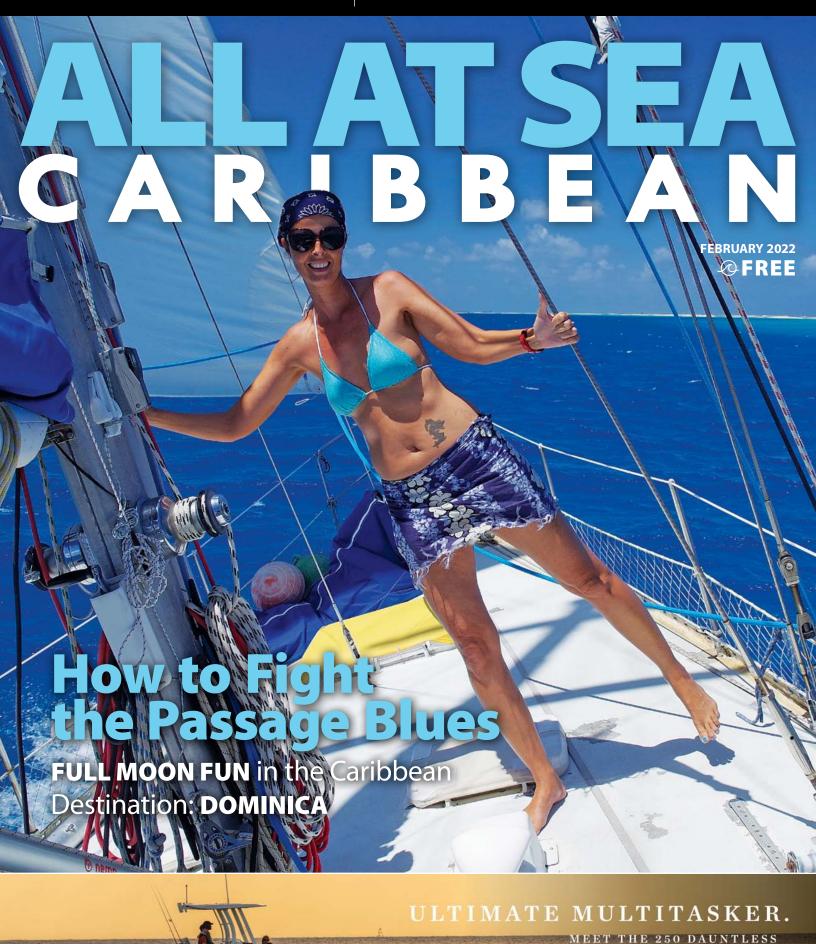
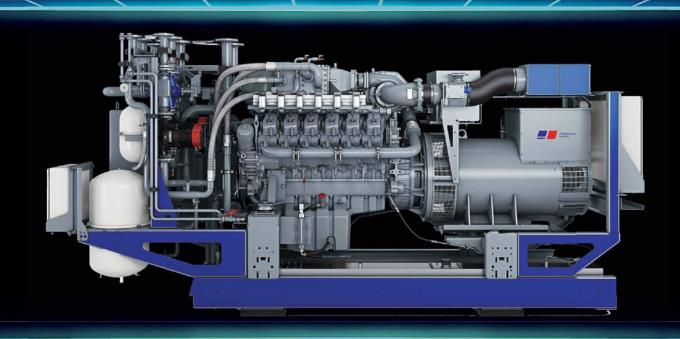
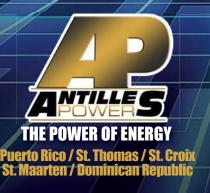
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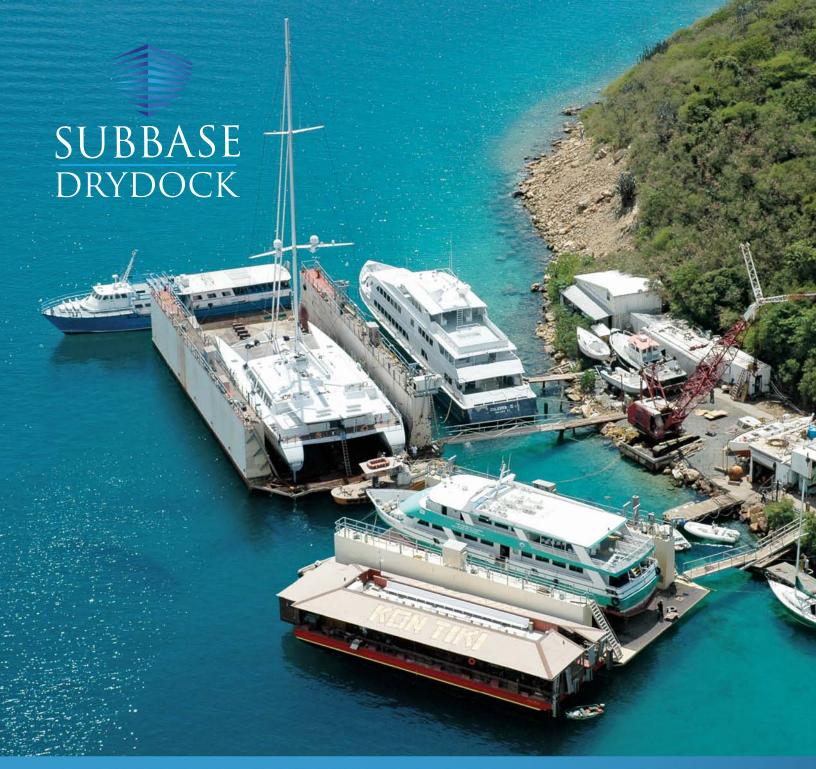
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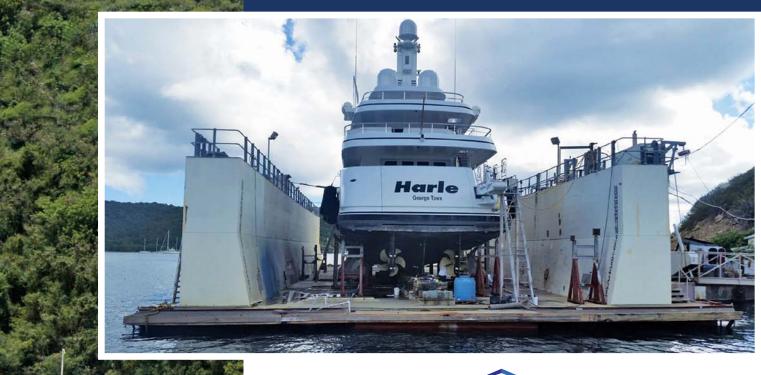
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COVER SHOT: Perfect sailing day. Photo by Birgit Hackl and Christian Feldbauer

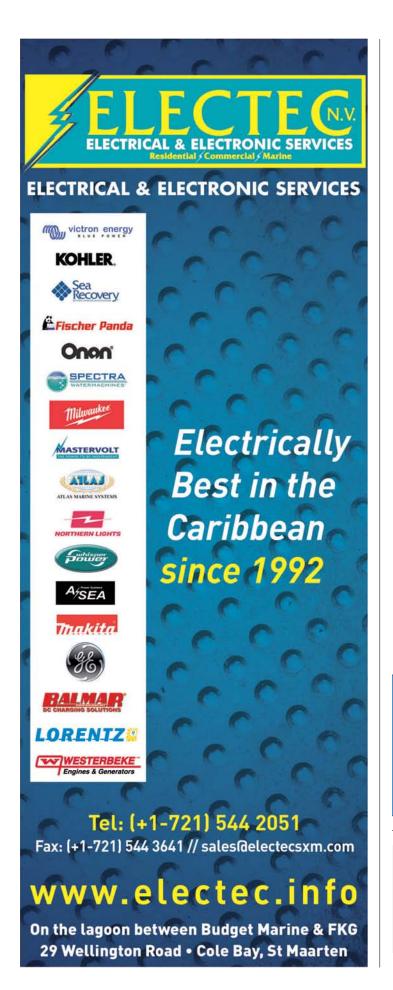
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#### **NEW PUMP OUT SERVICES AT BONAIRE'S** HARBOUR VILLAGE MARINA

Pump it, don't dump it is easier than ever now in Bonaire thanks to two recently installed state-of-the-art pump-out facilities at the Harbour Village Marina. The Marina, located just north of Kralendijk and a half-mile east of Klein Bonaire at the Harbour Village Beach Club Resort, offers 60 slips for yachts up to 150-foot.

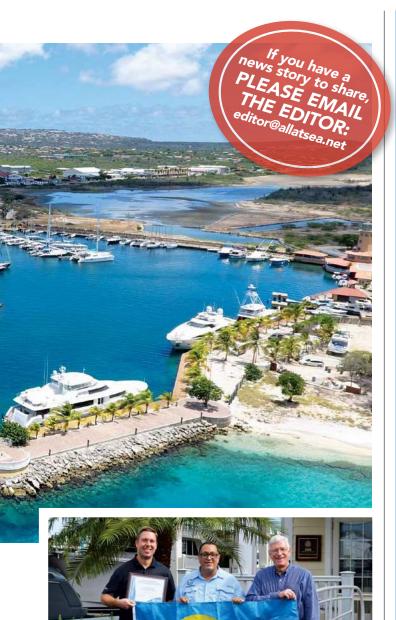
"Yachts can simply come to either pump-out location and the Marina will provide the service," says Francisco 'Frank' Gonzalez, managing director. "For boats staying in the Marina, the cost will be included in the dockage fee for an introductory time. For boats moored in the 'Kralendijk Town Mooring', there will be a charge per pump out of \$40.00, until the moorings rates are increased, at which time the pump-out will be included in the mooring fee."

The success of this project, says Gonzalez, requires that all boats be equipped with a holding tank and 'Y' valves to redirect sewage disposal overboard through a deck fitting. Boats without holding tanks are prohibited from discharging sewage while in the marina and are required to use the Marina bathrooms.

"Discharging sewage overboard can spread disease, harm marine life, impact nutrient levels in the water and compromise the coral reef. We hope that by providing onshore waste collection facilities, we can all start to make a difference, by Pumping it, instead of Dumping it," says Gonzalez. www.harbourvillage.com/marina

#### **BRADFORD MARINE EARNS CLEAN MARINAS AND CLEAN BOATYARDS DESIGNATIONS**

Squeaky clean kudos to Bradford Marine. Both Bradford Marine Fort Lauderdale and Billfish by Bradford have earned Clean Marinas and Clean Boatyards titles by the Florida Department of Environmental Protection (DEP). The designa-



tions make Bradford Marine the 329th Clean Marina and 49th Clean Boatyard in the state, adding 92 wet slips and six dry storage racks to the Clean Marina community.

**Bradford Marine** 

Co-Owners Michael Kelly (left) and John Kelly (right) accepting the Clean

Marina designation flag presented by Octavio Franco (center) Southeast Regional Coordinator for the Florida Department **Environmental Protection** 

"We're proud to join the Clean Marina community in its larger mission to support ocean conservation," says John Kelly, Chief Executive Officer of Bradford Marine. "As lifelong boaters, we're passionate about the oceans and waterways, and



#### OSBORN HONORED IN ANTIGUA, SALTY DAWG 2022 WINTER WEBINAR SERIES



The successful arrival of 52 cruising boats and over 200 skippers and crew on the Salty Dawg Sailing Association's (SDSA) Fall Rally in mid-November marked the unofficial beginning the Antigua & Barbuda's yachting season. In recognition of this, Antiqua Port Officer for the SDSA, Bob Osborn, was honored with the nation's Faithful and Meritorious Service Medal - Gold award. During a formal ceremony, Antiqua & Barbuda's Governor-General Sir Rodney Williams noted that for the past five years the rally and Osborn's dedication have made a significant contribution to the local yachting industry and the local economy. Osborn gratefully accepted on behalf of the SDSA's members, volunteers, sponsors and friends.

On a separate, but related topic, the SDSA's will host 8 webinars between February 1-24, 2022. A sampling of topics includes Weather Routing - Tools and Techniques by Nick Olson of Predict Wind; Lifejackets, EPIRBS, AIS and PLBs - What You Need to be Found by Brian Flowers, of Life Raft & Survival Equipment, Inc.; and Communications Between Ships and Us, led by the U.S. Coast Guard Auxiliary in Hampton, VA. from February 1 to 24. The webinars are free for members. For non-members, the cost is \$25 for the entire February series or \$12 per webinar. All webinars are recorded so everyone who registers will receive a link to view the recording if they miss the live presentation. Annual SDSA membership is \$75 and comes with several additional benefits. www. saltydawqsailing.org

it's important to us that we're doing our part in protecting its ecosystems by ensuring that our facility follows environmentally conscious practices, while still providing best-in-class service for vessel safety and maintenance."

Florida's Clean Marina Program is a voluntary designation program with a proactive approach to environmental stewardship. Bradford Marine Fort Lauderdale and Billfish by Bradford Marine's inductions into the program underlines their commitment to ocean conservation, ensuring their facilities meet environmental Best Management Practices (BMPs) designed to protect Florida's waterways, as outlined by DEP. These BMPs address critical environmental issues such as sensitive habitats, waste management, storm water control, spill prevention and emergency preparedness. bradford-marine.com

#### MARINEMAX VACATIONS MAKES DONATION TO **BVI'S VIRGIN ISLANDS SEARCH AND RESCUE (VISAR)**

Ten years ago, MarineMax Vacations opened its base at the Nanny Cay Marina and Resort, on the British Virgin Island of Tortola. The company, a subsidiary of Clearwater, Florida-headquartered MarineMax, operates a fleet of Aguila Power Catamarans from 36- to 48-foot available for bareboat and crewed charter. One of the best things about boating in the BVI is safety, and that comes thanks to VISAR, a dedicated and volunteer non-profit group of maritime search and rescue personnel on call 24/7. Put the two together and it's no wonder that MarineMax in December thanked VISAR with a donation.

"Our donation to VISAR will never be enough to thank them for their continued dedication and efforts. We are fortunate to be able to support this organization and their volunteers for keeping everyone, including our customers, safe at sea," says Raul Bermudez, vice president of MarineMax Vacations.

VISAR's two base stations located in Road Reef Marina, Tortola, and the Virgin Gorda Yacht Harbour, Virgin Gorda, house fully





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outfitted rescue vessels with medical, vessel safety, search and rescue equipment, and communication devices. Bermudez says MarineMax Vacations is thankful to have a longstanding relationship with VISAR and donates annually to this brave and dedicated organization. To learn more or donate to VISAR, please visit visar.org. www.marinemaxvacations.com



#### **BUY OR CHARTER A YACHT WITH CRYPTO -DENISON YACHTING TELLS HOW**

Bitcoin, Ether, Dogecoin. Consider using crypto rather than cold hard cash the next time you acquire or hire a yacht. Denison Yachting, based in Fort Lauderdale, Florida, made its first yacht sale using cryptocurrency in 2016, and in 2018 its first Bitcoin-booked charter. Today, the company has completed more than 5 bitcoin transactions. This paves the way to making yachting more accessible. Plus, it makes sense due to low transactions fees, fast transfer, and privacy.

All At Sea asked Bob Denison, founder and president of Denison Yacht Sales, what he foresees for use of cryptocurrency in Caribbean charters.

"I strongly believe cryptocurrency will one day be mainstream for chartering yachts of all sizes in the Caribbean. It won't be overnight. If I had to guess I would predict this happening in 15 years. It will be a niche for now, but a niche that grows faster than most people expect," says Denison.

And will crypto one day replace the need for guests to carry a large wad of cash for the post-charter crew gratuity?

"It's only a matter of time when tips will be exchanged walletto-wallet after charters. An interesting side note, I was on a charter a few years ago in St. Thomas with some friends. At the end of the charter, most of us ran to the local (and expensive) ATMs. Except one. My friend Robert knew I was a crypto guy. While the rest were hunting for cash, he sent me his share of gratuity in bitcoin. Also, worth noting this all went down on

a Sunday, and I received his share in minutes. No fees. And didn't have to deal with touching dirty cash," Denison adds.

To use cryptocurrency to pay for a charter, first, let the charter broker know this is the preferred payment currency. Then, when the broker's invoice arrives, choose to make a payment using one of your crypto wallets. After payment, Bit Pay converts the crypto for the broker. Denison says crypto is safe, easy to use and private. The blockchain network makes payments untraceable. Plus, the 1% fee is minimal compared to wire transfers or credit card processing fees. Transfers can take as little as a few seconds to a couple of minutes to complete. No need to wait for bank approvals. www.denisonyachtsales.com

#### **BENNETT IS NEW MARINA DIRECTOR AT CHRISTOPHE HARBOUR, ST KITTS & NEVIS**

power for superyachts up to 250-feet.

There's a new face at the helm at the Marina at Christophe Harbour. Melanie Bennett is now director of this marine facility, located on St Kitts southeastern peninsula. The marina offers alongside mooring, 24/7 dockage access, a deep-water harbor with a wide turning basin, in-slip fueling and ample

"I was born and raised on St. Kitts and stayed until my teenage years when I went to the UK to complete my Honors Degree. I've traveled and lived in different parts of the world until I came back to the beautiful place I call home, St. Kitts & Nevis. We opened the Marina at Christophe Harbour in February 2015, and I started as Marina Guest Services Manager. More recently, I was promoted to Director of Marina Operations. It is such a delight for the yachting industry and community to come back to life since the start of the pandemic," says Bennett.

In addition to the news of Bennett's promotion, Christophe Harbour is re-opening the Pavilion Restaurant for lunch Wednesday through Sundays, 11:30 a.m. to 3 p.m. www.christophe harbour.com/marina/



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## FEBRUARY 2022 EVENTS



#### Caribbean Multihull Challenge (CMC).

Three Diam 24 trimarans, sibling rivalry among state-of-theart, high-tech performance catamaran sailors, and the second edition of a three-island, 60 nautical-mile, high-wind race are reasons why the CMC is fast becoming a 'must-do' Caribbean multihull event. In December, three Diam 24s - which debuted 7 years ago as a turnkey sailboat, were selected as the Tour de France a la voile boat, and in 2020 granted one-design international class status from World Sailing, were unloaded and assembled in St Martin. Nearshore racecourses for these 5-foot draft boats will provide eye candy to land-based spectators. Brothers Greg and Todd Slyngstad are guaranteed to duke it for the overall prize aboard their Bieker 53, Fujin, and HH66 Nemo, respectively. On the windiest of the three-day event, all CMC registered yachts capable of finishing a 60-mile course in under six hours, such as ocean racers and carbon-fiber lightweight cruisers, will set sail on this record-setting course. "In 2020, we had 20 entries and we are hoping to surpass that for 2022. And looking ahead to CMC V in 2023, even more," says Stephen Burzon, the CMC's volunteer marketing director. Official onshore events will be held at the Sint Maarten Yacht Club where COVID-compliancy has been the rule since the onset of the pandemic. www.smyc.com/caribbean-multihull-challenge



#### FEBRUARY 10 – 12: The Sailfish Bowl.

Held out of the Dominican Republic's Marina Casa de Campo, this tournament welcomes sport fishermen from around the world. "The Sailfish is the official species, but other billfish are eligible too based on catch-and-release," says organizer, Alma Deyanira Taveras, of WT Events. Prizes will be awarded for Best Overall Sailfish Angler, Best Captain, top 3 boats and top 3 anglers in the billfish category. There are prizes for Dolphin (Mahi Mahi), Yellowfin Tuna, Wahoo, and Swordfish too, based on weight. Registration is US \$800 per boat. Packages are available that include a charter boat, hotel lodging, trans-

#### FEBRUARY 11 - 13: JOLLY HARBOUR YACHT CLUB (JHYC) VALENTINE'S RÈGATTA.



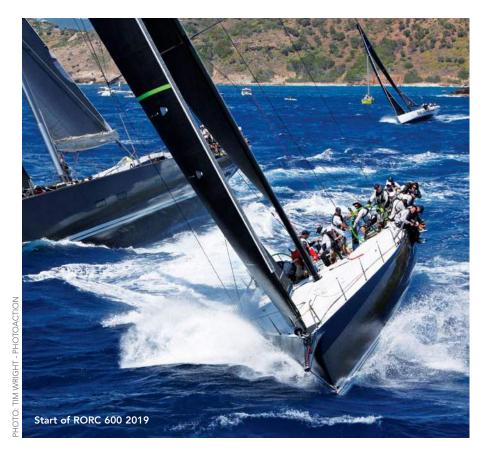
Sport boats, race boats, racer/cruisers and cruisers are all invited to set sail in this two-day regatta with courses set inside Antigua's Five Islands Bay area. "Having had to cancel last year's event, it's very pleasing to see our sponsors, Absolute Properties, Budget Marine, Jolly Harbour Marina and Boatyard and North Sails have stayed with us. Jolly Harbour Marina and Boatyard have upped their support by increasing the number of days of free berthing from 2 nights to 3 for traveling yachts competing. We hope this will attract more yachts from other Islands. As the Regatta falls 10 days before the RORC 600, it would offer those competing in that long-distance event a chance to have a shakedown regatta," invites David Ross, JHYC Commodore. www.jhycantiqua.com/sailing

fers, and tournament registration and activities. The Sailfish Bowl benefits the Grita Gol Foundation, which promotes soccer, education and meals to needy children in the Dominican Republic. For more information, Email: marinacasadecamposailfish@gmail.com

#### FEBRUARY 21: RORC Caribbean 600.

Nearly 70 yachts representing over a dozen countries were registered by December for this epic 600 nm race around the Leeward Islands. The entry list includes mega maxis like the VPLP 100, Comanche, helmed by Mitch Booth, and Farr 100. There are also big multi-hulls like MOD 70s, both Peter Cunningham's PowerPlay and Jason Carroll's Argo. Caribbean favorites are ready to test the line including Antigua's Bernie





Wong's Reichel Pugh 37, TAZ, and Pamala Baldwin's J/122, Liquid. "The 2021 Rolex Fastnet Race winner, Sunrise (JPK 1180), is on the entry list along with Skorpios (ClubSwan 125), a brandnew boat launched in August that was the line honors winner of this 695-nm race off Cowes. Also, Comanche took over 7 hours off the monohull line honors record in the 2021 Rolex Middle Sea Race, so it should be a good battle among these three," says Trish Jenkins, press officer for the RORC Caribbean 600. caribbean 600.rorc.org

#### **FEBRUARY 25 - 27: Bequia Musicfest.**

Drop anchor or grab a mooring and dinghy ashore for this two-decadestrong musical event, held this year at De Reef and the Frangipani Hotel. It's three magical days of live music on one of the hottest rocks in the Caribbean. www.bequiamusicfestival.com

#### **FAST FORWARD**

#### NOVEMBER 6, 2022: ROUTE DU RHUM-**DESTINATION GUADELOUPE**

It's back! Organizers announced in December the start date of the 12th running of this solo transatlantic race, which departs from Saint-Malo, France, and finishes in Pointeà-Pitre, Guadeloupe, FWI. Known as the Queen of the Transats, organizers OC Sport Pen Duick will introduce new enhancements to enhance spectators' and race followers' experience on both sides of the Atlantic. The event will cut off at an entry of 120 race yachts in Class40, IMOCA and Mono rum Monohulls classes and OceanFifty, Ultim 32/23 and Rum Multi Multihull classes, www.routedurhum.com 0







## SAILING WITH LAUGHTER

CRUISING BY CAP'N FATTY GOODLANDER



very time I get discouraged by recent events—Covid's new Omicron variant, global warming, the rise of fascism, the sudden return of racism as a welltrodden path to political power, and the almost instantaneous waning of American international prestige—I go sailing. That's right, I mess around in boats. I don't have to sail far. I don't have to sail aboard a fancy nor expensive vessel. All I have to do is get out on the water and trim my sails—Mother Ocean kindly does the rest.

I don't need to study Zen—I sail.

Of course, I realize my going sailing doesn't help the world. It only helps me. Still, helping me isn't such a bad thing to do—especially if you are me. We all have to take care of ourselves in these turbulent times—or we'll explode individually before we explode politically. And, I remember these words from my days as a protester during the 1960s: the first duty of a revolutionary is to survive.

The way I currently survive is by looking at my jib tell-tales in the South China Sea—by meditating on 'em. Here's the brutal truth: I've considered suicide—but never with a tiller in my hand.

And when I can't actually be physically out of the water, I just think all the wonderful, weird, crazy things that have happened to me and my demented sea gypsy friends.

Why? Because during these globally gloomy days, we have two choices, laugh or cry. Laughing is usually the better option. So I turn to the solace of Mother Ocean. I love everything about saltwater and, crazily, I kinda think the water likes me back.

However, it's not as much as my fellow circumnavigator Webb Chiles. Webb bills himself as an 'artist of the wind' and publicly challenges/taunts Neptune to take him. He once sailed an open 18-foot Drascombe lugger named Chidock Tickbourne across an ocean and laughed each time it capsized and dumped him out... in mid ocean, at night, during a full gale. "Come get me, Davy Jones!" is Webb's attitude. (After the first capsize, he tied together all his remaining possessions with strings because the initial swamping took most of his food.)

The way I currently survive is by looking at my jib tell-tales in the South China Sea—by meditating on 'em. Here's the brutal truth: I've considered suicide—but never with a tiller in my hand.

A few years later, in the dead of night, a sloop of about 40 feet sank out from under Webb in the Gulf Stream, and he idly treaded water for 26 hours until a fishing boat drifted by. He thought to himself, "Took you long enough!" as he swam aboard. Both rum-reeking crew members were passed out. Webb was hungry after his swim but decided to wait. He was in no hurry. He dozed. At dawn, the two drunk fishermen awoke—confused and hung over.

"Okay if I scramble up some eggs?" Webb asked as they nearly jumped out of their skins.

I love Webb. He's convinced that he can't drown—that his drowning is cosmically impossible.

"Lord knows, I've tried," he laughs.

Yeah, crazy sh\*t happens offshore.

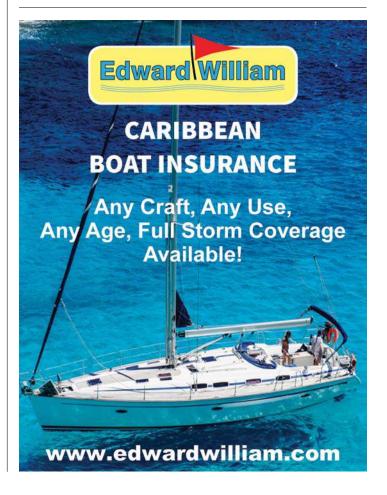
One day in mid-Pacific I was doing the 'pole dance' on the foredeck of our Hughes 38 Wild Card in preparation of jibing





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when the Genoa sheet half-hitched itself around my left arm and yanked me into the sky.

"This is awful," I thought as my feet left the deck. Then suddenly the sheet went slack and I was smashed back onto the deck, hard. Nearly unconscious, I was a tad slow in brushing away the knotted sheet and thus was yanked aloft again. This time, being suspended in the air didn't seem so bad—not compared to being whipped into the deck...then, bang again! This time I'd only been smashed into the deck for an instant, but long enough to realize my Casio watch was preventing me from clearing the line in the nano-second I had.

Dangling there in the air—with the Galapagos 1,600 miles astern and the Marquesas 1,600 miles ahead—I could hear my wife below on the off-watch, complaining, "What the hell are you doing up there, Fatty—wrestling elephants?"

Smash #3.

"Is this a joke?" she screamed, obviously pissed off now. "Do you have any idea how **loud** that is down here?"

Whoooosh... back in the air I was pulled.

Luckily, my watch band broke while I was ass-over-tea-kettle

on deck instead of swaying above the deadly deep blue sea.  $\,$ 

Yes, marital strife is quite common at sea—even off Cape Horn. Our friends Noel and Litara Barrott of the heavy wooden ketch *Sina* were in a heavy gale off the Cape, when their large vessel was deck-swept by a large breaking sea. Litara was at the helm at the time and she saw her husband, her daughter's boyfriend, and their tripled-lashed dinghy go overboard at the same time.

She caught sight of the young boyfriend swimming for the dinghy, so she opted to pick up the elderly Noel first. In times like this, MOB drills really count. Under trysail and storm staysail she managed to bring the heavy ketch to a stand-still beside her husband who managed to grab the rail. With his winter clothes on, he did not have the strength to bring himself back aboard. As Litara ran to help, Noah began complaining that she'd done it all wrong. He'd drilled her to pick up a MOB on the *leeward* side, not the higher windward side. Litara, who is a strong, no nonsense woman, listened for a second, then said, "You're right," as she attempted to push her husband back into the freezing sea off Cape Horn. "Let me try again!"

"No, no, no," he screamed, the panic plain in his voice, "this is fine, honey, just fine!"



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Noel now shyly admits that he hasn't criticized anything about Litara since. And they even managed to bring the kid back aboard—although the dinghy was never seen again.

Wives can definitely come in handy. Off the coast of Brazil during our third circ, a huge group of birds descended upon our 43-foot aft cabin ketch Ganesh as we sailed through a tuna fleet at night. The birds were everywhere—in the cockpit, on the Bimini, on the aft deck. And each, upon landing, relaxed not only their bodies and their tiny bird-brains, but their sphincter muscles as well.

Carolyn was sleeping below and I didn't want to wake herbut it was like a scary, fish-scented ice skating rink on deck. I was knee-deep in slippery, odiferous bird poop—and with swarms of fleas that accompanied them. Thus, I had to chase the huge birds away. Allowing them and their fleas to stay was not a reasonable option. I grabbed the boat hook and poked at one who just stared at me blankly. It was totally without fear. It had no idea that I was the biggest, baddest predator on the planet. So I took my boat hook and sort of insistently pushed the bird sideways while it glared at me as if shocked by how rude and ill-mannered I was. So there I was, in the middle of the South Atlantic, with birds making a monkey of me! This was NOT good. I'm a macho man, and, hey, my wife was aboard, so I'd show those pathetic birds who was boss!

Not only was every square inch of my deck occupied by birds, they kept coming. Regardless, I began to violently drive them away with my boathook in one hand and a swinging rope in the other.

My aft deck was the worst. It was absolutely thick with giant beasts. It was so dark out that I couldn't see well as I finally battled the last bird away.

#### Whew!

Since I'd slipped a couple of times, I was now smeared in bird poop. It was almost time to wake Carolyn for her watch, so I decided to clean myself up in the aft cabin shower, dry off, then wake her.

Alas, while undressing in the pitch blackness of my aft cabin right under the open hatch—a giant trapped bird which had fallen below suddenly flew into my arms. Yikes! I was naked and poop-smeared and tired and scared... and had an actual prehistoric monster in my arms that was now biting my nipples off! Yeck!

The damn thing had me pinned down on the cabin sole at this point. It was flapping atop me acting victorious, when the naked Carolyn burst in and leapt upon us both.

"The sheet, the bed sheet, you fool!" she was screaming.

Did I mention the wind was up, it was rough and we were wallowing downwind in huge seas... and I was in a life and death struggle with a surviving member of the Pterodactyl family?

Finally I manage to sort of roll/crawl/whimper into the aft head area while the brave Carolyn bundled the equally-terrified animal into my bed sheet, brought it on deck, calmed the

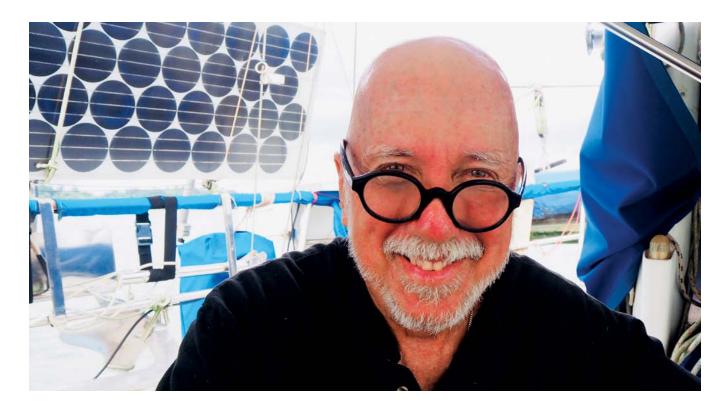


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bird down, and then profusely apologized to the bird for my 'inhuman' behavior.

So much for me demonstrating my macho-ness to my wife.

Yes, it is easy to get into hot water circ-ing.

We were hanging with the crew of a Wetsnail 32 on a volcanically-active island named Tanna, in the Vanuatu group. Why? I can't recall—because the husband was nice and the wife was hot? Something like that. Anyway, the islanders on Tanna are extremely nice but a tad impractical. When they realized that the people in NYC didn't have 'hot holes' of constant temperature everywhere to cook food—they told me to '...tell the New Yorkers to send us their food. We'll cook it, then send it back!"

Nice, but—yeah—slightly naive.

Anyway, one day the four of us mentioned we'd like to 'hot tub' together. We were instantly brought to a specific pool amid many pools—all steaming but this particular pool had a natural bench that was at a perfect level for sitting, plus the temp was just right. We had a swell time chatting together for the next couple of hours—until Carolyn and I wandered back to our dinghy.

The woman off the Wetsnail 32 went for a walk, and on the

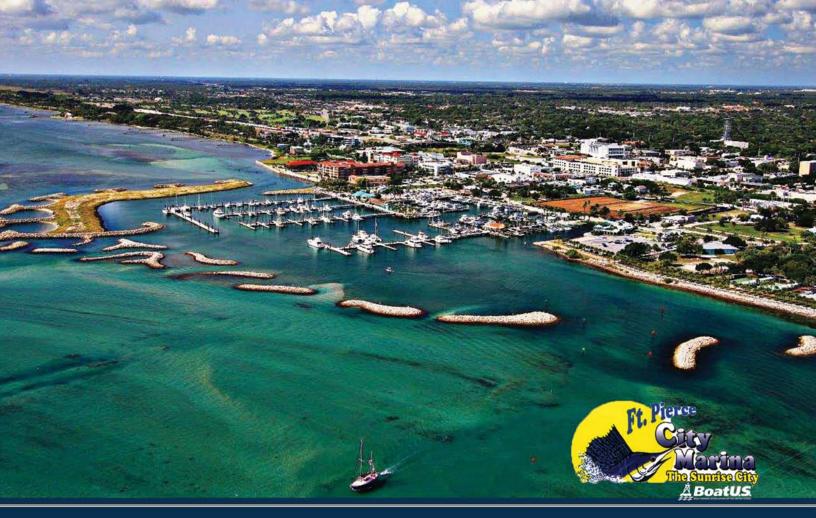
way back she thoughtlessly stepped into another identical-looking pool—which happened to be just a smudge below the boiling point. Ouch! (If she'd have fallen instead of being able to spring back out, she'd have died instantly. As it was, her dipped foot just stank like boiled pig for the next month or so.)

Yes, it is best to laugh about life—because crying doesn't help.

I guess the point I'm trying to make is that sh\*t happens at every level, all the time, both on-and-off the water. We just have to deal with it—and the way I deal with it is by laughing.

We earthlings are currently suffering from a convergence of cosmic poop, that's all. But as screwed up as the world currently is, our wind is still free. Mother Ocean still calls. My advice to all is to shut off your screen, go sailing, and avoid harbors with wifi like the plague... oh, *darn*, such an unfortunate choice of words!

EDITOR'S NOTE: Fatty and Carolyn are currently celebrating Fatty's 70th birthday in Southeast Asia. She bought him a comb, his daughter bought him a hair brush, and both his grandchildren chipped in for some bowling ball wax. "Gosh," he said gamely as he opened his presents, "You have no idea how this makes me feel!"



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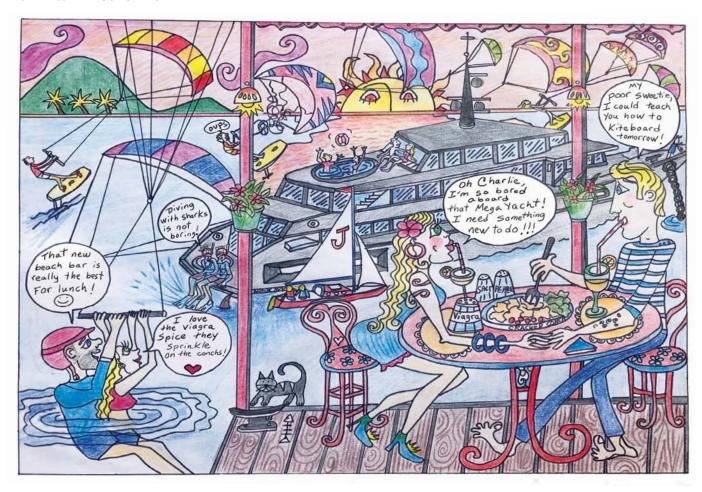
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## SAILING WITH CHARLIE

CHARTER HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



ega yachts are back in the Caribbean this season. They are getting bigger and bigger with more luxury, toys and facilities than ever. Charter prices reflect this and \$250K for a week for a five-stateroom gin palace is not unusual. It's a mind-boggling figure that highlights the fact that some have disposable income but most do not. It's the way of the world.

Crews on mega yachts do not need exacting qualifications except the captain, engineer and the chef. But what they do need is the ability to provide absolute excellence in all aspects of activities, service, decorum, etiquette and cuisine. If a server drops a splash of red wine on a guest's white evening gown he won't be there for the next charter. If the caviar is a little over pungent the chef will be reprimanded in no uncertain terms. If the captain allows the anchor to drag or drives the vessel into uncomfortable seas he won't last long.

Crews must be well versed in diplomacy. Privacy is also a major requirement and signed documents may be necessary for the crew to sign so that names of the rich, famous and questionable are not divulged. Many of those in these categories live in fear of lawyers, paparazzi and their own karma.

Charlie once heard of a mega yacht owner who required a cage to be lowered into the sea before he went swimming to protect him from life endangering monsters that he thought would be waiting for him at every turn. What level of bad karma/fear instigated that measure!

Guests on a week's cruise demand satisfaction; their every whim to be met. Guests fill out a preference sheet of culinary wishes before arrival but this does not preclude extra demands being made during the cruise. If a guest decides he wants oysters or frog legs or snails then every effort must be made to provide them. And if a Chinese billionaire decides he needs some rhinoceros horn to help him please his gorgeous young concubine, then so be it; it must be delivered. Whether it's a hit or myth the yacht will be blameless - if it's the latter perhaps conch ceviche can be offered instead (Hint: crush a bit of Viagra into the recipe). When it works, pat yourself on the back for helping save the endangered rhino.

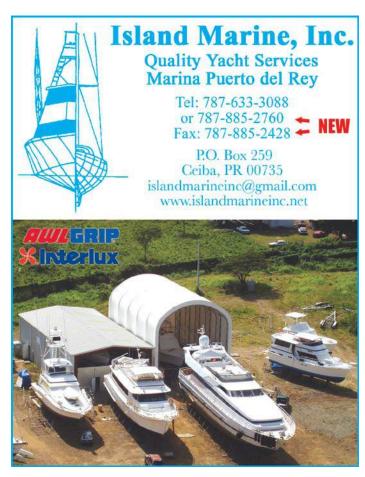
If a server drops a splash of red wine on a guest's white evening gown he won't be there for the next charter. If the caviar is a little over pungent the chef will be reprimanded in no uncertain terms. If the captain allows the anchor to drag or drives the vessel into uncomfortable seas he won't last long.

It's often hard to please a billionaire who has everything. Many of the super-rich are somewhat jaded so it's hard to get rave reviews from rich guests who've been pampered all their lives. Mega yachts cruise in stabilized comfort. Guests sit on sun beds by a pool and eat on an upper deck or behind tinted windows. Perhaps they will be gently massaged by a jacuzzi or an Asian masseuse specially hired for the week. But there's no thrill in any of this...

So, what's the answer? It could be an adrenaline producing exciting activity. Something like kite boarding or fun sailing in a sporty toy like a J70. Sailing close hauled in 20kts, spray flying, rail in the water could be an invigorating solution. Success in the yacht chartering business lies in providing something different. Let the wind call the tune, let the sun bronze jaded bodies out on the briny blue. Provide some thrills to make lasting memories.

Don't forget - "These are the days."

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





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o you get the bitter-sweet passage blues? I do. Even after 10 years of cruising, leaving a cozy anchorage for a longer passage stresses me out unless it's a dreadful place I can't wait to get away from. It's a strange mix of indecisiveness (watching ever-changing weather forecasts on an hourly basis), anxiety about what could go wrong and worries that there might be too much wind for a comfy ride or (even worse) not enough wind, a certain wistfulness to leave a place and people we've grown fond and of course pleasant anticipation of a new destination ahead.

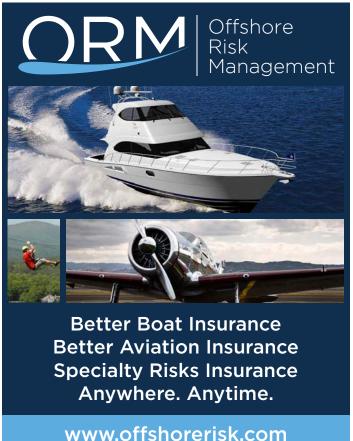
We usually think we are ready and set to go days before the actual weather window. Christian was up the mast with a wire brush and magnifying glass to thoroughly inspect all parts of the rigging. We have changed sails: downwind we want the big genoa up, upwind the smaller vankee in combination with a cutter works best. Quite often a last inspection of the sails reveals some seams that need restitching, telltales that have to be replaced or chafed areas that should be reinforced before more damage happens underway. Next comes the engine: when did we last change oil? Fuel filters? Impeller? We never plan to motor underway, but want to be prepared anyway.

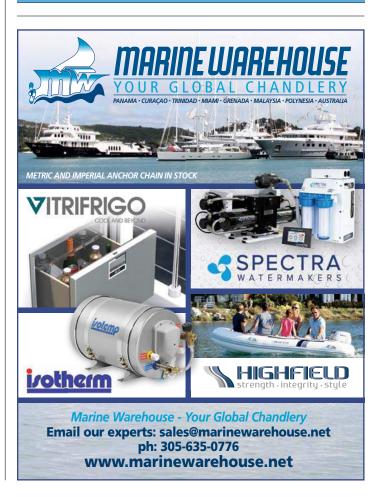
On the last day we get into a hectic rush anyway: declattering cupboards, baking bread (and maybe a cake as a treat), storing the dinghy on deck, setting up whisker poles if it's a downride ride, securing things that might get catapulted off shelves, cleaning the sink drains so they won't be smelly in





rolly conditions, closing the sea cock of the bathroom sink to prevent a geyser if we'll be heeling to port, taking preventive seasick medicine and a dozen other little tasks we thought too minor to do before. By the time we finally lift the anchor, I usually feel ready to collapse on the sea berth, but of course there's still a lot to do. Steering out of the anchorage, setting and trimming sails, adjusting the windvane, checking for traffic and getting the lure out. Once the anchorage disappears behind the stern and only dark blue stretches out ahead towards the horizon, serenity settles on the boat and the passage blues fade away. It's simply beautiful to lean back and admire the boat in her element, as she's doing what she was designed for. All the maintenance we've put into her yields a feeling of safety: she's strong, she'll do her best.







#### FEELING WELL PREPARED HELPS FIGHT THE BLUES

KNOW YOUR BOAT: Where are the seacocks? Are there any ventilation holes where water could enter in rough conditions? Where are the fire extinguishers and how do you use them? Where are the bilge pumps located, how are they operated and what to do if they get clogged?

KNOW YOUR STUFF: Tools, spare parts and pieces for makeshift repairs are only helpful if they are accessible and you know where to find them in a stress situation.

KNOW YOU CAN DO IT: Reading tales of the cruising pioneers puts things into perspective: Hal Roth's wonderful stories of calmly tackling hair-raising emergencies ("Two against Cape Horn", "Chasing the Long Rainbow", etc.). Lyn Pardey ("Sailing on Serrafyn, Storm Tactics, etc.) describing how their tiny, engineless boat bravely weathered hurricanes. The Smeetons didn't panic just because their boat had done a somersault, lost the mast and was full of water in the Southern Ocean ("Once is enough"). We are capable of much more than we'd think possible.

Despite the best preparations things can go wrong. Out on the ocean we're on our own and have to deal with whatever might come up. The first time I fully realized the extent of the responsibility blue water sailing implies, it hit me like a bucket of cold seawater. We were on the third day of our passage across the Atlantic, when our trusted windvane broke. All attempts at fixing it in high seas failed, we couldn't call the AAA or a welder to swing by, we had to deal with the situation ourselves. And we did. At first I thought that doing 2 hour shifts at the helm day after day was impossible, but 11 days later we arrived in Suriname. Exhausted, but overjoyed. When the main boom broke on the upwind passage from Rarotonga to Tahiti I thought we were done sailing, but Christian simply riveted scrap metal pieces across the tear and two hours later we were bashing close-hauled into the wind again. Or when our gennaker ripped in light winds and we had to reach Tahiti before an approaching front without a working engine. We got out the sewing machine while Pitufa was rolling miserably in the long ocean swell, stitched the gennaker and made it to a safe anchorage. None of these situations were life-threatening, but the fact that we handled them (after a brief spell of panic) is a very reassuring thought whenever the passage blues tries to get a grip on me again.

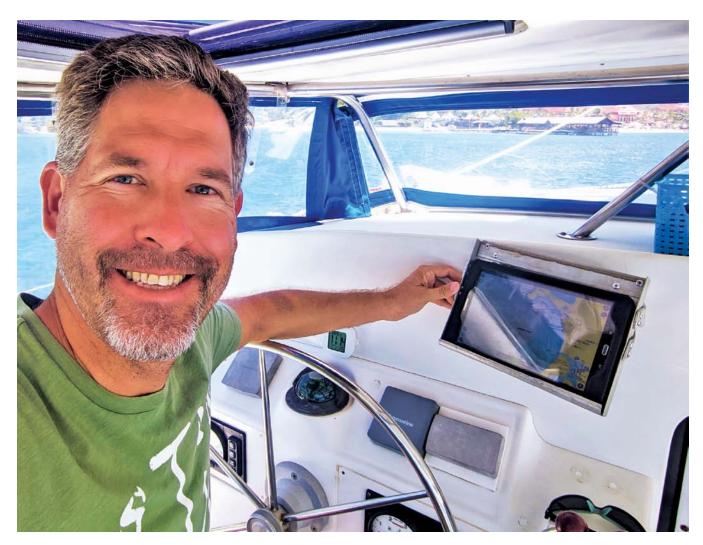
Birgit and Christian have been cruising on their S&S 41 SY Pitufa for 10 years. Check out their blog www.pitufa.at for more info!





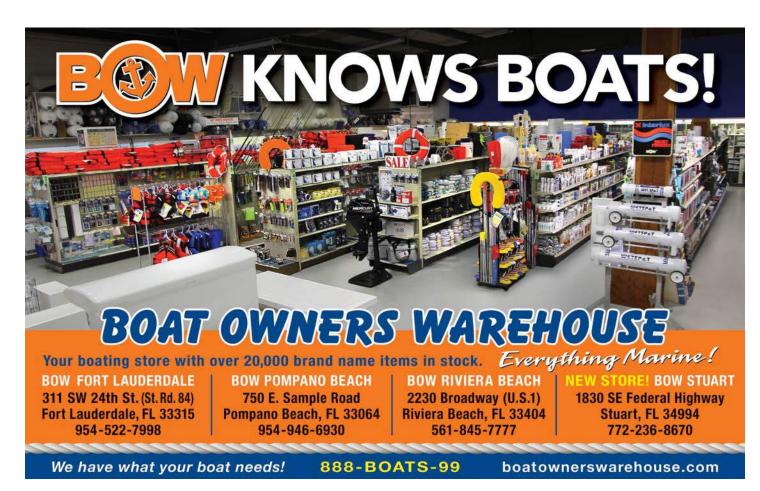
# REPLACING THE CHARTER PLOTTER

BY CAPT SHANE MCCLELLAN ON S/V GUIDING LIGHT



uring the global pandemic I was stuck aboard Guiding Light, a Lagoon 410, in St Lucia for over a month. During that time I worked on the boat and started by doing a spring cleaning in my spares locker and finding some parts and material that I forgot I had. As soon as I saw them I knew they would be perfect to build a bracket I wanted at the helm to hold my tablet that replaced my chart plotter.

Many people have asked why I am replacing my charter plotter with a tablet using Navionics software and the answer is simple. My chart plotter is a Garmin 4212 which came with Guiding Light when I bought it 11 years ago. I figure the Garmin is probably 13-15 years old and the screen has started to go dark and pixelize in the middle. I tried for a couple months to find a new screen, since the rest of the chart plotter worked great, but I was told this model has not had parts available for years. This left me with buying new as the only option. Well, comparing a GPS enabled tablet with a waterproof case at around \$300 and a new charter plotter at \$4000-5000 it did not take me long to decide which way I wanted to go....In fact I bought two tablets and still saved SO MUCH money. The added benefit is that the tablet saves me a ton of battery power.



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Now I needed a place to hang the tablet as I sailed the seas. That is when I found the L shaped aluminum angle iron in my spares. As soon as I saw it I knew it was perfect for what I had in mind and with that said I was off. It took me about eight hours total as I used a hacksaw to cut the aluminum to the lengths I wanted and then sawed one side down on the three pieces to the proper depth. I even used one of the sawed off pieces as a backing plate. Next I used my vice grip and slowly bent one of the L shapes to form a curved lip. Once done I used a grinding wheel on my cordless drill and smoothed out all the edges and corners and then drilled holes to rivet the whole thing together.

All I had left to do now was take two aluminum bars and bend them to the right length and angle so I could attach the bracket to the bulkhead. The first one went great, but the second one was more brittle and kept snapping every time I bent it using the vice grip and I ran out of material. Also one of the butterfly bolts I had used to attach the old charter plotter to the bulkhead broke. At this point I had to stop until I could get to shore to get some new material.

Turns out aluminum bar is harder to find in the islands than I expected and I was shot down after visiting 4-5 hardware stores. That is when it dawned on me to check the metal shop at the boatyard. I should have gone there first (and will in the future) because what I needed was sitting right there. As soon as I got it back aboard I fixed the broken bolt with parts I did find at one of the hardware stores and bent the new bar perfectly. I drilled holes in it, grounded it down, and riveted it all together.

It turned out exactly as I had hoped and the only thing I wished I had done was use a GoPro on time lapses to docu-0 ment the work I put into the creation.

Captain Shane is sailing the Caribbean and loves to share stories about the islands and life aboard. Check him and the Guiding Light out at svGuidingLight.com





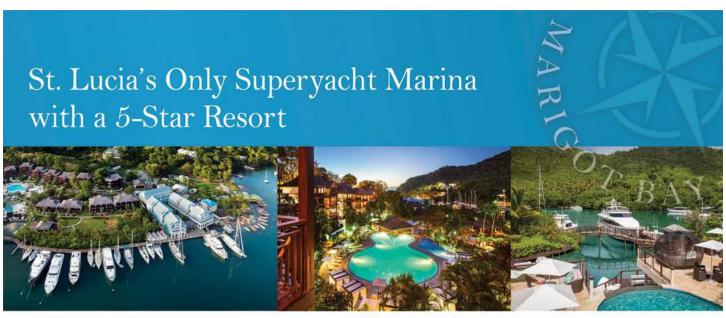


Moonsplash

here's nothing like a full moon to light up the night-life in the Caribbean. Far from big-city bright lights, this heavenly body makes the ideal illumination for everything from yearly festivals to monthly parties and paddles. Here's a sampling of six ways to have full moon fun in the Caribbean.

Moonsplash. Set for March 18 – 20, 2022, at the Dune Preserve Restaurant & Beach Bar on Rendezvous Bay, Anguilla, this 30-plus-year-old three-day music festival happens annually during the spring solstice for the past 30-plus years. The event is the brainchild of reggae singer, Bankie Banx, who is known as the 'Anguillan Bob Dylan' and his New York producer friend, Sheriff Bob Saidenberg. "What makes Moonsplash most memorable, and fun is that you never know exactly what you're going to get," says Banx. "We have had acts as varied as Jimmy Buffett to Third World to Richie Ha-

vens. Guests can always expect great live music and special guest appearances. We've even had unscheduled guests like John Mayer show up to surprise us and the audience. It's all about great musical performances in a unique and funky environment. Think 'Burning Man' on the beach. It's an annual pilgrimage for many Moonsplash faithful." To attend, buy tickets in advance online at <a href="https://www.bankiebanx.net">www.bankiebanx.net</a> or from local outlets like The Dune Preserve, The Anguilla Tourist Board, Tackle Box and Elvis Beach Bar.



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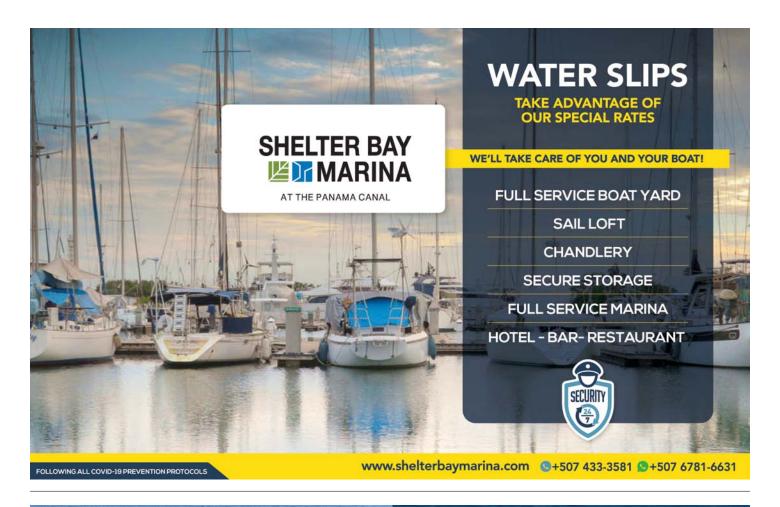


Trellis Bay Market Bar & Grill Full Moon Party. The monthly full moon parties at this Beef Island, British Virgin Islands-based eatery are famous for the laidback outdoor atmosphere. "Participants usually come around 6 p.m. to enjoy dinner with their families. The menu ranges from Jerk Chicken, Jerk Pork, BBQ Chicken, BBQ Ribs, Burgers, Wings, Grill Lobster and much more. For the remainder of the evening, participants roam all along the beachfront with live family-friendly entertainment starting at 8:00 PM such as LED Mocko Jumbies, Fire Dancers, Live Bands (in rotation) and local DJs," says Shamora Penn, general manager. The party is free. However, dinner reservations are recommended. www. trellisbaymarket.com

JT Pro Center Kitesurfing School Full Moon Par**ties.** Kitebeach in Clifton, on Union Island, hosts one of the most entertaining parties in St. Vincent & the Grenadines. "This is not only because of the different music genre played throughout the night and the amazing landscape of the beach party facing the moonrise but because of our now



famous Night Kitesurfing show," says Jeremie Tronet, owner of the JT Pro Center Kitesurfing School. From December to March, sometimes April, starting around 6:30 p.m., the night begins with the full moon rising over the Atlantic Ocean. The slow house mixes set the tone for a beautiful night under the coconut palms, with glow sticks, fireballs and lasers lining the







beach. Revelers arrive either by dinghy from their sailboats or by walking up from town. By now, the smell of BBQ is in the air. The main event happens when Tronet, a Pro Kitesurfer, launches his kite, all lit up with LED lights, and jumps over a massive 10-foot-high bonfire on the water. Up to 300 people can assemble beachside cheering for every one of Tronet's death-defying jumps. The party continues until the wee hours of the morning. Free entry to the party. www.kitesurfgrenadines.com

Gun Hill By Moonlight. The 1818-built Gun Hill Signal Station in Barbados' parish of St George gives an especially impressive view of the entire island from the Atlantic Ocean to the Caribbean Sea on a full moon night. This is when the Barbados National Trust hosts its evening cocktail parties on the Saturdays closest to the months' full moon. The gate opens at 5:30 pm. There are cocktails, finger food refreshments and live music. Cost US \$20 pp. barbadosnationaltrust.org



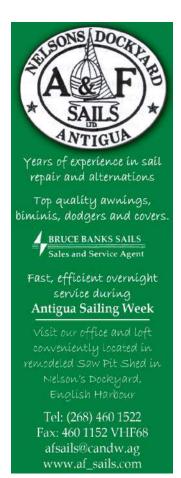


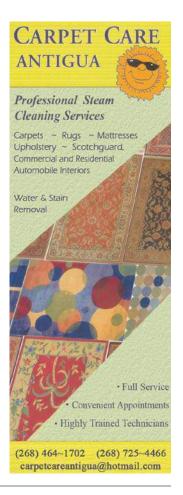
5 Full Moon Kayak Tour. Explore the Mangrove Lagoon in St. Thomas, U.S. Virgin Islands by moonlight on this 1.5-hour guided tour. "Paddle through the tunnel-like waterways through the mangroves while the moon rises overhead," invites VI Ecotour's Chrissann Nikel. Tours happen every full moon and begin at either 6:15 p.m. in the winter or 7 p.m. in the summer. The US \$49 pp tour includes the use of a two-person kayak. viecotours.com

Sunset to Full Moon Kayak. Arrive at Antigua's National Sailing Academy docks in Falmouth Harbour by 5:30 p.m. to join others on this paddle. The 2-hour group trip features a scull into the sunset, past the superyachts at anchor and sea life in the bay, and back as the full moon rises. The cost is US \$40 to rent a 2-person kayak for 2 hours. www. nationalsailingacademy.org















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## DESTINATION DOMINICA

BY CAROL M. BAREUTHER



here's no question that Dominica lives up to its nickname – 'Nature Island of the Caribbean'. This 290-square-mile Windward Island located 22 nautical miles (nm) southeast of Guadeloupe and 26 nm northwest of Martinique at its closest points, boasts abundant natural attributes. The surrounding seas and shores offer spectacular dive sites and deserted white and black sand beaches, respectively, while the scenic interior is filled with waterfalls, exotic flora and fauna, and rainbow topped mountains. While nature has long been Dominica's buzzword, nautical has not. There are no marinas, no charter company, no expansive boatyards or soup-to-nuts nautical services. Yet, this is changing. And it's happening in a good way. That is, there are more services and facilities now for cruising sailors, but

not in a heavy-duty infrastructural way that lessens Dominica's earthborn appeal.

"Beyond its breathtaking natural features and memory-making tours is the genuine friendly nature and hospitality of the Dominican people. This attribute makes for a truly enjoyable Dominican experience. This is sealed by a most unique sense of security and safety that the young men of PAYS (Portsmouth Association of Yacht Security) give to every yacht coming to Prince Ruperts Bay," invites Andrew 'Cobra' O'Brien, PAYS president and owner-operator of Cobra Tours & Yacht Services, in Portsmouth, which handles logistical services such as rapid import-export of parts, chartered flights and fuel bunkering.

#### MARINE FACILITIES

The most developed yachting destination in Dominica is in Portsmouth, on the island's northwest coast, and specifically the nearly mile-long Prince Rupert Bay.

"PAYS has moorings there, and they will come out and guide you into them. Once you take a mooring, the PAYS person who assists will become your point of contact for your stay. What we enjoy is the friendly people and community and being a part of a family of cruisers who stop here," says Joan Conover, president and commodore of the Seven Seas Cruising Association, who with her husband and family sail their Morgan 511, Growltiger.

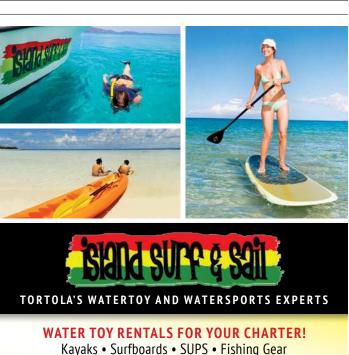
The 27 to 30 moorings in Prince Rupert Bay are new and/or refurbished and donated by Offshore Passage Opportunities, a crew networking service based in Halesite, NY, owned by longtime professional sailor, Hank Schmitt. "PAYS will bring back Yachtie Appreciation Week, March 20-27, after a two-year pandemic hiatus. The one-week celebration started 6 years ago to publicize the new donated mooring field. This year, there will be all-new mooring lines and bottom painted moorings identifying them as PAYS secure moorings," says Schmitt.

Year-round, PAYS provides security for all yachts in the harbor, mooring buoys and garbage collection, says Cobra Tours & Yacht Services' O'Brien. "The fuel station is relatively close and the guys at PAYS can facilitate with jerry can runs. There is a water line out in the harbor. The PAYS office is on the waterfront in the south end of Prince Rupert's Bay. We have our security patrol boat and a bigger service boat if there is a need for it. We are on channel 16."

There are several jetties in Portsmouth linking to shore, says Eddison Laville, owner and operator of Eddison Tours & Yacht







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Services, a professional tour operator and boat agent who like other PAYS members provides services such as clearance, provisioning, laundry, etc. "Restaurants have their jetties, and the new main jetty is at the PAYS facility in Portsmouth/Prince Rupert Bay. There is a small dinghy dock at the bus stop in Portsmouth. Additionally, the docking of the Indian River can be used as well."

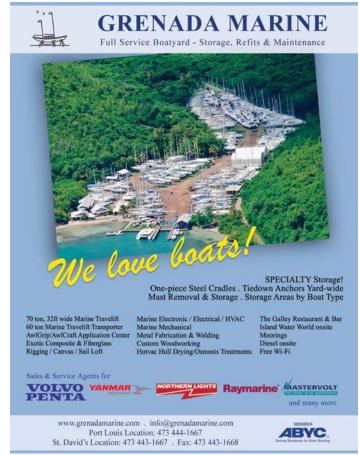
In Portsmouth, a fruit and vegetable market is adjoining the harbor, as well as a bakery, laundry services, a few hardware stores with limited marine supplies, and a couple of grocery stores. SAVERS located a 5-minute taxi ride or public bus ride south of Portsmouth has become a cruiser favorite supermarket because of its impressive selection and service.

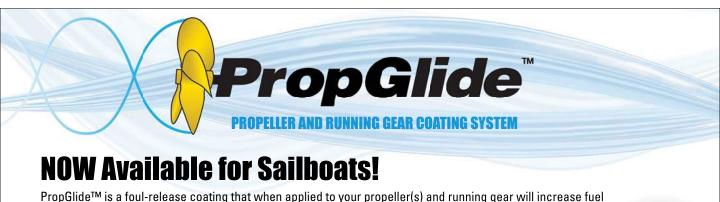
South in the capital city of Roseau, the Dominica Marine Center offers several services such as sail sales and repairs, engine repairs, generator support, bottom cleaning and painting, patch work, welding, electrical work and more. Name brands are represented here such as Mercury, Suzuki, Yanmar, Cummins, Doyle and Northern Lights. The facility, run by islander, Hubert Winston, has a 20' by 20' dock with an attached dinghy dock for easy access. Also in Roseau is a Budget Marine chandlery, one of a dozen in the Caribbean.



South of Roseau, between Newtown and Loubiere, there is another bay ideal for cruisers. The Newtown Association of Yacht Security and Services (NAYSS) has been newly established and, like PAYS, assists visiting yachts. There is a dock that cruisers may access located beside the Newtown Fisheries. The fuel station is about a 10-minute walk from this dock. Grocery stores in the Roseau area include Fresh Market, IGA, S-Mart and Astaphans.







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#### SEE & DO

PAYS members are certified and fully trained tour guides. They can arrange Indian River Tours, Island Tours and much more.

"The Indian River is simply a cruiser's 'must'," says Cobra Tours & Yacht Services' O'Brien. "Cruisers have easy access from the Prince Rupert's Bay. The waterway is the main breeding ground for our migratory birds and serves as a nursery for our marine life. It's the only of our 365 rivers on the island where one can enjoy a guided rowboat tour into the forest. The unique swamp bloodwood trees line up the banks of the river as a natural wall, with the branches forming a canopy above perfect for the birds and iguanas. The flora, fauna and you become one. At the top is the Bush Bar, home of the dynamite rum punch and botanical gardens. The tributary of the Barry River is home to Calypso's Hut, from Disney's Pirates of the Caribbean movie. You can inquire at the Bush Bar about having 'Dinner at Calypso's'."

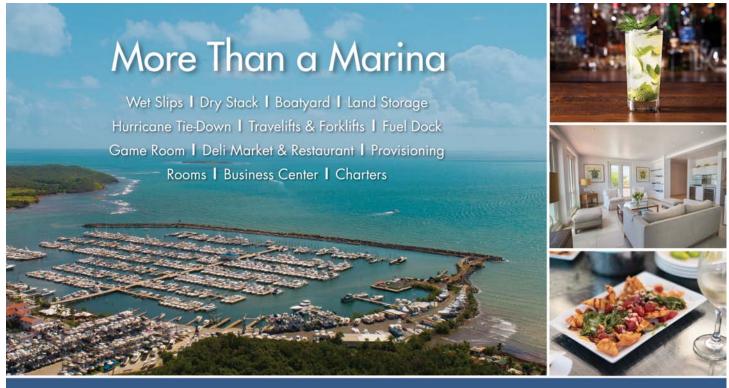
There are currently no nautical events scheduled except for Yachtie Appreciation Week in March. But there are other events on the schedule. Dominica's Carnival, Mas Domnik, takes place February 28-March 1 this year. In May, the Cabrits



National Part hosts the Jazz 'n Creole Festival, and the last week in October is the World Creole Music Festival.

"The main activities are in Roseau and Portsmouth. However, many towns and villages do have their own bands. It's all about music, costumes, and fun. Various villages also have fish feasts spread over the year. And finally PAYS holds BBQs on the beach at Prince Rupert Bay/Portsmouth, always on Sundays and Wednesdays," invites Eddison Tours & Yacht Services' Laville.





Fajardo, Puerto Rico. Latitude: 18° 17.40N – Longitude: 65° 37.70W 787-860-1000 • marina@puertodelrey.com • **f ©** 



## BACARDI GRAN RESERVA

DIF7 10

**RUM REVIEW** BY CLINT AND TERRY BORAM

hen we searched the interwebs for the most popular rum brands, Bacardi usually ranks in the top five. To be brutally honest, we're not Bacardi fans and can often pick it out in our cocktail reviews. Being good sports though, we wanted to give one of their sipping rums a try. We selected Bacardi Gran Reserva Diez 10, their top premium rum before going to the limited or special editions costing \$100+/bottle.

The backstory on Bacardi is quite impressive. In 1862, Don Facundo Bacardí Massó bought the Santiago de Cuba Distillery and immediately set out to revolutionize the run-making process. Facundo put the rum through a charcoal filter before aging the liquid in oak barrels making his rum smoother than rums being produced in Cuba. Bacardi quickly became the local favorite and by 1910 became the first multinational company by opening bottling operations in Spain and the United States. The expansion continued into the 1930s with Bacardi opening up full productions in Mexico and Puerto Rico.

But in 1960, in the wake of Fidel Castro's plan to nationalize all private property, operations in Cuba were confiscated and production ceased. Fortunately, operations continued at locations throughout the world. Today, Bacardi is the largest family-owned spirit company in the world.



Bacardi Gran Reserve Diez 10 is produced using a column still, then charcoal filtered before being aged in oak barrels for a minimum of ten years. The bottle states the rum is an "Extra Rare Gold Rum."

#### **HE SAID**

The nose is subtle with hints of apple, peaches, tobacco, and toasted marshmallow. It reminds me of my grandfather's apple tobacco. There is an explosion of flavors when it hits my palate. The one note I can pick out is an acidity coming from a tart blackberry which takes over what little sweetness the rum has. With each sip comes a different experience which leaves me frustrated because the palate doesn't hang long enough for me to explore. The one thing that stays constant is the tobacco finish. That I quite enjoy.

#### **SHE SAID**

The rum is a beautiful copper hue that lightly coats the glass with minimal lacing. The nose is very fragrant with sweet, buttery notes with hints of almond. There is a quick note of butterscotch on the palate which quickly dissipates to cinnamon. The almond is gone and is replaced by a hint of orange and vanilla. The cinnamon carries through to a warm finish. I'm with Clint. There's so much more here but unfortunately, there's too much battling for my attention. I was truly hoping for the buttery notes from the nose to remain throughout the sipping experience.

#### **OVERALL**

At \$40/bottle, Bacardi Gran Reserva Diez 10 has a lot going on. Maybe too much for us to give it a higher score. This is not a bad rum but for us, it needed more development to finetune what the producer truly wants us to experience.

3.75 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

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Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20′	380′	60	•	110/220/380 3 phase	•	•	•		•	•		•	68/10	•
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13′	200′	160	•	110/220		•	•	•	•	•	•	•	68	FREE
Aruba	Renaissance Marina Aruba	297-588-0260	13′	200′	50	•	110/220		•				•	•	•	16/69	•
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8′	120′	75	•	50/30 amp				•			•	•	68	•
Curaçao	Curaçao Marine	5999 465 8936	13′	120′	30	•	110/220/380		•		•	•	•		•	67	FREE
Curaçao	Curaçao Yacht Club www.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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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 an GY destination	340-775-6454	10′	110′	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24′	200′	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com	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 GY 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 IGY destination	917-677-7680	16′	175'	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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## Caribbean boatyards

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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 <b>4</b> 5	•	•	•	•	•	•	•
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 <b>4</b>	•	•	•	•	•	•	•
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 <del>5</del>	•		•	•	•	•	•
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 45	•	•	•	•	•	•	•
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 <b>4</b> 5	•	•	•	•	•	•	•
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 <b>4</b>	•		•	•		•	
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	24×7	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 <b>4</b>	•	•	•	•	•	•	•
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 <b>4</b>	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3′N	62° - 50.1′W	1-869-662- 8930	12′	120′	35′	no limit	110/220/3 phase 100amp	7-4 M-F	150			•	•		•	•
St.Thomas, USVI	Subbase Drydock	18 N	65 W	340-776- 2078	16.5′	190′	50′	no limit	440 three phase/220/110	8-5, Mon-Sat	1000			•		•	•	•
Trinidad	Peake Yacht Services Boatyard	10.4′N	61.38' W	868-634- 4420/3/7	14′	130′	30.5′	no limit	110/220	8-4 Mon-Sat	150	•	•	•	•	•		•
Turks & Caicos	Caicos Marina & Shipyard	21.45. 57N	72.10. 47W	649-946- 5600	9	150			30/50/110 amp	24x7	75 45	•		•	•	•	•	•

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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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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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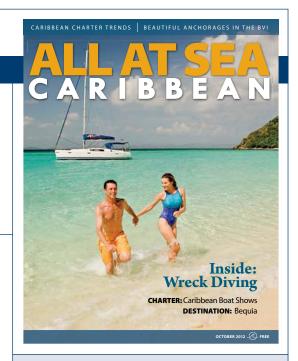
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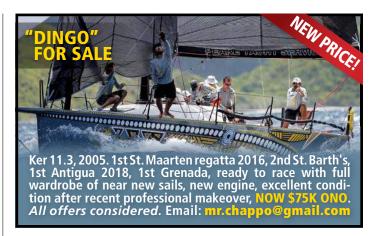


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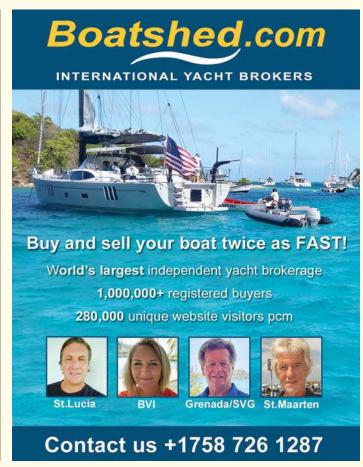












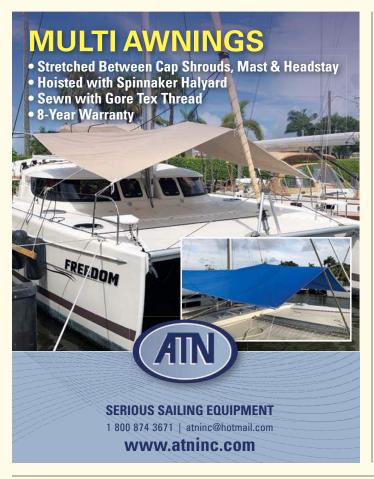




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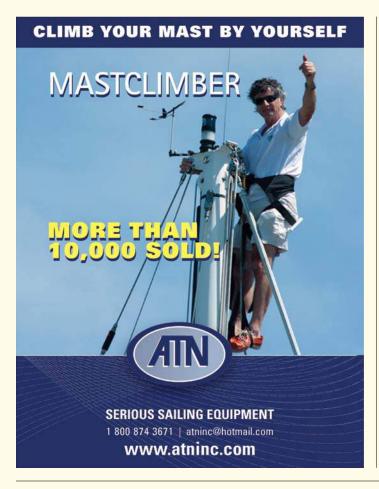
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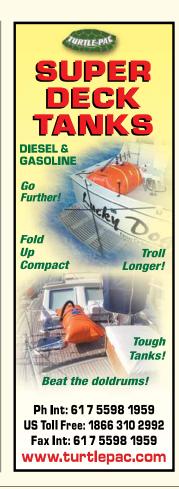
















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#### Business Opportunity

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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# S/Y HYPERION'S WINNING RECIP

CARIBBEAN COOKING BY CAP'N JAN ROBINSON

he 60th Anniversary of the Antigua Yacht Show hosted a small and premium selection of yachts, crews, brokers, pres, and vendors. This made the experience for all participants less harried and very relaxing. Well maybe, except for the yacht chefs that entered the Chef Competition.

Chef Competition Coordinator, Elizabeth Lee said "Every chef showed great skill, technique, and flavor. One dish that stood out in my mind, as well as the other judges, was Chef Julian Brown's first course onboard M/Y Lionshare. He served 'Ships Caviar Petrossian Ration'. This dish was served encapsulated inside a single portion tin can. We peeled back the lid and inside was a layered appetizer of Petrossian Caviar, Crème fraiche, Chive and steak tartar. It was very clever and delicious".

The winner of the Best Main Course, Chef Scully, shared her winning recipe. She was born on the North Atlantic Coast and loves all things cold, dark, and grey. Five years ago, she became a yacht chef and brought recipes and influences from around the world; from street kitchens to three-star restaurants.

#### MAHI MAHI POACHED IN AN AROMATIC **COCONUT NAGE**

#### Recipe from Chef Marie Scully, S/Y Hyperion

Preparation time: 10 minutes. Cooking time: 15 minutes Chilling time: 2 hours or overnight. Nage Makes: 4-1/4 cups or 1 liter

4-1/4 cups (1 liter) coconut milk 6 lime leaves

4 lemongrass stalks 1 piece of galangal

1 thumb nail sized piece of ginger

1 Tbsp. lime zest

1 Tbsp. tamari

1 tsp. fish sauce

6 oz. (per person) of fresh, boneless Mahi Mahi

Salt to taste



#### GARNISH: Squeeze of lime, very small diced mango, dusting of sweet pimiento and lemon basil microgreens.

In a large saucepan, bring all ingredients (except Mahi Mahi and the salt) to a boil, simmer for about 5 minutes. Turn stove off, add salt to taste. Filter through a chinois or fine sieve. Infuse for at least two hours or overnight (in the fridge). When ready to poach Mahi Mahi pieces. Return Nage back to a large saucepan (if necessary). Bring the Nage to a simmer and gently place Mahi Mahi in the Nage and cook covered, about 10 minutes, until internal temperature of fish reaches 113 degrees F (45 degrees C) or until fish flakes easily with a fork.

TO SERVE: Place Mahi Mahi in center of each plate. Cover with Nage, dress with a squeeze of lime, very small diced mango, a dusting of sweet pimiento and lemon basil micro greens.

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

#### CONGRATULATIONS TO ALL THE CHEFS AND WINNERS

1st place M/Y Triumph Length: 215 ft (65 m) Motor Yacht **Chef Aaron Thomas** 

2nd place M/Y Lionshare Length: 130 ft (40 m) Motor Yacht **Chef Julian Brown** 

3rd place M/Y French West Length: 78 ft (24 m) Lagoon Motor Yacht **Chef Pierre Kaivers** 

#### **BEST FIRST COURSE:**

M/Y Lionshare Length: 130 ft (40 m) Motor Yacht **Chef Julian Brown** 

#### **BEST MAIN COURSE:** S/Y Hyperion

155 ft (47.24 m) Sailing Yacht **Chef Scully** 

#### **BEST DESSERT:** M/Y Triumph

215 ft (65 m) Motor Yacht





Florida Keys — working with guides/anglers to protect and improve fisheries for the future

**Bahamas** — flats and mangrove conservation

Project Permit — population study, what, when, and how they tick

 ${f Boca\ Grande,\ Florida}$  — juvenile tarpon habitat restoration



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