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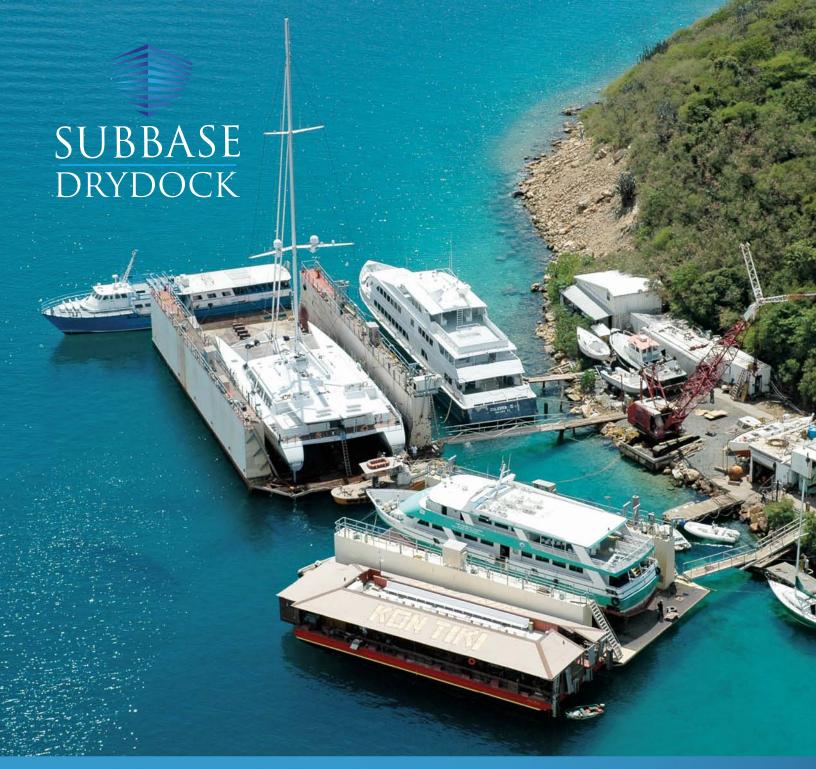


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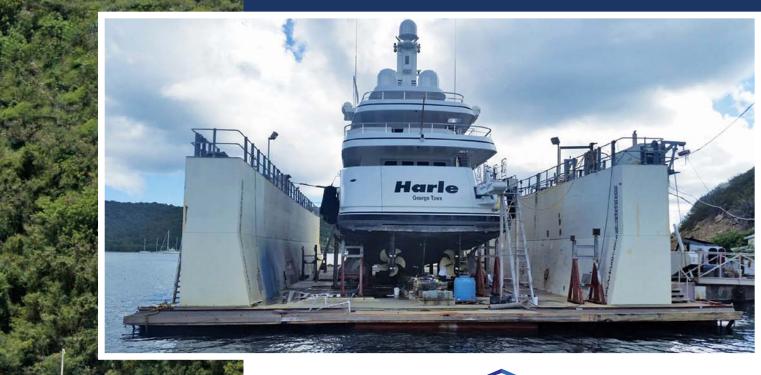
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The Caribbean's Waterfront Magazine



DEPARTMENTS

- 12 CARIBBEAN NEWS
- 20 **EVENTS**January 2022 Events
- 24 **CRUISING**The Tender Trap
- 34 CHARTER HUMOR

 Sailing with Charlie:
 Making Memories.
 Tips for Captains & Crew
- 36 ASK THE EXPERTS
 What is Epoxy and Does it
 Matter What Kind You Get?

- 38 **2022 Caribbean** Regatta Preview
- 46 A Sampling of 6 Places to Provision with Caribbean-Grown Fruits & Vegetables
- 52 RUM REVIEW
 The Real McCoy 12 Years
- 76 CARIBBEAN COOKING

 Eat Healthy in The New Year

RESOURCES

- 54 CARIBBEAN MARINAS
- 56 CARIBBEAN BOATYARDS
- 57 SOUTHEAST U.S. MARINAS & BOATYARDS
- 58 ISLAND REAL ESTATE
- **61 CARIBBEAN BROKERAGE**
- 66 MARKETPLACE
- 74 SPONSOR DIRECTORY
- 75 CLASSIFIEDS

COVER SHOT: St. Thomas International Regatta 2021 - CSA 3 - 2022. Image courtesy of Dean Barnes

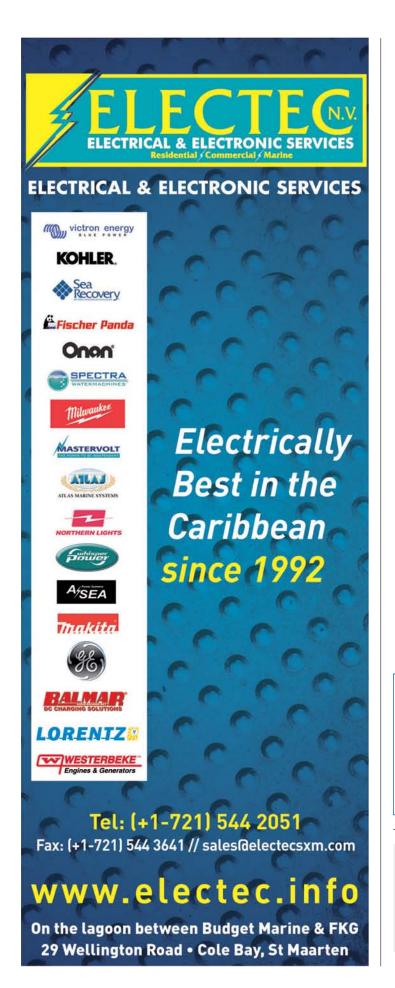
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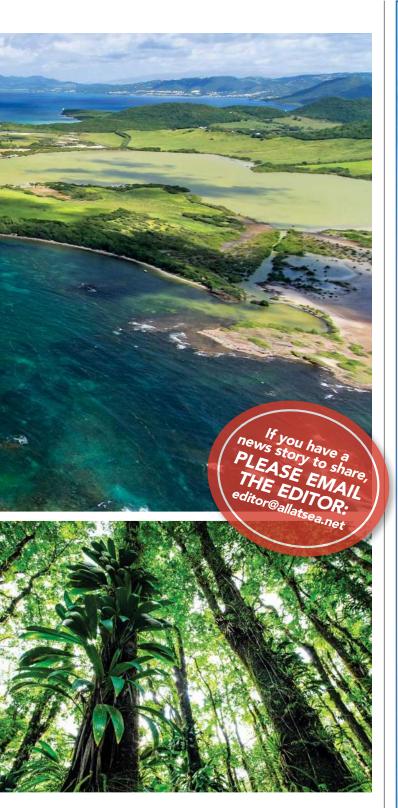


MARTINIQUE INDUCTED INTO UNESCO'S MAN AND THE BIOSPHERE PROGRAM

Two in a row! That's the number of times the French Caribbean Island of Martinique has been recognized annually by the United Nations Educational, Scientific, and Cultural Organization (UNESCO). In December 2020, Martinique's traditional Yole Sailboat was added to UNESCO's Intangible Cultural Heritage List, while in September 2021, the whole of Martinique—it's land together with the marine Exclusive Economic Zone—that was inducted into the organization's Man and the Biosphere Program.

"We are thrilled and very proud of the Martinique Biosphere Reserve Association and our people for achieving this success and putting Martinique once again on UNESCO's radar and, raising our island's profile as an internationally desirable destination," said Bénédicte di Géronimo, Martinique's Tourism Commissioner, in a release.

As described by the UNESCO announcement, 'this is the 12th biosphere reserve along the volcanic arc of the Caribbean, one of the world's 35 biodiversity hotspots. Its richness is unique, as it includes many endemic species living in rare and endangered habitats'. The UNESCO announcement goes on to describe Martinique's geology as remarkable, featuring the 4,583foot Mount Pelée volcano, sleeping 'mornes' (meaning small mountains), and a coastline of bays and coves. The rain forest covering the island's foothills and the mangroves along its coastline demonstrate its vital role as part of an ecological corridor between the Americas. en.unesco.org, us.martinique.org



INVINCIBLE ANNOUNCES PRODUCTION OF 46-FOOT PILOTHOUSE SPORTS FISHER

So nice, had to do it twice! The launch of the Invincible Boat Company's 46-foot catamaran last year was so successful that the Opa-Locka, FL-headquartered boat builder immediately started on a pilothouse version. Using the same hull



BWI ACTIVE INTEREST MEDIA BOATING JOURNALIST SCHOLARSHIP -APPLY BY JANUARY 15, 2022



Do you know someone who would like to pursue a career in boating media - journalism, photography, video, broadcasting, film, or art? Then recommend they apply by January 15, 2022, for Boating Writers International's Active Interest Media Boating Journalist Scholarship worth \$3000. The scholarship was created to honor undergraduate college students, from any major, who demonstrate a passion for the field of boating media and have a clear career goal to pursue this field. Judges will look for applicants with talent, promise, and firsthand knowledge of the boating life.

"Winning the BWI Scholarship was the first time I was formally recognized for my work as a marine journalist, and that was when it became evident that this is something I could do as a career," says Carly Sisson, recipient of the first BWI scholarship. "I felt much more confident about entering this industry full time after graduating with some credentials under my belt."

Sisson, who was a student at the University of Vermont when she won, has remained in the marine segment, with editorial positions at Soundings and Power & Motoryacht magazines.

Download an application at www.bwi.org/scholarshipfund. Applications must be completed in full and delivered to 4599 Deep River Place, Jacksonville, FL 32224 by the deadline. Digital submissions may be emailed to robertberinger@yahoo.com The scholarship will be awarded at the annual BWI meeting at the 2022 Miami International Boat Show, from February 16 to 20, 2022.

as the 46-foot cat, this enclosed pilothouse version is the first production model of its kind – a performance catamaran with the comfort of a sports fisher and the versatility of an outboard-powered center console. Hull No. 1 is currently in production and scheduled for completion by Spring 2022.

"The Invincible 46 Pilothouse is built for the serious fisherman that needs to get out and back from the fishing grounds at speed and in comfort, without compromise and in any weather," says Ian Birdsall, vice president of international business for the premium saltwater sport fishing and high-performance boat brand. "The patented asymmetric hull is designed for a soft, efficient, and dry ride, and perfected for unpredictable water conditions. Long-range capability at high cruise speed, a fully climate-controlled pilothouse, and two-berth cabin, full-amenity heads-, and stand-up shower and galley are other key features. These attributes, together with the highest quality build and yacht standard features, make for a perfect crossover boat on which to spend quality time with family and friends whether that be in the next bay or the next Island."

In the Caribbean, Outdoor World, with locations in Antiqua and St. Maarten, is the Invincible dealer for the islands from Anguilla to Trinidad and Tobago.

"Invincible continues to impress us and this latest addition to the range in next level. We can't wait for sea trials," says Robert Shoul, Outdoor World owner. www. invincibleboats.com, www.outdoorworldanu.com







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CRUISERSLINK APP LAUNCHED IN THE CARIBBEAN

For cruisers, by cruisers is the best way to describe Cruisers-LINK. This new interactive app is both a destination guide and information source that spans from the British Virgin Islands to Grenada. It's like a print cruising guide in that CruisersLINK answers questions like where to clear customs, what currency is accepted, when local holidays are, and great places to eat, dock or shop for a specific island. Unlike print guides, since cruisers are encouraged to contribute listings, rate reviews, and share knowledge all within this free, fully moderated app, the content is constantly updated. Using this app means it's possible to discover places and learn about services that aren't yet listed in other guides.

"The idea for CruisersLINK began when I, as a new full-time cruiser, sailed my yacht from Antigua where it was purchased to St Martin. When I arrived, I realized I has no idea where the dinghy docks were located, where to clear in, or even where the garbage disposal was located. My background is media so naturally, I turned my attention to what I saw as a problem for modern cruisers," says David Rose, president, who cofounded the app with Rene Tuerlings, who as vice president brings his nearly two decades of full-time cruising experience in the Pacific, Caribbean and beyond to the enterprise.

Rose adds, "We encourage cruisers to add new listings for all categories. We have spent many months developing the app to be intuitive and user-friendly. The user-generated input from the cruising community with their personal knowledge of a destination is what will make the app an essential destination tool."

The CruisersLINK App is designed for both Android and Apple Mobile Devices. To install CruisersLINK, visit the appropriate distribution store and search for 'cruiserslink'. Or visit www.cruiserslink.com

THE BVI'S JANET OLIVER INDUCTED INTO **CHARTER YACHTING HALL OF FAME**

Hard work pays off! Janet Oliver arrived in the British Virgin Islands over 30 years ago and started her career in charter yachting by working aboard the BVI-based boats. On November 5, Oliver, who is now executive director of the Charter Yacht Society of the BVI, was inducted into the Charter Yacht Brokers Association's (CYBA) Charter Yachting Hall of Fame. The award came after the organization's annual Fall Charter Yacht Show, held at the Nanny Cay Marina, in Tortola. Oliver organizes both the BVI's fall and spring charter yacht shows.

"I am truly honored to have been selected as an inductee into CYBA's Charter Yachting Hall of Fame. A friend of mine includes the following Aristotle quote in her office signature, 'pleasure in the job puts perfection in the work'. I am one of the lucky ones who can say, I love my job. Since becoming immersed in the crewed charter industry, I have taken great pleasure in supporting crews who help create memories of a lifetime for visitors to the BVI. That support comes in many a form and fashion, but the end goal is always to hear guests



Janet Oliver with her Charter Yachting Hall of Fame plaque

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say, 'this vacation exceeded all my expectations'," says Oliver, who organizes the annual.

Since 2011, 22 yachting professionals have been inducted into the Charter Yachting Hall of Fame. These include the Nicholson Family of Antigua, retired New England charter broker, Lynn Jachney; the BVI's Philicianno 'Foxy' Callwood, MBE; yacht designer and builder Ted Irwin; and Ship-to-Shore cookbook author, Jan Robinson. www.cyba.net, www.crewedyachtsbvi.com

GETMYBOAT, 'AIRBNB OF BOATS', SEES 3X GROWTH IN THE CARIBBEAN IN 2021

Boat rentals are booming in the Caribbean. Specifically, Get-MyBoat, the largest boat rental marketplace and considered the 'Airbnb of Boats', has seen bookings grow threefold and listings increase 64 percent in the Caribbean in 2021, according to Val Streif, marketing manager for the Foster City, CAheadquartered company, which offers over 2,000 boating experiences online.

"GetMyBoat is a platform that connects people who want to rent boats directly with boat captains and owners. It makes the process of finding boats to rent much easier, with everything being accessible right on your phone with the mobile app. Our mission is to make the joys of boating more affordable and accessible without having to pay costly membership fees or to own a boat yourself," says Streif.

While most charter brokers work exclusively in high-end,



luxury markets, GetMyBoat seeks to bring a huge variety of watercraft and boating options at different price points on the platform, according to Streif. The company also provides seamless technology for all aspects of the booking process, instead of relying on a concierge service to book and communicate between the renter/consumer and the boat owner/operator/captain. This offers customers a similar experience to what they expect when they book through Airbnb or Uber, i.e., full communication and browsing right on their phone. Readers can use GetMyBoat to find the ideal boat for a day trip, a weeklong vacation, or just a few hours like a sunset cocktail cruise, either ahead of time or at the last minute.

"On the boat owner/captain side, GetMyBoat takes the lowest fees in the industry, and we enable owners to work directly with us connecting them to customers, instead of going through a broker, which also keeps more money in their pocket," says Streif. www.getmyboat.com

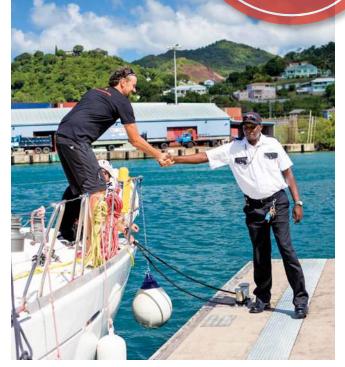


JANUARY 2022 EVENTS



MID-JANUARY: RORC Transatlantic.

Over 30 sleek sailing yachts - among them, Volvo's, Botin's, and Oyster's - will depart from Lanzarote in the Canary Islands on January 8 en route to the Camper & Nicholsons Port Louis Marina in St. George's, Grenada some 3000 miles away. With a multihull record of just under 6 days and a monohull record of just over 10 days, the fleet should arrive at the Spice Island mid-month. No public gatherings are scheduled, but there are vantage points from which the public can watch as the fleet arrives. "There is a lookout spot in the south of the island called 'Quarantine Point' where those interested have an amazing view as the yachts arrive. Viewers can also call the Camper Nicolson marina to arrange in-person viewing per COVID-19 protocols," says Rhesa John-Peters, chief executive officer and director of EME Marketing & Communications, in Grenada. Crews receive welcome baskets filled with Grenadian products such as jams, jellies, rums, honey, and a selection of fine local chocolates. The Fire Department of the Royal Grenada Police Force will perform by spraying a water cannon to welcome the boats as they arrive. http://rorctransatlantic.rorc.org



JANUARY 18 - 23: BARBADOS SAILING WEEK.

A week's worth of fun, including the famous Around the Island Race (January 21) and two days of coastal racing (January 22 and 23) are what's on tap. "The major difference for Barbados Sailing Week Regatta in 2022 will be the collaboration between the Barbados Cruising Club, the Barbados Yacht Club, and the Barbados Sailing Association," says Renata Goodridge, organizer, CSA Measurer, and member of the Barbados Sailing Association. "All will be a part of the planning and execution of this quality event for the love of sailing. There will be more coastal racecourses to accommodate the cruisers and liveaboards. We are also so excited to have kiteboarding as a class for 2022, so there will be lots of action." Two exciting entries include The Blue Peter, Mat Barker's Alfred Mylne 65 classic, The Blue Peter, and Antigua's Ondeck Sailing's Farr 65, Spirit of Juno. Long-standing and major sponsor, Mount Gay Rum, is onboard as well. barbadoscruisingclub.org, roundbarbados.com. The Barbados Government website for travel and Covid Protocols is: www.visitbarbados.org/covid-19-travel-guidelines-2021



JANUARY 25 - 29: Republic Bank Spice Island Billfish Tournament.

Some 25 to 30 boats, predominantly from Grenada, Trinidad & Tobago, Barbados, Martinique, and the USA are registered to fish. "Grenada offers some of the best fishing in this hemisphere. The SIBT Tournament is one of the





few tournaments held in the region where it's likely for an angler/team to record a Grand Slam (catching three different billfish species) on any particular day of the 3-day event," says Lottie Courtenay, SIBT administrator. The fully vaccinated tournament will be scaled down on shoreside activities due to COVID protocol. For example, anglers will view and listen to the prizegiving from the docks and only come up for their awards. Dinners are out, but breakfasts are in. "Despite not being able to have an event in 2021, the pent-up demand for sports fishing in the region might just result in a blowout event for 2022. This is true Caribbean sports fishing at its best!" says Courtenay. To register, visit: http://sibtgd.com/

JANUARY 27 - 30: GRENADA SAILING WEEK -THE PCYC EDITION.

"We are hosting a shortened form of the regatta in conjunction with the Petite Calivigny Yacht Club on Grenada. It will also be a destination regatta this year," explains Karen Stiell, regatta organizer, of the 2022 event's name. On January 28, the fleet sails from Grand Anse to Carriacou. The next day's racing is around Carriacou, while the third and last day brings the fleet back to Grenada for a final prize giving at Le Phare Bleu Marina. Registration and Skipper's Meeting is at Camper & Nicholson's Port Louis Marina in St George's on January 27. "We've had lots of local and international interest in the regatta. Sailors are eager to get back out on the water and racing in regattas again," says Stiell. grenadasailingweek.com







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THE TENDER TRAP

CRUISING BY CAP'N FATTY GOODLANDER



he problem with dinghies is that no matter how well they do one thing, they do the other thing poorly. Boats are a compromise; dinghies more so. Stable dinghies weigh a lot. Long rigid dinghies row well but are difficult to stow on deck. Dinghies that sail well, always power poorly.

Most yachtsmen today have dinghies that they don't understand. But this is of no consequence since they keep their boats in marinas and seldom use their dinghy. Ironically, when they do use their tenders, the subliminal message they get is: thank God they have enough money to stay in a marina and don't have to deal with a bedeviling dinghy often!

Here's the truth of it—in order to happily cruise the world on a shoestring, you have to make peace with your dinghy.

The first two things to remember is that a proper dinghy is limited by its mother vessel and its intended purpose. The third thing to know is that it is perfectly okay to tow any dinghy that you don't mind losing.

Huh? For a 38-foot sailboat to tow a ten-foot inflatable in protected waters is marginal though not terribly bright. But for a 38-foot sailboat to tow a ten-foot inflatable offshore, it is dangerous to both mothership and crew.

Towing a dinghy is nothing but problem after problem. It will slow you down tremendously. In heavy weather, you won't be able to claw off a lee shore towing a dinghy—and you and your vessel might end up on the rocks. It makes tacking more difficult and gybing far more dangerous.

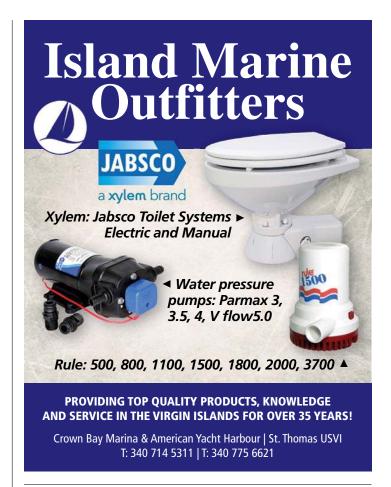
Worse, running downwind the dinghy can over-take and damage your transom or rudder—even sink the big boat! (If I must tow a dinghy in heavy weather, I toss a fender attached to a long line off its transom to stop it from surfing.)

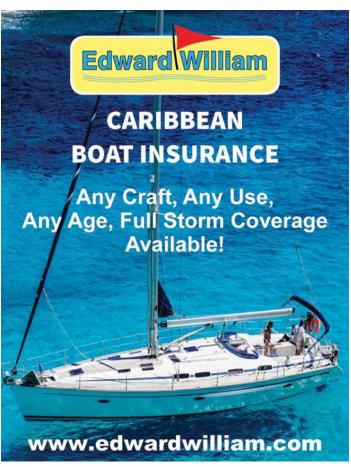
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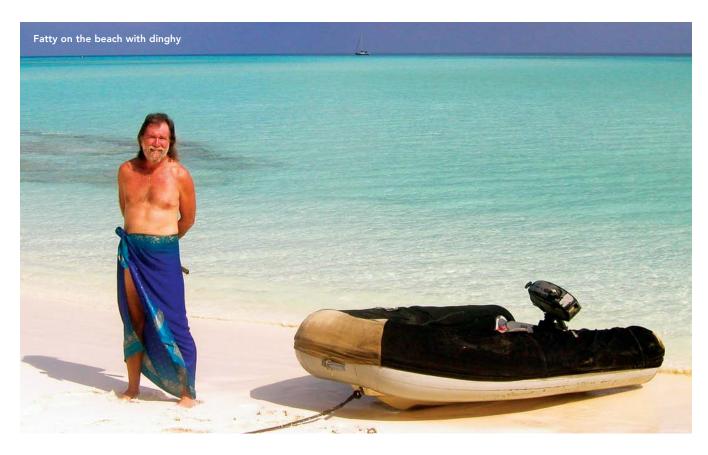
If the dinghy is short-scoped, it can rip out the towing eye bolt in the dinghy or the cleat on the big boat. Rain sinks 'em. They flip. (My Apex 9 Lite flipped so often that I painted the inside of its outboard with antifouling... well, almost!) On my current Caribe dinghy, I just remove the drain plug and it semi-sinks until only the air in the tubes keeps it floating. This prevents the forward-mounted gas tank from floating, flipping over, and filling with saltwater.

And don't forget that many too-frugal sailors have died attempting to get into-or-out-of a floundering dinghy at sea. That's right—often, the most economical and safest thing you can do with an expensive dinghy is to cast it off before it kills you.

The bottom line is this—experienced offshore skippers simply NEVER INTENTIONALLY TOW A DINGHY offshore, period. This means the dinghy must come aboard. If your pockets are deep and your boat substantial, one way to deal with this is da-







vits. Davits can be wonderfully convenient, but have many disadvantages—expense, for one, but weight aft is another, along with reduced visibility astern. Also there is increased hobbyhorsing from the heavy weight so far aft. Windvanes often prevent davits from being installed. Plus, davits make docking far more difficult as they are notoriously delicate. It only takes a slight 'tap' against a concrete seawall to leave a gaping hole in your deck... a hole that will be extremely expensive to fix.

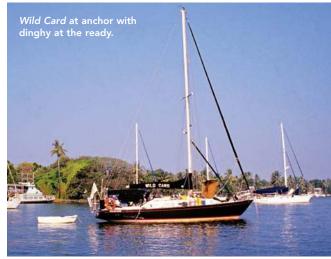
Here's the bottom line: I have a wonderful, extremely strong davit system that I've used in port on a daily basis for over twelve years now—and never once offshore.

Thus, in my humble opinion based on 60+ years of living aboard on my own hook or on a mooring; a sailboat that cruises offshore, even in benign waters, must be able to safely raise and stow its dinghy on deck.

There's no getting around this that I know of.

That means that each and every time we've gone to sea during our four circumnavigations, our dinghy was stowed and lashed upside down on our foredeck. And, thus, we've never lost or damaged a dinghy while cruising—not one, not ever.

How to power a dinghy is a whole 'nother can of worms.



There's something to be said for oars; they are light, cheap, and good for your cardio system. And people don't die from oars exploding, like they do from dinghy outboard gas tanks.

Yes, I believe that outboard tanks are a clear danger offshore especially if lashed to stays or shrouds in tropical areas with severe lightning storms. How many sailors have died offshore from exploding gasoline on diesel-powered sailboats? I have no idea—as dead sailors have a tendency not to fill out accident reports.



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So, yeah, I like oars. They are my first choice when I'm singlehanding.

But the main reason that I like oars is because I've used them on rowing boats—long and lean tenders that are DESIGNED to be rowed. And these slippery craft, while now rare, row well even in a blow.

So oars have sizable pros and cons—especially for the lazy, which is 99.8 per cent of sailors today. People who row tend to anchor close to the dinghy dock with good reason. Nonetheless, many of my retired single male sailing friends prefer to be oar-driven—and laugh heartily as they pass me changing spark plugs, cleaning my carb, replacing my lower unit grease, etc.

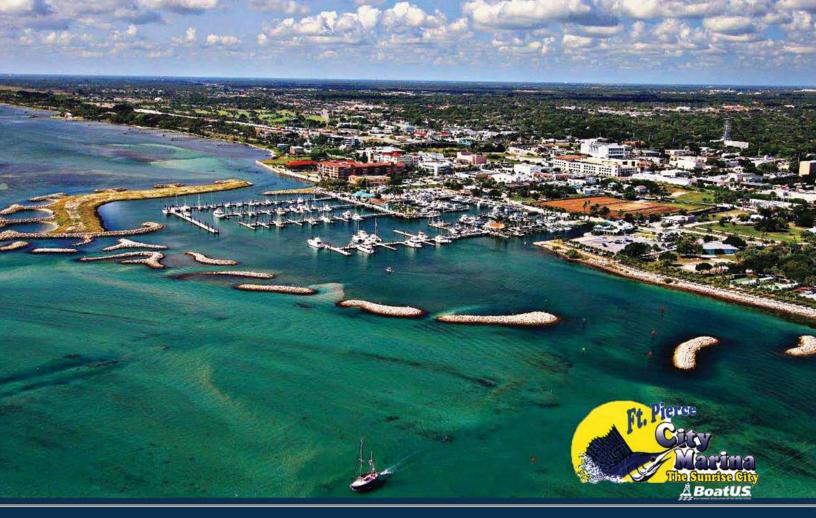
In deserted Chagos, in the middle of the Indian Ocean, many cruisers bring sailing tenders to flit about the coral heads alas, sailing tenders usually don't row or power well.

Rigid tenders have many advantages over inflatables. I grew up with a clinker-built riveted dinghy that never leaked a drop. I built a one-sheet-of-plywood dory for our daughter when she was around five years old—she had fun with it for years.

Hint: exterior plywood is cheap, and grows on ugly billboard signs that often blow down during wind storms. (I once built an entire interior out of plywood salvaged from blown-down billboards—inside the cabinets, the Marlboro man stared!)

Early inflatables were awful—they punctured easily and the sun got to them in months. Then Avon started using Hypalon. That solved both issues. But their transoms deformed until the French gave their Zodiacs rigid floors-which instantly made them the tender of choice for well-heeled yachties. They lasted a decent amount of time, they were puncture resistant, light in weight, strong, and powered well with ever-increasing horsepower. Plus, they didn't damage the yacht's topsides... win, win, win!





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Alas, they were almost impossible to row, didn't sail, and didn't like being dragged over barnacles.

The next big advance was Rigid Inflatable (RIB) craft that offered even more advantages. They were easier and safer to move around inside, rowed and tracked better, and could handle far more abuse being dragged onto a beach.

I currently have a Caribe 10-footer. Why? Because the last one I had lasted for 12 solid years while circumnavigating twice. (My Apex inflatable lasted nearly as long under equally trying cruising conditions.)

Weight is, of course, a consideration. But it is the whole 'package' of weight that is important as you grow older—each night we either hoist our dinghy on the hip (alongside) or use our davits.

Outboard choice is another consideration. Most 10hp and 15hp outboard models weigh the same—except for Tohatsu. My 10hp is far lighter than a 10hp Yamaha. Thus my Caribe 10-footer with a Tohatsu 10hp and a full 3 gallon gas tank planes off with me, my wife, and a case of brewskis—the universal sailor's measurement.

One way that all cruising vessels use a dinghy is to put out a second anchor as a blow approaches or kedge off from a minor grounding.

Never attempt to 'drag out the rode or chain;' always pile it in the stern of the dinghy and then pay it out as you row by using your foot to meter it out. (Hint while kedging off, beware putting excessive sideways strains on, say, your roller chock on a bowsprit.)

The worst 'dinghy trend' I see are small sailboaters with 'center console envy' of the mega yacht sailors. I once sold a sailboat to a newbie who quickly replaced its tender with a giant center console RIB with a huge engine—despite everyone with experience telling him not to. Since he couldn't put the dinghy on deck, he tried to tow it down the Lesser Antillesand scared himself. Once in Grenada, he walked away from both vessels, never to return.

Since, one way or the other, we hoist our dinghy nightly (and have for decades), our bridle is well-thought out. When we hoisted the dinghy on the hip, I first used the main halyard winch—and only switched to my larger sheet winches when I turned 65. While on the hip it is possible for the dinghy to







Sall

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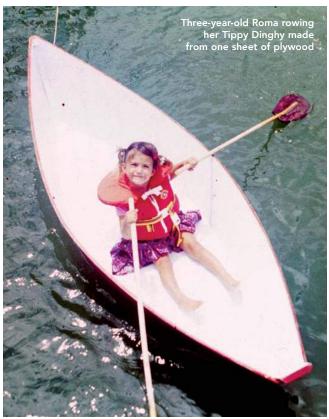
Where would you like to be this hurricane season?











'sky' during a severe squall—we experimented with ropes, weights, and poles to prevent this, with mixed results. That's why we currently use our davits when not cruising, despite this requiring us to remove our Monitor windvane.

Why not just leave the dinghy in the water and clean its bottom occasionally? That's an option. But it is easy to damage an inflatable with a sharp putty knife while removing marine growth—and hoisting a dinghy nearly eliminates swimmer's theft. Some harbors in the Third World have a large open boat filled with 'teefing' teenagers that they drop off. These youngsters then drift through the harbor silently cutting dinghy painters. The dinghies are then harvested, along with the kids, to leeward. In the morning, the entire harbor wakes up dinghy-less—except for the hoisted dinghies.

The bottom line for us frugal circumnavigators—our dinghies save us a small fortune annually while allowing us to experience an international watery lifestyle that most human beings can only dream of. And, if we're careful, they'll do this for pennies a day and last for more than a decade despite the tropical sun. However, they'll only last for a dozen years (under heavy use) if three simple rules are followed:

> always hoist, alway cover, and never tow.







SAILING WITH CHARLIE: CAPTAINS & CREW

CHARTER HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



ake a mark, receive great reviews (and tips) and remember - It's all about making memories. Rather than just sailing from one mooring ball to another, give your guests an exceptional time. Diving and snorkeling is a given but a guided tour of your favorite reef pointing out various corals and fish with a white board and magic marker would put your service above the rest. Then...

Pick up a conch and later, back aboard, show them how it's cleaned and prepared. The back of a machete can be used to make a small cut in the shell, slice inside with a sharp knife to release the muscle and pull out the shell fish. (Yeah, it looks disgusting but so do the ingredients of a hot dog). Clean it, slice it and tenderize it with a mallet and prepare your own special recipe. Charlie's favorite is 'cracked conch.' Serve it with your famous cocktail sauce. For a good laugh explain the

origin of the word cock - tail. It's not what you might think. Keep it clean – if possible

Another attention grabber could be the collection and preparation of the edible Caribbean white sea urchin. The white 'sea eggs' are easy to gather, often living in depths of less than 10-ft. The orange roe inside the white sea urchin is edible and considered a delicacy by gourmands. The effort of collecting and cleaning and scraping out the roe is considerable - and one urchin will yield only about half a teaspoonful - but the effect is likely to be amazing -Oooohs and Aaahhhs will be elicited as you present your hors d'oeuvre - perhaps a piece of sushi garnished with the precious roe. And, like oysters, it is touted as an aphrodisiac. If a new human is conceived on board, the memory could last a lifetime. Makes you wonder about Roe versus Wade though!

You may think that preparing a couple of dishes from locally harvested ingredients is no big thing but so many visitors from industrialized countries have no idea where food comes from. Not long ago a teenager from New York was asked where steak came from. Answer: 'from the supermarket.' Catching and cleaning a fresh fish could be an eye-opening experience for many land lubbers.

Of course, making memories on board a charter yacht involves more than food. Since the 2017 hurricanes the snorkeling in the BVI's and Northern Leewards' shallow water has not been great, but deeper water reefs survived the raging seas. Therefore, SCUBA should be encouraged. Kiteboarding is a fun sport. Hey, if President Obama can pick it up in a few days so can anyone...

There's lots of history, geological wonders, culture: reggae, rum, mocko jumbies, calypso – and more. Happy hour stories should never run out.

Keep them busy, give them fun, make every day count. Don't motor upwind but hoist all sail and get going at 10+ kts. Spray over the bow, screams of delight and all-round laughter makes for great photos. And if the first mate has time, video all the fun moments. For lasting memories and great advertising, a good vid presented to the guests on departure will be a precious memento for them and probably pay dividends for you.

Julian Putley is the author of The Drinking Man's Guide to the BVI; Sunfun Calypso; and Sunfun Gospel.









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BY SIMEON JOSEPH, SALES REPRESENTATIVE AT BUDGET MARINE GRENADA





What is epoxy and does it matter what kind you get?

poxy ... the word that describes many things. You will hear reference to "epoxy" as a paint and as a resin.

As a resin it is simply a binder just like polyester plays and the resin plays only a minor role when it comes to the final structural result... It is the reinforcing that plays the major role when the word "epoxy" refers to something structural.

As a paint it is mainly a primer and a very good one. Particularly in the Caribbean where older fiberglass has become quite brittle and resistant to adhesion and "epoxy" paints (rather than resin) are the practical way to get adhesion. Both epoxy paints and resin exhibit the same great adhesion when surfaces are dry and have some "key."

I once heard someone say that "epoxy is epoxy is epoxy." That is very much not true. The qualities of epoxy differ enormously and so does their price.

Epoxies are all two parts even though some paint manu-

facturers claim one-part paints as being an epoxy.

Vapors and build up are two major quality factors. Use a high vapor emitting epoxy when painting a locker and you will know what the downside is. Use a stable high quality epoxy primer and you will be pleasantly shocked at how such paints can fill crevices and reduce the work required for a job.

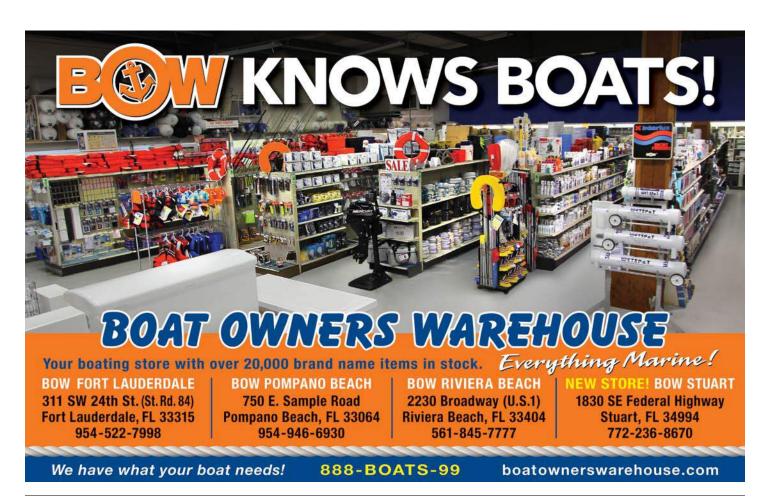
As a resin in structural applications the good resins have attributes that allow them to saturate reinforcing as well as substrates like wood, particularly if they are nice and dry. They will saturate and adhere to many surfaces but some like wood will be better than others.

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



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he outlook for the Caribbean's 2022 winter and spring regatta season is sunny and bright. That's great news after protocols and precautions to protect against the COVID 19 pandemic led to the cancellation of most major regattas from the BVI to Grenada for the last two years, and the St. Thomas International Regatta for one as organizers were able to hold the event in 2021. Here's a preview of what to expect:

THE OUTLOOK

There are 12 major Caribbean regattas scheduled from January through May 2022, according to the Caribbean Sailing Association's (CSA) Caribbean Regatta Circuit Calendar. As of late November, there have been no cancellations, regatta organizers have planning underway and some of the hottest racing yachts in the Caribbean and World are already entered.

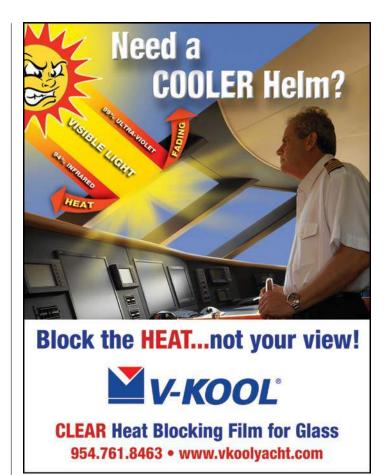
"We are very optimistic about racing in the Caribbean in the spring. From a global perspective, travel has resumed, and we know competitors are eager to return and experience the magic of racing here," says Laura Muma, spokesperson for Les Voiles de St. Barth Richard Mille, April 17-23, 2022, in St. Barths. "We are also thrilled to be included as a featured event for the International Maxi Association's (IMA) new Caribbean Maxi Challenge, open to all Maxis above 60 feet."

The IMA's first Caribbean Series includes four regattas: the RORC Caribbean 600 (February 21), St. Maarten Heineken Regatta (March 3-6), Les Voiles de St Barths Richard Mille, and Antigua Sailing Week (April 30-May 6).

Likewise, "We are very confident about the 2022 edition and the return of the Bucket is well underway with planning and











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preparations in full swing," says Jeanne Kleene, event manager for the St. Barths Bucket, March 17-20, 2022. "The big boat regattas in the Med this year, coupled with the 5 superyacht regattas that have taken place beginning in June, reinforce that belief. As many people expressed during the pandemic, there is now a pent-up demand, and our superyacht owners, captains, and crew are eager to get back into action."

The Corinthian Spirit initiative returns to the 2022 Bucket, with new class rules accepting both spinnaker non-spinnaker entries. Organizers will also offer a 90-foot Class.

THE INTEREST

With record entries for the ARC (Atlantic Rally for Cruisers) and RORC Transatlantic, the number of sailing boats in the region will be impressive, according to Michele Korteweg, general manager of the St. Maarten Yacht Club and CSA president. "Many already indicated an interest in the St. Maarten Heineken Regatta, including several Polish teams returning to defend their titles from 2020 and previous years. Many of them have chartered Volvo 60s and 70s including I Love Poland, who got first place in their class in 2020. On a regional and local level, we are happy to welcome the Melges 32 fleet back and there are 2 DIAM 24s that will participate. Hopefully, we will attract another Diam 24s already in the region to start



a one-design class. This is something we are looking forward to growing as they are great boats with lots of potential and are easily shipped."

There were 59 official entries for Antigua Sailing Week (ASW) by the end of November. "This is more than double the number for this period relative to 3 years ago," says Rana Jamila-Lewis, events and marketing manager. "We have strong UK interest followed by Germany and we expect to see an increase







in American entries after the holidays. Overall, very positive from the local market as well with much of the Antigua flagged previous participants already committed to taking part.

For the first time in 2022, ASW will host a dedicated women's race day to recognize female skippers and participants. There will also be a new sport boat class, which has been in development since 2020.

Interest is picking up from international sailors wanting to visit Barbados to participate in Barbados Sailing Week, January 18-23, says Renata Goodridge, organizer, CSA Measurer, and member of the Barbados Sailing Association. "As of November 2021, the Blue Peter and Spirit of Juno from Antigua are confirmed, and six other positive enquiries. We are also excited to have kiteboarding as a class for 2022, so there will be lots of action."

A few highlights of entries as of late November for Les Voiles de St. Barth Richard Mille are the USA's Wendy Schmidt's new Botin 85 Deep Blue, the USA's Jim Swartz's 72-foot Maxi Vesper, and an impressive number of beautiful Swan yachts ranging from 58- to 80-feet.

Over a dozen yachts were registered as of November for the



Caribbean Regattas -

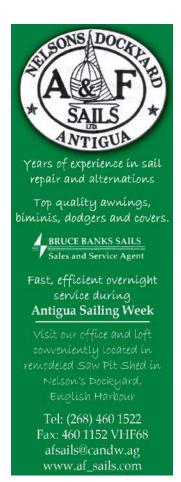
Phan ASW

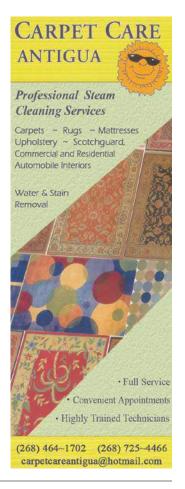
48th St. Thomas International Regatta (March 25-27, 2022) and the 49th BVI Spring Regatta and Sailing Festival (March 28-April 3).

"We have condensed the race week to allow visiting boats a few extra days to sail before the Sailing Festival begins March 30th," says Judy Petz, director of the BVI regatta. "The Sailing Festival starts with the Scrub Island Invitational Regatta, a fun race taking the fleet to the eastern islands, such as Virgin Gorda, before arriving at Scrub Island Resort and Marina. Racing will continue the next morning with a race towards the BVI western island group. This new format allows for an abundance















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of informal racing, a view of the different islands of the BVI, and acts as a warm-up to the main event that kicks off April 1."

Ten boats from the Caribbean, Europe, and the USA were entered for the Caribbean Multihull Challenge (February 4-6) as of November. These include the USA's Greg Slyngstad's Bieker 53, Fujin, and USA's Todd Slyngstad's HH66, Nemo.

"This is the kind of year that it is hard to know numbers ahead. Unlike in the past, bookings may come late," says Steve Burzon, one of the regatta organizers. "On the windiest day of the three of the event, we will present a 60 nautical mile course starting in Simpson Bay, and heading upwind to St. Barth's, then turning north toward the French island of Tintamarre, and then a downwind race in the famed Anguilla Channel and back to Simpson Bay. This 60-mile course is open to any CMC registered yacht that can complete the entire course in under six hours. This is going to be fun for the Ocean Racing and Carbon Fiber lightweight cruisers."

THE NEW NORMAL

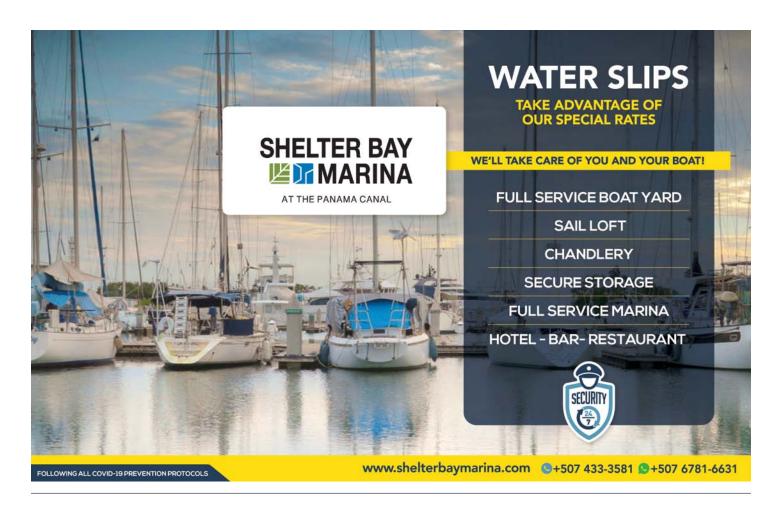
The new normal for Caribbean regattas will be a strong and continued focus on great racing offshore.

"Social events may have to be curtailed a little, but our focus will be the sailing/racing side of things so that probably won't affect us too much," says Ginny Field, press officer for the Antigua Classic Yacht Regatta, March 30-April 4, 2022.



Similarly, the St. Maarten Heineken Regatta's Korteweg adds, "Onshore entertainment is still being reviewed, however big concerts are currently not being considered. Light entertainment, (daily) prize giving and an after-sailing happy hour seem more feasible, all depending on the COVID situation closer to the time. This means that the St. Maarten Heineken Regatta concept will be adjusted to fit within the current pandemic situation, focused on offering world-class sailing."

For a calendar of Caribbean regattas, visit: https://caribbean-sailing.com/calendars/international-regatta-5-year-calendar/
For links to Regatta COVID Updates, visit: https://caribbean-sailing.com/regatta-covid-updates/





A SAMPLING OF 6 PLACES TO PROVISION WITH CARIBBEAN-GROWN FRUITS & VEGETABLES

BY CAROL M. BAREUTHER



he Caribbean can appear like a Garden of Eden, with tropical fruits, vegetables, and fresh herbs in abundant bloom. In reality, major supermarkets sell mostly fresh produce either shipped south or flown in from Miami, or in the case of islands like St. Maarten with daily flights from Paris, from Europe. Farming isn't easy on steep mountain slopes, with limited arable land and water in sometimes short supply or at the whim of Mother Nature. Yet, farmers do cultivate incredible crops. To find these, you must head to local farmer's markets. Many islands have a traditional agricultural market located in their major city. Some are open daily, and all have the biggest number of vendors and selec-

tion on Saturdays. Beyond this, there are farmer cooperatives and family farmers that sell their fresh-picked wares too. Heightened interest in locally grown fruits and vegetables in the U.S. and Europe has prompted island governments to foster their farmer's efforts to more plentifully supply local markets and roadside stands as well as restaurants.

If you'd like to provision with fresh Caribbean produce, below is a sampling of 6 places to get you started. Do realize that you won't necessarily find the same fruits and vegetables week in and week out. Even in the Caribbean, there are seasons when it comes to fresh produce:

Cooperativa Organica Madre Tierra Farmers Foods as an outdoor market of tents and tables selling organically grown fresh fruits and vegetables, plus baked goods, coffee, flowers, herbs, honey, plants, and prepared vegetarian foods. Depending on the season, produce can include bananas, soursop, plantains, yuccas, peppers, tomatoes, breadfruit, and tomatoes. There are also natural products such as oils, creams, and mosquito repellants. It's located at Placita Roosevelt, a 5- to 10-minute taxi ride from Club Nautico de San Juan or San Juan Bay Marina. www.facebook.com/Coop-OrganicaMadreTierra/

Bordeaux Farmer's Market, St. Thomas, U.S. Virgin Islands. Set on the barely populated agriculturally lush west side of St. Thomas, some 20 minutes drive from Charlotte Amalie and 45 minutes from Red Hook, this market is worth the trip. There are over 20 booths set up under a covered open-air bungalow, with many of them selling fresh fruits and vegetables. The produce is as fresh as it gets, as the market is located steps away from many of the Rastafarian farmers hand terraced, cultivated plots. Local honey, tropical fruit drinks, and vegan prepared foods, as well as oils, jewelry, and crafts, are here too. The market takes place every second and fourth Sunday of the month, from 10 a.m. to 2 p.m. Each January, the farmer's cooperative of We Grow Food, Inc, holds its Annual Bordeaux Farmers Rastafari Agriculture and Cultural Vegan Food Fair. There're double the





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booths, plus educational sessions like trips to farms and a beekeeping demonstration as well as daily live entertainment. This year's fair is on January 15 and 16. www.facebook. com/WEGROWFOODINC

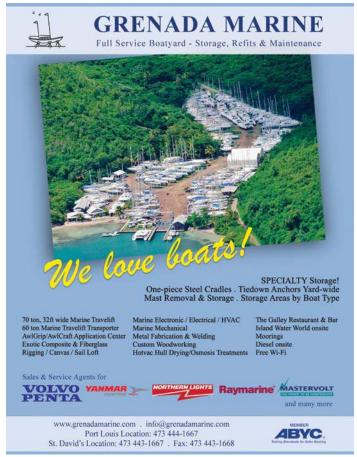
Colesome Farmers Market, Antigua. Located midisland in All Saints, six miles north of English Harbour, the Cole family's 3-acre farm supplies their farmer's market with an amazing variety of produce. Mesclun, fresh soybeans, and white carrots are a few of the extraordinary finds, while papaya, Callaloo spinach, and finger bananas are among the Caribbean staples. The market is also a good place to find the Antigua Black Pineapple, a sweet, low acid special variety that's signature to the island. The market's small kitchen serves up salads, smoothies, and juices. The Cole's have recently added several organic dry products as well. www.colesomefarmersmarket.com

The New Market, Roseau, Dominica. The reason Dominica is nicknamed 'The 'Nature Island' is certainly reflected in its market. On a weekday, the city block size market located where the Roseau River meets the Caribbean Sea is pretty amazing. On Saturdays, it's unbelievable for its volume and variety of fresh produce. Don't expect souvenirs



but do anticipate finding agricultural products like spices (cinnamon, nutmeg, mace), cocoa sticks (roasted cocoa beans that are shelled, crushed, and fashioned into an unsweetened stick), and packets of dried sea moss. Sea moss is a type of red algae that grows along the shore. Soaked well, then mixed with condensed or evaporated milk (or both) and spices, Sea Moss is said to be an aphrodisiac. www.facebook.com/RoseauMarketDominica/







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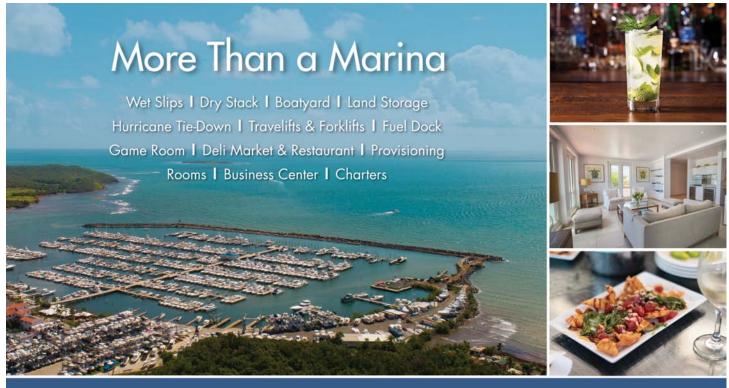


Castries Market, St. Lucia. You can't miss this market; it's the largest open-air shopping area of its kind in the island's capital city. It's also world-famous. National Geographic ranked the Castries Market No. 3 in its 'Ten Top Food Markets in the World' listing in 2011. The market started a refurbishment in 2019, and last year the New Provisions Market opened with 100 sky blue stalls for organic produce vendors. Nearby there are also herbs, spices, meat, fish, and dry goods for sale as well as food vendors. Last year, the St. Lucia Hotel & Tourism Association launched its 'Eat What We Grow' campaign to buoy local agriculture.

Grande Anse Farmers' Market, Grenada. The Sports Center Car Park transforms into an open-air produce market by 6 a.m. each Wednesday. Island-grown cauliflower, cucumber, cabbage, tomatoes, pineapple, papayas, hot peppers, and more are usually abundant. There's local eggs, honey, and coconut oil, as well as locally produced hot sauce and corn flour, plus spices like cinnamon and turmeric. Located less than a 5-minute taxi ride away from Camper & Nicholsons Port Louis Marina. www.facebook.com/Grand-0 Anse-Farmers-Market-1566873493577366







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THE REAL McCOY -

12 YEARS

RUM REVIEW BY CLINT AND TERRY BORAM

ast month we introduced you to Captain Bill McCoy, a famous rum runner dur-_ ing prohibition. He found a way to outsmart the U.S. Coast Guard by positioning his schooner just outside U.S territorial waters and letting captains on smaller boats deliver the goods to shore. Legend also has it that he was the man behind the phrase "The Real McCoy."

Rum runners were notorious for diluting the pure Caribbean rum with turpentine, wood alcohol, and even prune juice in order to maximize their supply and therefore their profits. These tarnished products became known as "Booze," "Hooch," or "Rot Gut." Not Bill McCoy. His spirits were pure, quality products that were never altered. People began noticing the difference and began asking for "The Real McCoy."

Bill McCoy's story is the basis of The Real McCoy rum based in Barbados. There are no added sweeteners, flavors, perfumes, or chemical stabilizers added to the rum. The base begins with blackstrap molasses and Barbados spring water. It is distilled in small batches in a combination of copper pot and column stills. The rum is aged in heavily charred American Oak bourbon barrels for a full three, five, or twelve years depending on the product level. The Real McCoy products are a part of Foursquare Distillery.



HE SAID

The aroma of the rum draws me in as soon as I open the bottle. It is very oak forward with molasses, citrus, and orange blossom. There is, however, a slight alcohol note which is quickly absorbed by the oak. The palate is the same as the nose without any hint of alcohol burn. There is a playful dance between the citrus notes and the molasses, each taking the lead at different times. The citrus crosses the finish line first with the oak and spice carrying the finish. This rum definitely drinks like a fine bourbon.

SHE SAID

The color is dark amber which coats the glass leaving thick legs running down the glass.

The nose is very buttery with orange and butterscotch. I don't get the alcohol burn nor the oak on the nose, but then again I never get oak. My first sip was extremely disappointing based on the nose. The buttery notes are gone and spice of some sort is introduced. The orange is still there but the spice hangs on the back of my palate and carries to the finish. Upon further sips, I think the "spice" is more of a burnt or charred note. The buttery notes come back once the rum opens up but the charred finish is not appealing to me.

OVERALL

If you like a more bourbon feel in your rum then this rum is for you. The single barrel aging provides all the oak you could ever want. However, if you're like Terry and want less oak and more tropical notes this is not for you.

4 OUT OF 5



SIPPING RUM SCALE

- 1 An expensive mixer
- 2 A quick celebratory shot
- 3 Wouldn't be embarrassed to share with friends
- 4 Are my friends worthy of a sip
- 5 Special moments rum

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.





CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

		Maximum Orașimum	Maximum	3th * of Slips	14 July 14	Solution Water	$C_{2}k_{\prime}$	Dis Satellite	, sse, sse, sse, sse, sse, sse, sse, ss	 Lawer MC		Bar / Coning	Security WHF Char	Wireless Interness	la.
Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20′	380′	60	•	110/220/380 3 phase	•	•	•	•	•		• 68/10	•	

			-													_	
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.curacaoyachtclub.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	Clarkes 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	+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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			Maximus Orasimus	Maximus	" '3th # of Sli _t .	SQ. 4	Cash Vater Electrical	Cable/ Satellite 7	71.	/s/s/		Laurer MC	Pro.:.	Bar / E	Sec Restaura	Curity ant VHF Char	"he/ Wireless Internet
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
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination	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	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	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 an GY destination	917-677-7680	16′	175′	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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Caribbean boatyards

ribbean Boatyards Guide 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 45	•		•	•	•	•	•
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 5	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23" 46'	-64° 41″ 53′	(284) 495- 3349	7′	65′	18' and 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 5	•	•	•	•	•	•	•
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	•	•	•	•	•	•	•
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° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60 45	•		•	•		•	
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 45	•	•	•	•	•	•	•
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 4	•	•	•	•	•	•	•
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			•		•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45. 57N	72.10. 47W	649-946- 5600	9	150			30/50/110 amp	24x7	75 4	•		•	•	•	•	•

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MARINE TRAVELIFT

OUTHEAST U.S. MARINAS

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

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

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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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GRAND CAYMAN, CAYMAN ISLANDS. With unsurpassed views up and down 7 Mile Beach, this 4 BR/4.5 BA unit has it all. Crown moldings, travertine floor finishes, 2 underground parking bays, elevator, quartz countertops, hardwood cabinetry. This spectacular beachfront unit is turnkey for living or rentals. Best snorkeling, along with peace and quiet but easy convenience to nearby amenities. Short-term rentals permitted. Price: US \$5,548,766.51 QUATRO HATCH, Coldwell Banker Cayman Islands Realty quatro@cirealty.ky | www.coldwellbankercayman.com Office (345) 945-4411 | Cell (345) 516-1337



PONCE, PUERTO RICO. First time on the market in a generation! Don't miss out. Caribbean seafront in the lee of Punta Las Cucharas. Calm seas and island views are what you'll get from both balconies. Deeded land. Two families, 4 BR/ 2 BA, two kitchens. Laundry. Parking for two. Shared secure entry. Plenty of street parking. Price: US \$335,000

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ST. CROIX, USVI. Enjoy 180-degree views of the Caribbean Sea from this 6 BR/5 BA island estate nestled in the quiet hills of Hermon Hill. Features include a generous open living space, dining room, a second living space/ den/family room with half bath, laundry room, and beautiful grand kitchen. Gated entrance, with property surrounded by royal palms. Minutes from Christiansted with shops, restaurants, and entertainment. Price: US \$2,150,000

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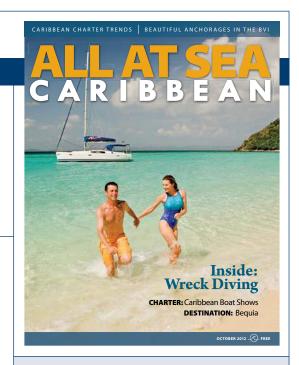
ST. THOMAS, USVI. Spectacular waterfront location on Tropaco Point! This custom-built 3BR/3BA home has fantastic stonework and hardwoods to compliment the Hull Bay views. A gazebo close to the water is the perfect spot to listen to the waves and embrace nature. This is a special place and a must-see- exactly what you are looking for in an island home. Price: US \$1,295,000

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TORTOLA, BVI. Luxury, modern and private 4 BR/4 BA villa located on just under an acre of prime land and moments from Lambert Bay beach. Large open plan kitchen living area, master suite, and further bedrooms with private balconies and sea views, plunge pool, and private steps leading to the beach. Air-conditioning throughout. Price: US \$1,680,000

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ANTIGUA, ANTIGUA & BARBUDA. First time on the market and recently constructed, 3 BR/2 BA Villa Vista Mare offers magnificent views overlooking scenic Willoughby Bay with its colorful coral reefs making for an idyllic water sports playground. Attractively designed, the villa is built on two levels with 3 BR/2 BA on the main upper floor and a lower unfinished level offering numerous expansion opportunities. Price: US \$1,275,000

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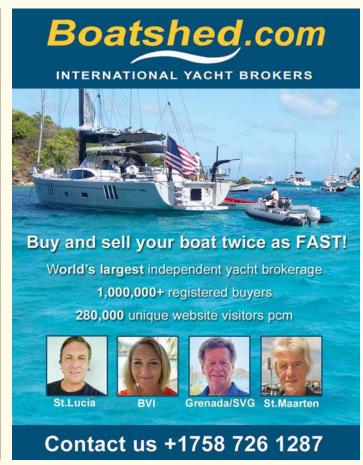












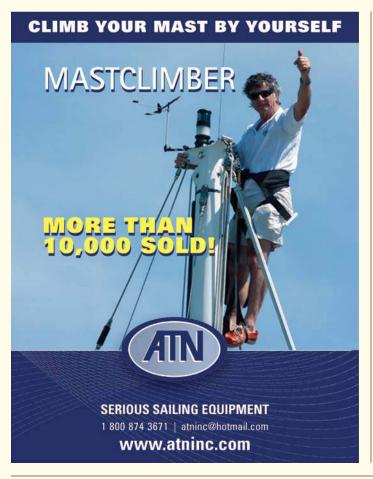




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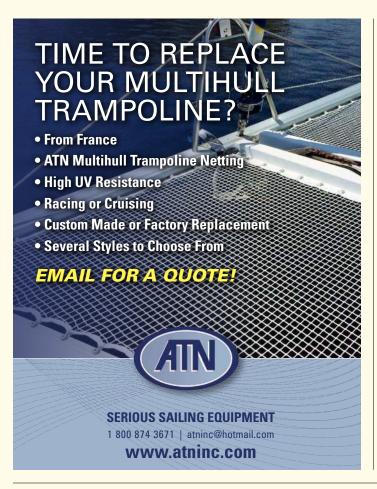
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AC Cool Boat74	CopperCoat73	Key Largo Cottages.com72	Seagull Inflatables43
Aero Tec Laboratories74	Defender66-67	Lifeline Batteries, Inc37	SeaHawk Paints13
Antilles PowerC2, 1	Dominica Marine Center47	Mantus Marine53	Shelter Bay Marina45
Atlas Yacht Sales & Charters23, 61	Doyle Sails4-5	Marine Warehouse32	SoFlo Yacht Club15
ATN Inc70, 72	Edward William25	Northern Lights71	Spice Island Marine Services11
Ben's Yacht Services43	Electec10	Offshore Marine21	St. Maarten Sails & Canvas NV35, 75
Boat Owners Warehouse (BOW)37	Fajardo Canvas & Sail72	Offshore Passage Opportunities70	St. Vincent Marine Center47
Boatshed.com68	Flopstopper72	Offshore Risk Management32, 53	Strike Marine72
Bocas Marina & Yacht Services 72	Fort Pierce City Marina29	Outdoor World19	Subbase Drydock, Inc2-3
Bonefish & Tarpon TrustC3	Gold Coast Yachts64	Outland Hatch Covers33	Tickle's Dockside Pub47
Boston WhalerC1, 9	Golden Hind Chandlery33	Peake Yacht Services27	TurtlePac74
Budget Marine17, C4	Grenada Marine49	PropGlide49	Ullman Sails35, 75
BVI Yacht Sales62-63	Horizon Yachts72	Puerto Del Rey Marina51	Ultra Yacht Refit43
Caribbean Inflatable Boats	Hydrovane70	Quantum Sails75	Varadero Aruba51
& Liferafts71	Intracoastal Yacht Sales65	R&B Power41, 45	Visar68
Caribbean Marine Surveyors Ltd47	Invincible Boats6	Ram Turbos Inc70	V-Kool39
Caribbean Multihull	Island Marine, Inc35	River Supply70	YSATT / MTI31
Challenge IV 47, 65, 73	Island Marine Outfitters25	Roodberg41	
Carpet Care Antigua43	Island Water World7	Sailrite69	

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Business Opportunity

huge potential for growth as trade license includes island tours, water taxi, and boat rentals. The sale includes a 2018 Worldcat 320CC powered by twin Yamaha's which is commercially licensed for 12 passengers and 2 crew. Website: celticboats.com Interested parties should email: celticboats@gmail.com

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Employment

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CARIBBEAN COOKING BY CAP'N JAN ROBINSON

id you make a New Year's resolution to eat more healthily? If so, that is a perfect way to start the New Year. Different countries, different traditions for New Year's Day. In the South, black-eyed peas are associated with a "mystical and mythical power to bring good luck." As for collard greens, they're green like money and will ensure you a financially prosperous new year.

"First footing" or the "first foot" in the house after midnight, is still a very common Scottish New Year tradition. To ensure good luck for the house the first footer should be a dark-haired male and he should bring with him a symbolic piece of coal, shortbread, salt, black bun, and a wee dram of whisky!

In Spain, eating 12 grapes at midnight on New Year's Eve is a tradition—and a superstition. For the first 12 seconds of the New Year in Spain, Spaniards are intensely focused on eating the 12 "magic" grapes that serve to symbolize 12 months of luck ahead. Happy New Year!

DELICIOUS FISH TACOS

Prep time: 20 minutes. Cooking time: 10 minutes. Serves: 4

4 (4 oz.) skinless firm white fish pieces, such as mahi mahi, cod, or snapper fillets. Fresh is best, if frozen; thawed

1/2 tsp. ground cumin 1/2 tsp. kosher salt

3/4 tsp. lime chili seasoning

THE SAUCE (makes 1/2 cup):

1/4 cup fat free Greek Yogurt

3 Tbsp. light mayonnaise

1 Tbsp. lime juice

1-2 Tbsp. water, to thin 3/4 tsp. chili-lime seasoning salt, e.g. Tajin Classico 1/8 tsp. kosher salt

THE SLAW:

1/4 cup chopped cilantro 1 cup white cabbage, sliced 1 cup red cabbage, sliced 1/4 cup shredded carrots Garnish: Lime wedges

1 Tbsp. olive oil 1 Tbsp. lime juice 1/4 teaspoon kosher salt 8 corn tortillas

Season fish with salt, ground cumin and Chili-lime seasoning salt. Combine the ingredients for the sauce in a small bowl and refrigerate until ready to eat. Toss the slaw ingredients and keep cold. Heat a skillet and spray with olive oil. Place fish fillets in the



preheated skillet and cook a couple of minutes on each side until fish is just opaque and charred. Break up in large chunks. Char the tortillas in a skillet about 30 seconds on each side, or over an open flame on the burner. Stack on a plate; cover with a towel to keep warm. Assemble tacos in the order you like. Drizzle with sauce. Serve with lime wedges.

TIP: I like to add avocado slices for even more flavor, unless I'm making the below recipe as a side dish. If you like your Tacos spicy, chop up whole jalapeños and add, seeds and all!

MANGO AVOCADO SALAD

Prep time: 10 minutes. Chilling time: 30 minutes or longer. Serves: 4

1 large mango, seed removed, peeled and sliced

1 cup cherry tomatoes, chopped in halves

½ red onion, peeled and thinly sliced

3/4 cup chopped basil

2 medium avocados, pit removed and flesh cut into cubes

VINAIGRETTE:

2 Tbsp. extra virgin olive oil (EVVO) 2 Tbsp. fresh lemon juice ½ tsp. lemon zest

¾ tsp. freshly ground Himalayan pink salt ½ tsp. freshly ground black pepper

In a mason jar or other glass jar with lid, add olive oil, lemon juice, lemon zest, salt and pepper. Close the lid and shake until combined for vinaigrette. Or you can place ingredients in a bowl and whisk together. Place the cut avocados, mango, red onion, chopped basil, and cherry tomatoes in a serving bowl and drizzle over the vinaigrette. Toss to combine.

Hint: Make in advance and chill before serving

Tip: I like to slice the avocados at the very end; to avoid the flesh 0 browning.





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