Real Estate, LLC | Scott.newland01@gmail.com vibeachfrontproperties.com | Cell: (340) 643-4147







Little Bay Estate is a magnificent seven acre secluded beachfront property found in Virgin Gorda's exclusive and desired North Sound. One of the highlights is that although on the mainland of Virgin Gorda this estate is only accessible from the water ensuring total privacy and seclusion. North Sound, surrounded by seas in every shade of blue, is one of the most prestigious neighborhoods in the Caribbean. Close by are The Bitter End Yacht Club, Saba Rock, Biras Creek Resort, Prickly Pear Island, Necker Island and Moskito Island. The stunning development of Oil Nut Bay is a short boat ride away. If you are a lover of the water and sailing there is no better place to sit and watch the world go by.

Access to Little Bay is via two newly constructed docks, the largest of which is approx. 180' long and draws approx. 10' at its deepest point, allowing for the berthing of multiple, sizeable vessels. Arrival via helicopter is also possible. A private sandy beach welcomes you and lays between the two properties presented at this estate.

The main villa, The Beach House, is a newly and beautifully constructed four bedroom, six and a half bathroom home sitting on the beach just a few feet from the water's edge (6,500 sf). It has been designed with precision and the quality of the finishing is breathtaking. White oak floors give a contemporary feel and the minimalist furnishings create a very modern and elegant home. The living and entertaining space is on the lower level as is one bedroom and a further three bedrooms are on the upper level.

The Guest Houses, Camelia Point, is on an elevated clifftop a short buggy ride away from the main villa. This consists of a two standalone and self-contained cottages giving total living spaces of circa 1,500sf. One cottage has a single bedroom plus ensuite and guest bath and the other is a two bedroom, two bathroom cottage. The views from the decks of both guest cottages will take your breath away.

On the western peninsula there is room for another build if desired. The views from there are stunning and include the islands of Moskito Island and Prickly Pear.

PROPERTY HIGHLIGHTS

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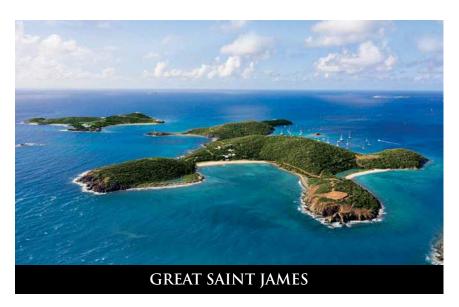
One of the last privately owned islands in the U.S. Virgin Islands, Thatch Cay is comprised of 230 acres+/- of completely undeveloped land, a 5 mile+/- coastline, and panoramic ocean vistas in every direction. With significant subdivision capabilities, Thatch cay is the ideal place to explore its nearly limitless potential for development.

LP//\$25M

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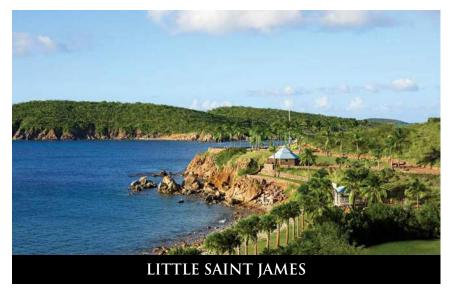
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Great Saint James, the larger of the two Jameses at 161.3 acres+/-, presents significant subdivision capabilities just 5 minutes across the bay from St. Thomas, with awe-inspiring views of the turquoise waters from Christmas Cove on the western coast to charming islets, sailboats, and seabirds in all directions.

LP//\$55M



Marked by palm tree lined beaches and cliffs overlooking scenic panoramas, Little Saint James offers 71.6 acres+/- including a helipad, private dock, transfer facility, high capacity water filtration, 2 pools, a main compound, 4 guest villas, 3 secluded beaches, gym, tiki hut, and additional maintenance structures and viewing pavilions.

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TORTOLA, BVI. Whelk Point is a 6-acre, flat, waterfront site located on the island's south shore between Hodges Creek and Paraquita Bay with breathtaking views across the Sir Francis Drake Channel. The existing main house is likely to require demolition. The 2 BR Guest Cottage with pool is in far better shape and is currently rented long term. A small private dock in Paraquita Bay provides water access. The potential is unlimited, be it for an exclusive single-family estate, or a multi-family development. Price: US \$4,000,000

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CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

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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 Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30′	160′	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•
	www.antigua-marina.com Jolly Harbour Marina www.jhmarina.com Renaissance Marina Aruba Varadero Caribe www.varaderoaruba.com Curaçao Marine Curaçao Yacht Club www.curacaoyachtclub.com Casa de Campo Marina Marina Zar Par Ocean World Marina Barcadere Marina Clarkes Court Boatyard & Marina Grenada Marine Le Phare Bleu Marina Port Louis Marina Whisper Cove Marina www.whispercovemarina.com Marina Bas-du-Fort Errol Flynn Marina & Shipyard Bocas Marina www.bocasmarina.com Red Frog Beach Marina redfrogbeach.com an IGY destination Shelter Bay Marina Club Nautico de San Juan Marina de Salinas Marina Pescaderia www.marinapescaderia.com Ponce Yacht & Fishing Club Puerto Del Rey Marina Scrub Island Resort, Spa & Marina	Varadero Caribe 297-588-0260	Palmouth Harbour Marina www.antigua-marina.com 268-460-6054 20′ Jolly Harbour Marina www.jhmarina.com 268-462-6042 13′ Renaissance Marina Aruba 297-588-0260 13′ Varadero Caribe www.varaderoaruba.com 297-588-3850 8′ Curaçao Marine 5999 465 8936 13′ Curaçao Yacht Club www.curacaoyachtclub.com 5999-767-4627 16′ Rasa de Campo Marina 809-523-5858 12′ Rasa de Campo Marina 809-523-5858 12′ Rasa de Campo Marina 809-523-5858 12′ Rasa de Campo Marina 809-970-3373 12′ + 12′ 4′ 473-443-3743 8′ Rasa de Campo Marina 473-439-3939 11′ 473-443-1667 15′ 473-443-1667 15′ 473-443-1667 15′ 473-444-5296 15′	Falmouth Harbour Marina www.antigua-marina.com 268-460-6054 20′ 380′ Jolly Harbour Marina www.jhmarina.com 268-462-6042 13′ 200′ Renaissance Marina Aruba 297-588-0260 13′ 200′ Varadero Caribe www.varaderoaruba.com 5999-865-8936 13′ 120′ Curaçao Marine 5999-767-4627 16′ 160 Casa de Campo Marina 809-523-8858 12′ 120′ Marina Zar Par 809-523-5858 12′ 120′ Ocean World Marina 809-970-3373 12′ 250′ Barcadere Marina 473-439-3939 11′ 150′ Clarkes Court Boatyard & Marina 473-443-1667 15′ 70′ Le Phare Bleu Marina 473-443-1667 15′ 70′ Le Phare Bleu Marina 473-443-1667 15′ 100′ Whisper Cove Marina www.wbispercovemarina.com 473-444-2900 15′ 100′ Marina Bas-du-Fort 590 590 936 620 15.5′ 210′ Errol Flynn Marina www.boasmarina.com 507-757-9800 20′ 150′	Falmouth Harbour Marina 268-460-6054 20′ 380′ 60 Jolly Harbour Marina 268-462-6042 13′ 200′ 160 Renaissance Marina Aruba 297-588-0260 13′ 200′ 50 Varadero Caribe 297-588-3850 8′ 120′ 75 Curaçao Marine 5999-465-8936 13′ 120′ 30 Curaçao Yacht Club 5999-767-4627 16′ 160 120 Cusa de Campo Marina 809-523-5858 12′ 120′ 110 Casa de Campo Marina 809-970-3373 12′ 250′ 104 Barcadere Marina 345-949-3743 8′ 150′ 83 Clarkes Court 500-404-300 15′ 10′ 100 Curaçao Marina 473-433-3939 11′ 150′ 20 Clarkes Court 500-404-300 15′ 10′ 100 Clarkes Court 500-500 15′ 10′ 100 Curaçao Marina 473-444-2400 15′ 10′ 100 Clarkes Court 500-500 36-620 15′ 210′ 100 Clarkes Court 500-500 36-620 15′ 210′ 100 Clarkes Court 500-500 36-620 15′ 210′ 100′ 18 Clarkes Court 500-500 36-620 15′ 210′ 100′ 18 Clarkes Court 500-500 36-620 15′ 210′ 100′ 18 Clarkes Court 500-757-9800 20′ 100′ 18 Clarkes Court 500-757-9800 20′ 100′ 18 Clarkes Court 500-757-9800 20′ 100′ 1	Palmouth Harbour Marina 268-460-6054 20′ 380′ 60 ●	Falmouth Harbour Marina	Falmouth Harbour Marina	Falmouth Harbour Marina 268-460-6034 20' 380' 60 ■ 110/220/380 3 phase ■ ■ ■ ■ Jolly Harbour Marina 268-462-6042 13' 200' 160 ■ 110/220 ■ ■ ■ ■ ■ ■ ■ ■ ■	Falmouth Harbour Marina	Falmouth Harbour Marina 268-460-6054 20' 380' 60	Falmouth Harbour Marina	Falmouth Harbour Marina 268-460-6054 20' 380' 60	Falmouth Harbour Marina	Falmouth Harbour Marina 268-460-6054 20' 380' 60	Falmouth Harbour Marina 268-460-6054 20 380 60 110/220/380 3 phase

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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	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
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com	721 544 2408	18′	320′	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com	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
Trinidad	Power Boats Ltd	868-634-4346	13′	65′	40	•	115/220		•	•	•	•	•	•	•	72	•
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

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300′	100		480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	•	•	•	•	•	•	•	09/16	FREE
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
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com	917-677-7680	16′	175′	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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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 4 5	•		•	•	•	•	•
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 4	•	•	•	•	•	•	•
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 4	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70 4	•		•	•	•	•	•
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	Clarkes Court Boat- yard & 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 4	•	•	•	•	•	•	•
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 4	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60 4 5	•		•	•		•	
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 4	•	•	•	•	•	•	•
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	8-4:30, Mon- Sat	40 4 5		•	•	•	•	•	•
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 4			•	•		•	•
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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MARINE TRAVELIFT

HEAST U.S. MARINAS

All At Se Marinas		s Southeast U. Guide	S.	Maximum Draft	Maximum	*ofS/jo	Fiest	Meler Supplyed	Cable/ Safe///	Diese,		Sh _{OL} .	Lawer MC	7.0%;	Bar / E	Secription	WAF Channol	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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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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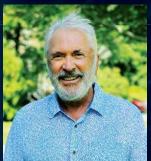
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Meet the Team:



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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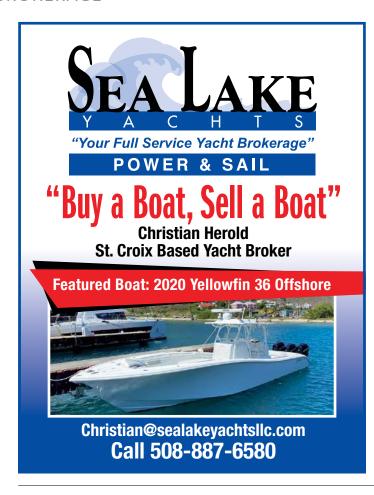
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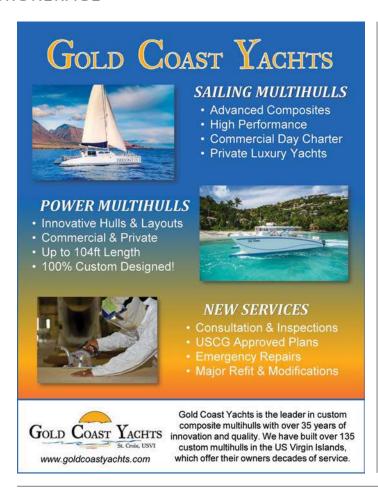
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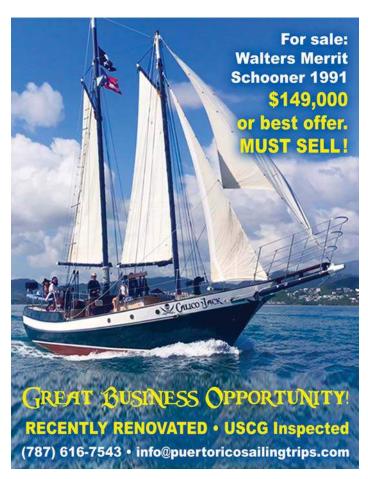


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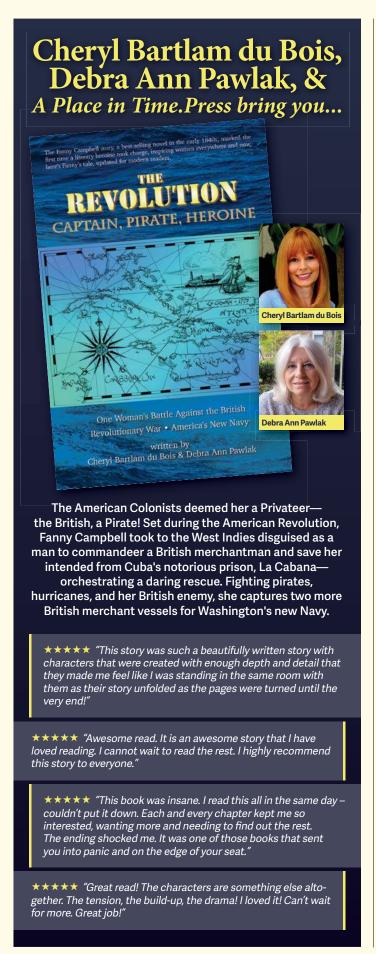


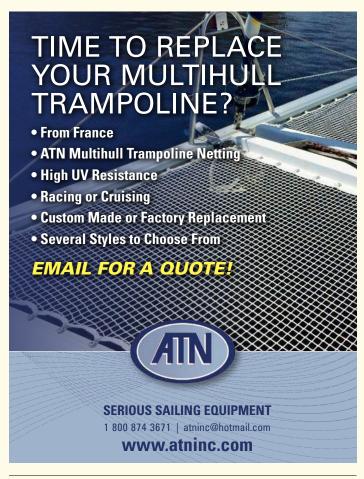






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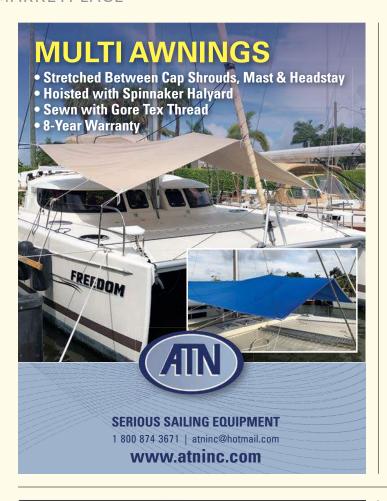
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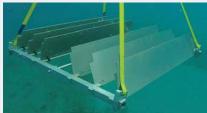
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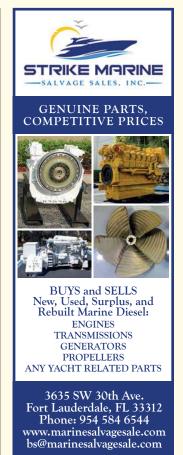
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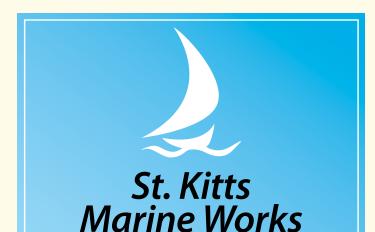
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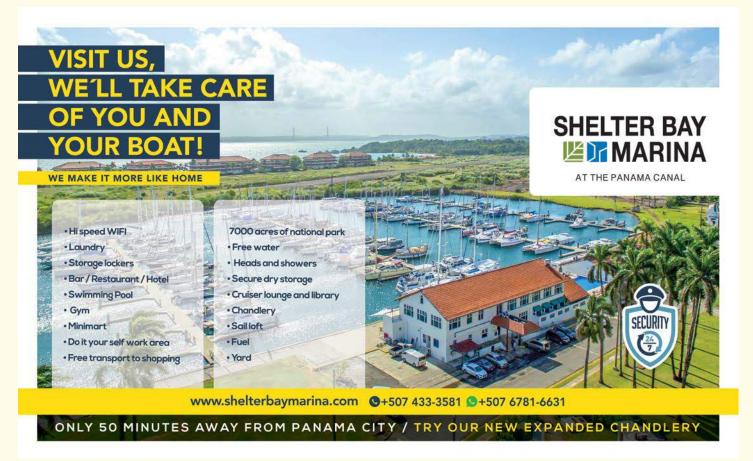














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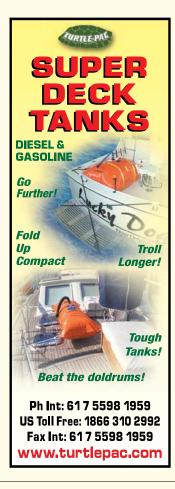
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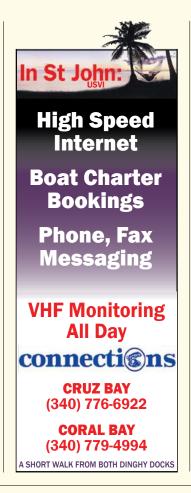
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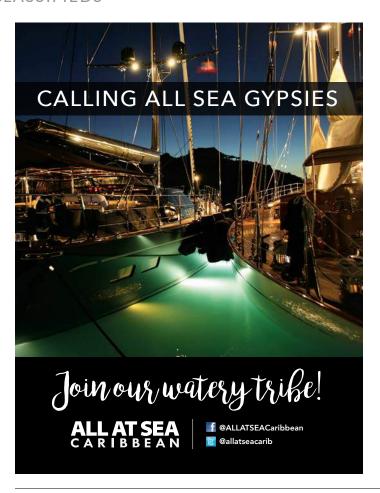












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THAI BEEF SALAD

Preparation time: 30 minutes. Cooking time: 15 minutes Resting time: 10 minutes. Chilling time: 3 hours. Serves: 6

3/4 cup fresh squeezed lime juice 1 cup chopped fresh cilantro 1 cup chopped fresh mint leaves 1/4 cup white sugar 1/3 cup fish sauce 2 green onions, chopped GARNISH: Fresh cilantro leaves

1 stalk lemongrass, smashed and cut into 1-inch pieces 1 Tbsp. sweet chili sauce 1-1/2 lbs. (1 inch thick) good quality steak* 1 pint cherry tomatoes,

In a large bowl, mix lime juice, cilantro, mint leaves, sugar, fish sauce, green onions, lemongrass, and chili sauce together, until sugar is dissolved. Adjust flavor to taste; set aside. Heat a cast iron frying pan until smoking. Cook the steak for about 3 minutes on each side. Or, preheat an outdoor grill for high heat and lightly oil the grate. Cook steak on the preheated grill until it is slightly pink in the center, about 5 minutes per side. A thermometer inserted into the center should read 140°F. Transfer steak to the foil and loosely wrap into a bundle. Rest in a warm place for about 10 minutes. Slice into thin strips; add steak and its juices into the bowl with herb mixture. Cover and refrigerate for at least 3 hours. Before serving, mix in tomatoes and garnish. *Season the steak generously with salt as soon as you can. This can be done up to 3 days ahead and keep uncovered in the fridge). Bring steak back to room temperature before cooking and rub with oil, Prepare a length of foil and a warm plate.

PAD THAI

Preparation time: 10 minutes. Cooking time: 15 minutes

Chilling time: 3 hours. Serves: 6

1 (12 oz.) package rice noodles 2 Tbsp. butter

1 lb. boneless, skinless *chicken breast halved. cut into bite sized pieces 1/4 lb. vegetable oil

4 eggs

2 Tbsp. fish sauce

2 cups bean sprouts 3 green onions, chopped 1/4 cup crushed peanuts 1 lemon, cut into wedges 3 Tbsp. white sugar 1 Tbsp. white wine vinegar 1 tsp. crushed red pepper, or to taste



Soak rice noodles in cold water until soft, 30 to 50 minutes. Meanwhile, heat butter in a wok; add chicken and sauté until browned. Remove chicken and set aside. Heat oil in the wok over medium-high heat. Crack eggs into hot oil and cook until firm. Stir in chicken and cook for 5 minutes. Add softened noodles, sugar, fish sauce, vinegar, and red pepper; mix well until noodles are tender. Adjust seasonings to taste. Stir in bean sprouts and cook for 3 minutes. Serve topped with green onions, crushed peanuts and a wedge of lemon. NOTE: You can use chicken poik, beef, tofu, or a combination., or to taste.

TOM YUM SOUP

Preparation time: 15 minutes. Cooking time: 10 minutes. Serves: 2

2-1/2 cups shrimp stock (preferred) or canned chicken stock, or water 12 Large shrimp, head-on and shell on (if making the shrimp stock)

1 stalk lemongrass, cut into 3-inch strips and pounded 6 kaffir lime leaves, bruised

GARNISH: Chopped cilantro leaves

6 bird's eyes chilies, pounded - Thai chilies 6 fresh oyster mushrooms, cut into pieces 2 Tbsp. nam prik pao, Thai roasted chili paste 3 tsp. fish sauce 3-1/2 Tbsp. fresh lime juice

FOR THE STOCK: Peel the shell and head off the shrimp, keep the tails on. Save the shells and heads. Devein the shrimp and set aside. In a large saucepan, bring 3 cups of water to a boil. Add the shrimp heads and shells. Boil until water changes to a slightly orange color. For extra taste, press the heads with a spatula. Simmer until the stock has reduced to 2-1/2 cups. Remove the shrimp heads and shells; discard. Turn the shrimp stock heat to high and add the lemongrass, lime leaves, chilies, mushrooms, nam prik pao. Bring back to a boil. Add in the shrimp and fish sauce. Lastly add the lime juice. Cook until the shrimp is cooked (turns pink). Serve immediately in warmed bowls and garnish.





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