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### APRIL 2022 @

#### The Caribbean's Waterfront Magazine



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Image Courtesy

of Lift Foils

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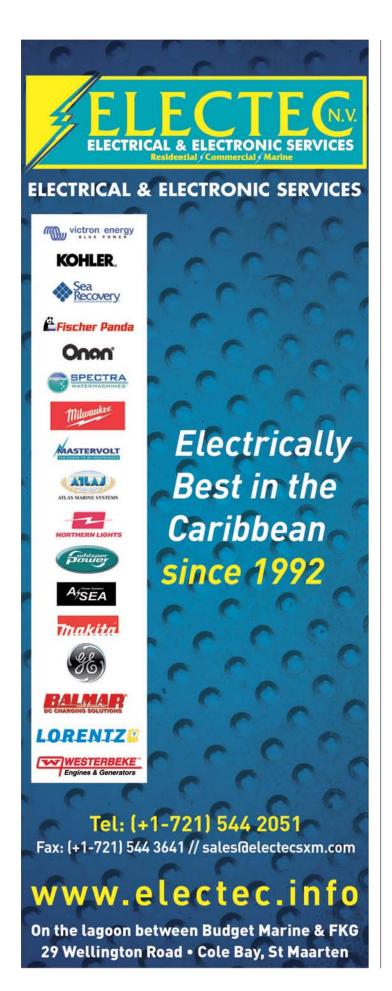
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## WE WANT TO HEAR FROM YOU



#### Hello.

I'm Josh Clark. My wife Angelique and I bought a 1970 staysail schooner, Queen of Sheba, once owned by Mike and Jeannie Kuich. I see that sadly Jeannie passed. I'm wondering if perhaps you may have an email address for Mike?

He may be happy to know that his old ship is being restored and will be sailing the seas (and chartering) again soon. We are restoring the Queen of Sheba from a poor state after she was forgotten on a river in the Dominican Republic. After 7 months of work we were able to sail her home to Panama where she will be based and finish the refurbishment. (Above is a picture from our crossing).

I would also be very interested in any information, or stories related to the ship as she seems to have had a colorful history.

> Thank you so much, Josh Clark

#### Editor's Response:

We need help readers...Anyone know how to get in touch with Mike Kuich? If so, please reach out to editor@allatsea. net. Thanks!

#### Dear Julian Putley,

Looking through ALL AT SEA magazine, I was surprised to see a cartoon about veganism. It got my attention and I read your article. I have been vegan and a sailor for almost 20 years and if you or Charlie would ever like to meet a real vegan sailor, you are very welcome.

I think that, like with any type of diet, it is all about getting used to it. Let's say you would be used to a western diet and all of a sudden would have to prepare only Asian food, you might experience some difficulties in the beginning, e.g. when only eating sushi. But no one should suffer shortages from any of those two diets. The same goes for a vegan diet.

B12 is not a part of any vegetable food, so always should be taken as a supplement when eating vegan. Everything else is very easy to come by though. Protein rich foods can be things like beans, nuts and different cereals. Seitan is actually a food made out of boiled wheat protein. If you make it yourself, you can just make some dough and then wash it till the water does not turn white anymore. All that's left is wheat protein. Of course if one is truly allergic to wheat gluten this will not be an option. Though many people seem to be in an anti-gluten hype at the moment and then say they are allergic...

I assume the part you wrote on the world having too many animals when not eaten is a joke, right? The scary thing is that many people would actually believe that! Even though there are 10 times more farm animals (in) the world than humans, because they are forcefully reproduced by people to make money by selling them as food. When talking about fishes, only a fraction of the amount of fish in the sea, compared to pre industrial fishing times, is left. All (these) farm animals contributing immensely to global warming, while the lack of fish is inhibiting the seas carbon buffer capacity.

Therefore I would have expected to find many sailors with an animal free diet. Because sailors love the sea and I had assumed they therefore would want to protect it. But it seems like the opposite is rather true....

It's always good to make jokes, especially about serious subjects like the way people treat their environment, each other and animals.



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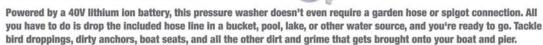
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I hope my email might provide you with some other point of view on the matter of vegans. If you have any questions I will be very happy to try and answer them.

> Wish you all the best, kind regards, Sanne Bast, SV Deinemeid

#### Dear Sanne.

Charlie was very pleased to get your letter in response to the Vegan article. He admires your choice of diet and hopes you are fit and healthy. He also would not decry a normal diet including fish, poultry and meat in moderation. Like most things in life it is always about balance.

Most sailors love fishing from the back of their boats and their catch would certainly not affect the oceans' fish stocks - it's the commercial enterprises that do that. Also rejecting the pleasure of a fish, lobster or conch meal would be intolerable to many and would mean the demise of many island restaurants.

One of Charlie's favorite sayings is 'Moderation in All Things' (including Moderation) - that allows for a hedonistic pleasure bash once in a while...Happy Sailing!

#### Dear Editor.

The island of St. Martin is rich in unique nature. It is home to species that live nowhere else in the world, including lizards, insects and plants. If these plants and animals disappear from St. Martin, they are lost to the world.

Over 70% of the biodiversity of Europe is actually in overseas territories like St. Martin. Europe and France have committed to protecting unique habitats and the species that live there. These include the preservation of habitat, the restoration and sustainable management of habitat, preventing the extinction of threatened species, integrating biodiversity values into national and local planning and poverty reduction strategies, and significantly increase financial resources from all sources to conserve and sustainably use biodiversity and ecosystems. These commitments are all outlined in the UN Sustainable Development Goals.

Over the last 50 years, St. Martin has experienced very rapid development and population growth. Many wild spaces have been lost. There is much less land remaining where St. Martin's unique nature can be preserved. During this same period, dispute over the land owned by the Beauperthuy family have kept significant parts of this land undeveloped. Although this dispute has been a heavy burden on these local families, it may provide an opportunity to preserve and protect local nature.

We recommend an immediate pause in the sale and development of these properties in order to assess the ecological value of this land. The secondary forests on these hillsides may harbor unique species found only on St. Martin or new species unknown to science. This habitat could also be important to threatened species. Biodiversity surveys should be funded to better understand the value of these habitats. It is possible that such a pause might also create an opportunity to come to a more just solution to the underlying land dispute.

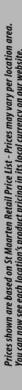
In the long term, much more land should be preserved on St. Martin. This should be done to preserve biodiversity. It should be done fairly, so the interests of land owners are respected. All levels of government, the Collectivity and the Prefecture, will need to work together to make this a reality for the benefit of the planet and the local population. It is an obligation that has already been accepted by the EU and France. It should be honored.

The preservation of wild spaces has many benefits to the people of this island. It preserves natural beauty and provides natural protection against hurricanes. It can create jobs in science, conservation and eco-tourism. Wild spaces often include sites of historical and cultural value that should be preserved. Funding is available from Europe that can support preservation on St. Martin while also boosting the local economy. Time spent in nature improves individual health and mental health. The natural heritage of St. Martin is a priceless legacy that belongs to all St. Martiners.

Along with hundreds of other people, we have been working as volunteers to develop a free museum, Amuseum Naturalis at The Old House. We have no financial stake in this project, but we have a deep love for this irreplaceable heritage site and the lands that surround it. We have hosted scores of school visits for thousands of local students there. We have seen their reaction to spending time in nature there. We have hosted biologists there as they work to better understand the unique nature of St. Martin. We don't own this site, but we know it, and we know St. Martin can't afford to lose it.

Mark Yokoyama and Jenn Yerkes

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











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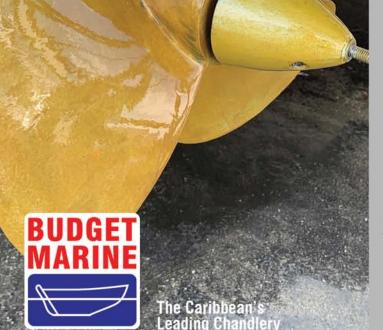
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#### **NEWEST LIFT FOIL, THE LIFT3 F, TAKES OFF!**

Facebook's CEO Mark Zuckerberg does it. Now you can do it too. Hydro-foiling that is. Lift Foils, a 2010-founded family-run company headquartered in Isabella, Puerto Rico, has just made it easier. The company's latest Lift3 F, which debuted at the Miami International Boat Show in February, is the easiest board to ride to date. This means the world's smallest personal watercraft is destined to become an even bigger favorite among water toys. While traditionally Lift Foils' boards have been made of carbon fiber, the Lift3 F features a proprietary fiberglass blend crafted in-house by Lift's engineers. It offers a stable ride that newcomers to the sport and casual riders can enjoy, and its lightweight makes it easy to transport while walking down the beach or even on a cruising or charter yacht.

"The Lift 3F has a lot of advantages for charter yachts. Crews can use them as an activity highlight and attract new guests. They can serve as a theme for the trip; 'learn how to fly over water'. The eFoils offer an opportunity to explore new areas away from anchor. With a long-range of almost 20 miles, think about

the beaches that can be explored. The Lift3 F is also a very durable construction to hold up to the abuse that one typically sees on a charter boat," says Nick Leason, Lift Foils' co-founder.

Leason adds, "The Lift eFoil has a wide range of uses in the Caribbean. They are perfect for exploring the coastline, surfing, and spending time with friends and family. We've seen people taking their snorkel gear to explore hard-to-access reefs. We've also seen people using it to go out and spearfish."

The Lift3 F comes in two sizes. The 4'9" model offers a mix of performance and stability and is ideal for entry-level riders who want to grow their skills. The 5'4" model is stable enough for the whole family to ride, while still being compact. All Lift eFoils are powered by a lithium-ion battery, resulting in a virtually silent experience that allows riders to be one with nature as they glide across the water, without any harmful environmental impact. Prices start at \$9,995 (Light battery) or \$10,995 (Full range battery). A full battery can last up to 2 hours. *liftfoils.com/lift3f/* 

#### **ANTIGUA & BARBUDA'S KARL JAMES RECEIVES** MBE AT UK'S WINDSOR CASTLE

Little did Antigua & Barbuda's Karl James know when he started sailing at age 12, the sport would take him to the throne room at UK's Windsor Castle for a high honor bestowed by the Prince of Wales. This seemingly fairytale, which acknowledges James' thirty-plus years of dedicated service to Sailing and National Development in the two-island Caribbean nation, came true on February 8, when at a formal investiture ceremony, he received the Most Excellent Order of the British Empire (MBE).

"I am deeply honored and proud to have been recognized by Queen Elizabeth II to receive this award in recognition for my years of devotion to the development of sailing in Antigua. I was included on the Queen's Honours List to receive the MBE in 2020, but the global pandemic prevented the 'in person' ceremony at Windsor Castle until now. To have the opportunity to visit the Castle, meet HRH Prince Charles, and chat with him about sailing in Antigua, was a unique privilege I will never forget. From the start of my sailing career as a young Antiguan athlete, the priority for me has always been to represent my country of Antigua & Barbuda well. I will continue to serve Antigua & Barbuda in this regard to the best of my ability, as a sailing instructor, athlete, coach, and now as President of the Antiqua & Barbuda Sailing Association," says James.

James, a two-time Olympian in the Laser class, is the second Antiguan athlete to be honored by the Queen, the first being cricket legend Sir Vivian Richards. www.facebook.com/ AntiquaSailing/





#### MARTINIQUE BOAT SHOW SET FOR MAY 19 - 22, 2022



Two years after its first-ever event in 2019, organizers of the Martinique Boat Show are not only enthusiastically planning for 2022 but looking forward to building this event into 'the international boat show of the Caribbean', according to organizer, Eric Vasse. "This year, we are opening the show to all the professionals of the islands. Already, professionals Grenada, Carriacou, St Lucia, St. Martin, and St. Maarten and Guadeloupe have responded, and we hope to have representatives from Antigua & Barbuda and the British Virgin Islands too."

The show, set for May 19-22, will take place at Étang Z'Abricots Port, located 15 minutes away from Fort-de-France and Martinique's international airport. Yachts will be displayed onshore and afloat. All sectors of the marine trades will be represented. This includes infrastructure, marina, and construction sites; technical and commercial trades such as distributors of motorboats, engines, sailmakers, fishing equipment suppliers, ship chandlers, and boat builders; and marine tourism sectors such as scuba diving, sport fishing, and boat rental companies. There will also be a sizable display of used catamarans, presented for sale by the vessel's owners or brokers.

To participate as an exhibitor or for information and registration, contact: martinique.boat. show@gmail.com. For accommodations, contact: service.martiniqueboatshow.com. Or, visit: www. martinique-boat-show.fr/

#### **HURRICANE HOLE SUPERYACHT MARINA IN** THE BAHAMAS OPENS THIS MONTH

With the custom-built, fixed, and floating docks installed, the Nassau-based construction team has put the finishing touches on the total redesign and redevelopment of the famous Hurricane Hole Superyacht Marina at Paradise Landing. That means the marina will be fully operational and open to yachts and guests this month, with rental reservations available as of April 1, 2022.

"We are very proud of this momentous accomplishment and believe Hurricane Hole Superyacht Marina and Paradise Landing will benefit Bahamian tourism for generations to come," said David Kosoy, executive chairman and founder of Sterling Global Financial, the project's developer, manager, and owner, in a press release. "We set out to create the greatest yachting destination in The Bahamas and I believe we are close to achieving that goal."

Highlights of the 5-star marina are an expanded perimeter to more than 6,100 linear feet of dockage to accommodate yachts up to 420' LOA, and amenities such as on-site Customs, 400-amp/480-volt power, laundry facilities, in-slip fueling, Wi-Fi, and direct internet fiber. There are also state-of-the-art fitness facilities, swimming pools, private meeting spaces, and charter management services, as well as a separate pool, lounge, and gym facilities dedicated to the use of yacht captains and crew. Adjacent to the marina, Sterling Commons features residences, retail shops, and restaurants. paradiselanding.com/hurricanehole-superyacht-marina/



#### OFFSHORE SAILING SCHOOL'S MONOHULL FLOTILLA TO ANTIGUA THIS MONTH

Sundowners and sailing fun are on the schedule for April 21 to 28, when Offshore Sailing School hosts its Colgate Sailing Adventures flotilla around Antigua. Notably, the destination offers a little more rigorous sailing than the line-of-sight Virgins. Plus,











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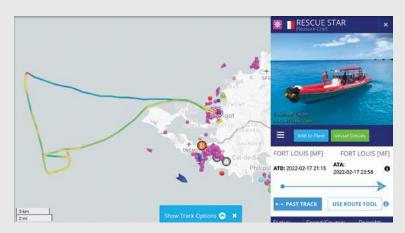
monohulls rather than catamarans are the featured yachts for this bareboat cruise, with 3- and 4-cabin 42- to 48-foot Sunsail and Moorings vessels available.

"Antigua's British Naval History is incredible and found throughout the island. We'll embark from the Nelson's Dockyard National Park in English Harbor, named after Lord Nelson himself. Falmouth Harbour nearby holds the original British settlement and an amazing yachting community. Jolly Harbour on the west side of the island has a more international and intimate flair while spots such as Dickenson Bay, Great Bird Island, and Dieppe Freeman Bay lend more to the naturalist crowd. We plan to visit all while sailing around the island," says Heather Atwater, who with husband Nate have led flotillas for the Fort Meyer, FL-headquartered company since 2016.

As for the choice of monohulls, Atwater adds, "While the cats lend themselves wonderfully to a flotilla environment from a space, privacy, and social aspect monohulls just flat out are more fun to sail. They go upwind and they have far more feel while being more exciting. www.offshoresailing.com/flotilla-holidays/

#### SUCCESSFUL SEA RESCUE BY SNSM OF ST. MARTIN, MARITIME AGENCIES & A PASSING CONTAINER SHIP

A bystander's alert of two boaters stranded at sea ended in a safe and successful rescue thanks to the volunteer efforts of members of the La Societe Nationale de Sauvetage en Mer (SNSM) sea rescue station in St. Martin and other regional maritime agencies. The harrowing event started when at 6:40 p.m. on February 17 a call came into the SNSM that two boaters were stranded on a broken-down vessel a few nautical miles from Plum Bay, of the island's northwest coast. SNSM mem-



bers immediately embarked on a mission with other agency members. They were able to identify the disabled's boat coordinates as well as establish telephone contact. However, when the SNSM's rescue vessel arrived, the distressed vessel was not there nor was its crew reachable by phone.

The assisting agencies then established what's called a 'Mottley drift scheme', which calculates the potential drift of a boat, depending on wind speed and sea currents. A Mayday was broadcast via VHF, and a container ship en route to Philipsburg diverted and headed to the search area. It was now over two hours since the bystander's alert.

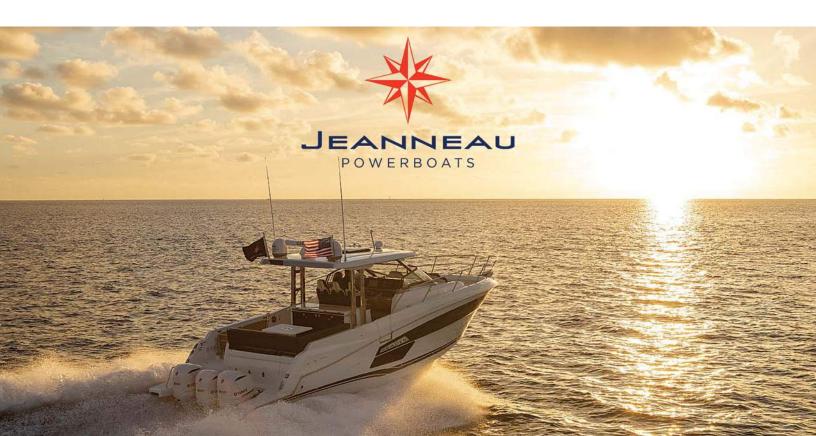
The SNSM's first rescue boat returned to base after an oil leak was discovered. Five SNSM volunteers then left Marina Fort Louis at 9 p.m. on its semi-rigid Rescue Star vessel. They headed out with the information that a several-hour drift would put the disabled boat far to the northwest. The container ship crew soon reported they saw lights some 5 nautical miles northwest of their position and diverted. An hour later, the container ship sided up to a 30-foot-long boat and found the two passengers unharmed. In what was now heavy weather conditions, the Rescue Star didn't have fuel enough to tow the boat 20 miles back to shore. So, the container ship took up the task arriving at Philipsburg and docking nearly 12 hours after the first call to aid. The well-coordinated effort between the SNSM, fellow maritime agencies, and a passing container ship safely landed the boaters in distress ashore after a long eventful night. www.snsm.org



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#### **APRIL 5 – 10: Sir Charles Williams Barbados International Fishing** Tournament.

Stress-free angling is on tap at this annual event hosted by the Barbados Game Fishing Association. "This year we are going to go 'back to basics' and have as much of a stress-free tournament as possible," says organizer, Joshua Delmas. "We have over 8 FADS (fish aggregating devices) which have attracted lots of marlin in the last few months, so we are hoping to let the fishing be the draw rather than all of the usual social stuff like fancy lunches, dinners, live bands etc. model shows etc. This of course fits right in with the times we are in; COVID protocols don't allow for big events at this time, so we are keeping things simple." The tournament moves to a new location this year, at The Pier in Speightstown. This venue allows direct access to historic Speightstown, where fishermen have





#### APRIL 17 - 23: LES VOILES DE ST. BARTH RICHARD MILLE

Hot boats and lots of them will race in this regatta that's fast become a 'must-do' on the Caribbean circuit. Hottest of all may be Super Maxi, Comanche, who with Australian skipper Mitch Booth at the helm set a new record in the RORC Transatlantic Race in January and in February finished second in the first event of the International Maxi Association's (IMA) new Caribbean Series at the RORC Caribbean 600. Additional entry highlights include the USA's Wendy Schmidt's new Botin 85 Deep Blue, USA's Jim Swartz's 72-foot Maxi Vesper, and an impressive number of beautiful Swan yachts ranging from 58 to 80 feet. "After a two-year absence, we can't wait to welcome back past competitors and friends, and we invite new teams to come and experience the magic of our regatta," says event spokesperson, Laura Muma. "We plan to host five days racing on diverse coastal courses for the Maxis, multihulls and spinnaker classes, a central Race Village for morning cafés and evening concerts, plus Les Voiles' signature Nikki Beach 'Day Off' and the crew-favorite beach party, all done with classic French flair." lesvoilesdestbarthrichardmille.com

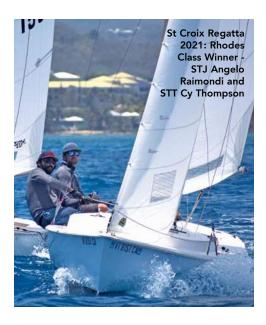


several options for food and drink. "We also think the surrounding area will benefit from the tournament fleet staying there the week," Delmas adds. Live online scoring during the tournament will give armchair anglers at home a taste of the minute-by-minute action. bgfa. profishingtournaments.com/

#### **APRIL 29 - MAY 1:**

#### St. Croix International Regatta.

Win your weight in Cruzan rum at this unsung hero of a traditional Caribbean regatta set in the U.S. Virgin Islands. Bring the kids to race Opti's and they can earn their pounds-worth in Gatorade. CSA spinnaker racing and non-spinnaker, multi-hull and one-design Rhodes 19 classes sail in the Buck Island Channel, while Opti courses are set in the protected waters of Teague Bay. New for 2022 is a Mutiny Vodka Party on April 29 and Leatherback Brewing Party on April 30, with rubber duck races. "You have no idea how many people have never heard of St Croix, and this is our 29th annual," says Julie San Martin, who with Karen Stanton, is among the organizers. "We always have a top-quality Race Committee, graciously supplied by New York's Storm Trysail Club members and fellow Caribbean race officials." Stanton adds, "this year it's just two days of racing, and we hope to go back to three after the pandemic." www.stcroixyc.com/SCYC-International-Regatta





#### APRIL 30 - MAY 6: ANTIGUA SAILING WEEK (ASW)

Over 80 yachts were set to sail in this 'Granddaddy of Caribbean Regattas' as of the end of February. New this year is a Sport Boat Class. "We are excited to introduce the Sport Boat Class for 2022. In recognizing their growing popularity, we are extending an invitation to all regional Sport Boat owners to join in the fun of ASW. We will offer these pocket rockets their own start, custom-tailored courses, and as many races as they can handle. If you have a Melges 24, a J 70, a Mini 650, or any other small planing boat, this is the regatta for you!" says Jaime Torres, race manager. New too is a Women's Race Day. "We are using the day to highlight the amazing women already involved in our sport and industry as well as partnering with the National Sailing Academy and the Antigua and Barbuda Sailing Association, to inspire women of all ages to try sailing or develop in the sport and industry. There are already many great women involved and we want to inspire more to achieve gender equality in our sport," says Alison Sly-Adams, academy president.

Spectators can start their day off in one of two ways, invites Rana-Jamila Lewis. ASW marketing manager. "Watching the starts from the heights of Shirley Heights or any of the hiking trails off pigeon Point or Fort Charlotte. Sunday's English Harbour Rum Race Day starts are particularly festive with the Lookout Breakfast Party which is filled with traditional weekend breakfast fare, rum drinks, and calypso music. Or you can make a full day out on a catamaran on the official Chase the Race activity. Armchair sailors at home and abroad can tune in via our social media channels for live and edited video content, daily recaps, interviews and photography." www.sailingweek.com



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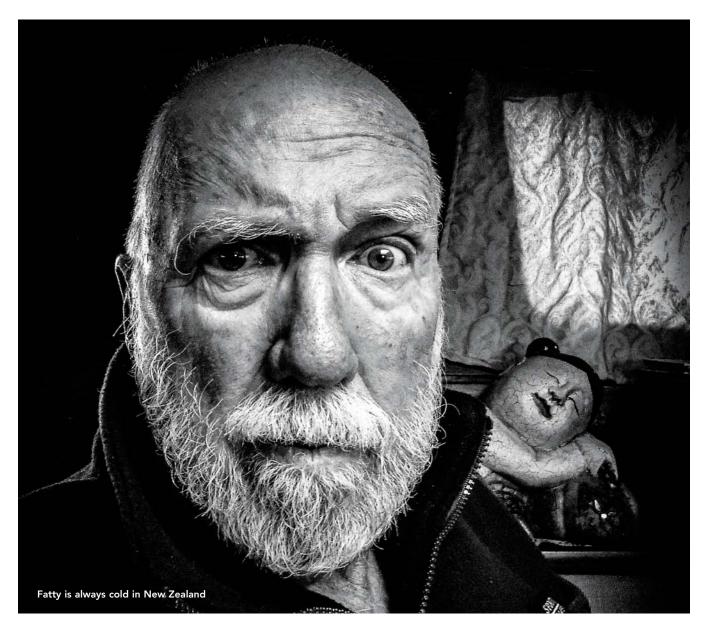
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## YACHTING 101

CRUISING BY CAP'N FATTY GOODLANDER



f you're new to cruising, there are things you have to know immediately—and things you don't. Huh? For example: Initially, you can ignore the finer points of sail trim (if you don't mind drifting across oceans at a snail's pace) but you must know how to reef your sails (so you don't lose your mast) and how not to jibe (so you don't lose your head).

Yes, it's crazy but greenhorns who aren't sure where the end of their boom goes within a yard or two are constantly asking me if they should buy Dyneema for their mainsheet to eliminate that quarter of an inch of stretch during gale-force gusts.

"Only if you have more money than Elon Musk and Bill Gates put together," I smile.

One thing a sailor should remember if they want to impress their crew is: never act surprised.

Recently I carried my light-air genoa into an Indian Ocean squall and said to my wife in the galley below as the sail shredded, "...no need to come on deck, honey—I took a ribbon reef in the headsail!"

Ditto, when you go bouncing up on a sandbar, "Oh, goody we don't have to get the chain muddy!"

If you wrap a sheet in the prop, just quip, "...that'll stop the damn thing from spinning!"

No, I've never dropped my chute in the water—but, yes, I have trolled for shrimp in the middle of an ocean race.

\*Casting off while leaving the power cord plugged into the dock is a common occurrence. I just nonchalantly laugh as I cast off the sparks, "Oh, well! We should exercise the gen/set anyway!"

Here's another hint: Why not conscientiously check the structural integrity of an unfamiliar dock while tying up—isn't that just common sense? Yacht stems should be built strong, right? I mean, what red-blooded sailor wants a stem weaker than his morals?

Under the heading of 'best laid plans': I'll never forget going to sea for the first time with my new forward-scanning depth meter—and backing into that frothing reef. Damn!

Actually, I'm kinda amazed how cheap my annual yacht insurance premium is—if I'm not aboard.

Growing old aboard with grace and wisdom is difficult. I've taken to guiltily pouring my laxative into 151 rum bottles during raft-ups.

Here is another pro-sailing tip: never needlessly accept the blame. Once a student of my celestial navigation course set off for Cozumel from New Orleans—and ended up attempting to speak Spanish to some shell collectors on Clearwater Beach.

#### Oophs!

Nonetheless, when I heard the news, I remarked with a poker face, "...must have forgotten to wind his chronometer!"

Back in the days of sextants and chip logs, I once missed Bermuda by almost a week. I explained it away to my gullible wife by muttering, "...damned continental drift!"

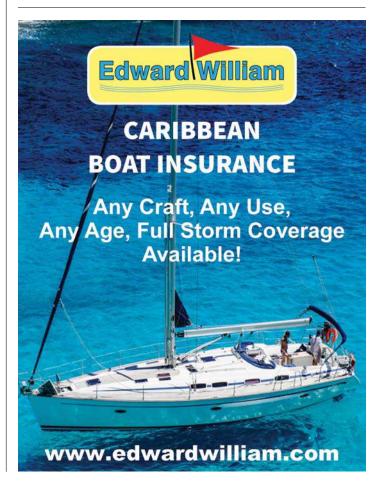


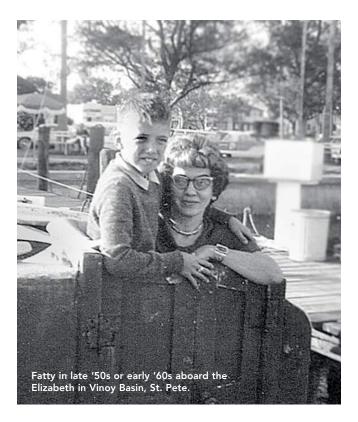


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Actually, I'm kinda amazed how cheap my annual yacht insurance premium is—if I'm not aboard.

The Pacific Ocean is big enough that nav mistakes are common. If the guy catching my dock lines is munching a croissant, I figure Tahiti. If he's baaaashfully hugging a reluctant sheep, I figure New Zealand. But if he wants to beat me up over such crude cultural generalizations—definitely an Aussie on a Friday night!

Be particularly careful in Fiji if young people ask your religion. Their ancestors have told them that Christian missionaries with their extra layer of fat—were particularly tasty. Accept invitations to dinner; never for dinner! Avoid any community meal in which 'long pig' is served—that would be you, dude!

Yes, sailing lingo is important.

The truth is, I brook no resistance while helming. If my wife is getting too feisty, I just say, "Shall we practice a COB—a chick-over-board drill?"

That shuts her up.

Another thing to remember is not to be too subservient. Sure, it is nice to learn the ropes while club racing, but if you're helm-

ing for the first time and the owner tells you to "fall off," don't step over the lifelines until he repeats the request at least twice.

Ditto, if a female owner gives you the opposite command. (Hopefully, the archaic 'harden up,' will be dropped from our sexist racing lexicon soon—along with all the other suspect spinnaker-related pole-tip commands as well.)

Women on the race course can be a problem. My wife always says, when asked what our racing handicap is, "My husband Fatty."

It's true. I've been passed by jellyfish. In the tropics, sandbars silt in faster; in the polar regions, glaciers have out-paced me to windward.

I don't have a stopwatch to time my racing starts—a Week-ata-Glance calendar does just fine. Yes, we carry binoculars how else would we know the boat's name on the transom of our nearest competitor?

The way I figure it, if I can see other vessels behind me as I finish a race—I didn't come in DFL. (How would I know which vessels are participating—it isn't against the racing rules to anchor or pick up a mooring, is it?)

All of this, my wife is quick to point out at the yacht club. "Our anchors affect our speed only slightly," she proclaims. "Our biggest problem on the racecourse is other boats swing alongside to ask if we're aground."

Oh, she's ego-bruising all right. "Once during the Caribbean 1500 we put out our Paratech sea anchor when hit by a gale in the Stream—and forget to bring it back in. On the plus side, we placed quite well in the following year's event..."

Merely because someone has sailed a lot doesn't mean they're infallible. Just because you're trying to dislodge the other fellow's spare bow anchor from your stern rail doesn't mean he didn't drag... upwind... in a gale.

Here's another pro-tip if you race around Jamaica—head up has nothing to do with marijuana.

It's best not to buy a wooden craft as your first vessel. Some rotten ones have more holes than a spaghetti colander. My first carvel-planked craft had more leaks than the White House. The only thing keeping her together was the roaches holding hands.

Her garboard plank was softer than Bob Dole.



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8186 SUBBASE, STE. 1 ST. THOMAS VI 00802 INFO@SUBBASEDRYDOCK.COM 1-340-776-2078 She had more (teredo) worms than a bait shack!

...no, these aren't the type of 'woodies' modern bilge bunnies demand.

Yes, there's sooooo much misinformation out there!

Caribbean storms can be stressful—don't believe for one second that hurricanes are 'low pressure' events.

Once in Madagascar, I raced where primitive participants were allowed to beat each other bloody with heavy wooden oars at the finish line—that brought a whole new level to my understanding of 'club' racing.

Modern marine diesels are another topic where confusion exists.

Once in Madagascar, I raced where primitive participants were allowed to beat each other bloody with heavy wooden oars at the finish line—that brought a whole new level to my understanding of 'club' racing.

If your engine won't even turn over-check your lead-acid starting batteries to confirm they're 'full of juice.' If not, there's your problem!

If you run a diesel out of fuel, you'll have to bleed your system. Traditionally, this starts with the owner's wallet and quickly moves onto his bank account—then drains all the other resources aboard as well.

Prop drag is a problem. I now have a Max prop—after years of experimenting with normal three-bladers that I hacksawed and hinged. My advice is to ignore feathering props. If you do get involved in experimentation, use feathers from seabirds as they don't absorb water.

No, that isn't an engine-hour-meter on your instrument panel—that's how much you will have to spend on Caribbean marine mechanics (in hundred-dollar increments).

Back in the day, sails were called 'rags' because that's what a sailor dressed in after paying his sailmaker.

Yacht racing is one of the few 'self-enforcing' sports for gen-

tlemen. This means that you should never cheat if another competitor might notice. Ditto, the race committee: Yes, you can hit the leeward pin of the start line on the side away from party-boat-with-all-the-cocktail flags-but never on the side in view of it.

...that's just Racing Rules 101 stuff.

If two boats on opposite tacks approach, be the first to yell "...starboard!" You have a 50% chance of being right. And even if you're not, your competition will have to mentally hesitate... Well, if they have any integrity, they will.

While it is best to avoid serious collisions during, say, the Rolex regatta, it is also true that the crews of sunken vessels often miss the protest hearing. (It's this type of 'insider' advice you never read online in Scuttlebutt!)

What else do you need to know about international regattas other than that, traditionally, all marriage vows are suspended? Remember to always bring protection—from rain and in the pocket of your foulies, from the local ladies. Well, yes, there are regional differences. In the Caribbean, rum is the answer but most participants are too high on ganja to remember the question.

Sexism is, alas, beginning to be frowned up. No more 'bilge bunny' talk, please. Ditto, rail-rider, sailbag, and dock box. If the owner's arm-candy asks mid-race why everyone is scurrying around the deck changing sails on the downwind run, just tell her the truth, "...we're bored with the colors!"

Yes, local knowledge is important—but never ask a proud Antiquan Rasta about 'package' size. He'll always smile widely and say with confidence, "...not by the size of de hand nor de feet—but judge by de length of de dreds, me son!"

This brings us to the subject of yacht maintenance. People think I don't do any. Not true! Even my long-suffering wife Carolyn will back me up. "He consistently maintains his sense of humor and, additionally, energetically polishes the head seat twice a day!"

During our last haul-out in New Zealand, I watched my wife sanding our hull intently—well, up until I got eyestrain and had to rest. (Truthfully? I was horrified by her lack of compassion!)

(Bio note: Fatty and Carolyn continue to be awash in a sea of financial ruin.)



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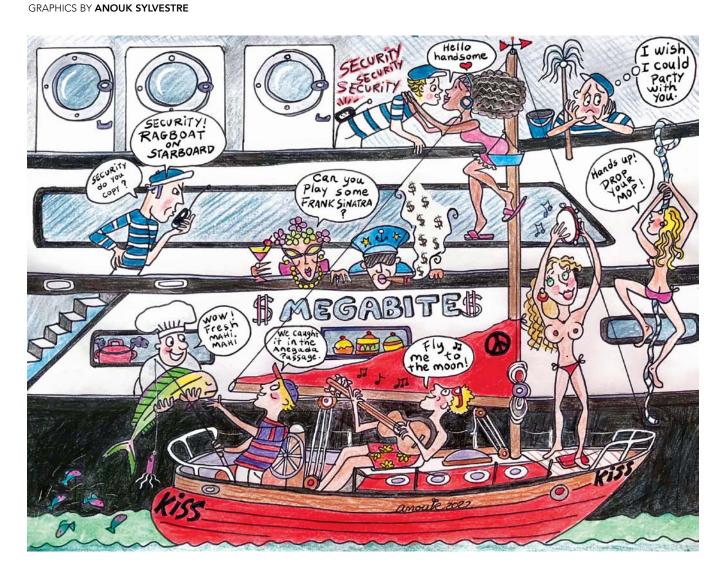
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## SAILING WITH CHARLIE:

CHARTER HUMOR BY JULIAN PUTLEY



f you've ever had that dream of acquiring your own boat and sailing away to explore the world, its exotic locations, different cultures, climates, flora and fauna and the freedom to do it in your own time. There's no time like the present - so get the ball rolling.

Like achieving many dreams money can be an obstacle. But remember, there's a large community of people out there (American mostly) who have disposable income, in many cases sacks full of disposable money and their desire is to partake of the hedonistic lifestyle - and that often includes yachting. For you, the dreamer, it's time to take advantage of this treasure trove.

The answer is to get a job on a megayacht as a crew. Why? Even as a mere deck hand you can save at least 20K a year because the tips are almost guaranteed to give you a thou per charter and most megayachts will do at least 20 charters a year. You get free board and lodging and the food isn't bad. The work is easy although boring and you have to kowtow to privileged people - they want it NOW and they want it perfect. But bowing and scraping in exchange for a bag full of cash should be bearable and it will give you the first step towards fulfilling your dream.

Besides saving 60K in three years you will have done the necessary 'sea time' to get a basic license. But more important is that you will have learned some seamanship and had a chance to scout out great cruising spots. Also, for about 25K or even less you will be able to buy a used cruising boat, move aboard and begin the journey to a cruising lifestyle. Most important is that fixing up an old boat will give you unparalleled knowledge to keep you going in times of emergency - there are no plumbers in the middle of the ocean.

Charlie has several friends who bought old boats and over several years managed to get them into ship shape condition and lived their dream. One bought a derelict steel boat - it was only 28-ft, a manageable size - don't forget size has little to do with seaworthiness. He learned welding, woodworking, fiber glassing and sail making. He re-rigged the boat with galvanized telephone pole wire, threw out the rusted old motor and built a new cockpit with tons of space underneath. He learned basic navigation, bought an RDF (Radio Direction Finder) and convinced the prettiest girl on the dock to go with him. He cruised up and down the island chain of the Eastern Caribbean, catching fish, eating tropical fruits and bathing under fresh waterfalls.

Charlie's biggest hero (heroine really) is Shirlz on Speedwell of Hong Kong. She bought a derelict boat, a Vertue 25 in South Africa, fixed it up and set off across the Atlantic. That was 20 years ago. In Brazil she was so impressed by a friend's junk rig she was persuaded to install one on Speedwell. She made the sail herself and, with help, stepped a new mast. She has never looked back.

Shirlz and Speedwell are now in Lombok in the Indonesian archipelago. She has always been inspired by the KISS principle (Keep it Simple Stupid). Navigation is done with Navionics on a tablet and a weather app on a small shortwave radio that interfaces on the small screen. She is full of praise for her Navik wind vane.

Shirley's sailing adventures continue. She has voyaged extensively throughout the Caribbean, Brazil, Argentina, the US east coast, Bermuda, the Azores, Central America and the Pacific single handed.

"My cruising years have been the happiest times of my life." She says, Now, in her mid-70s she has no plans to change her lifestyle.

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



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### ASK THE EXPERTS

BY SIMEON JOSEPH, SALES REPRESENTATIVE AT BUDGET MARINE GRENADA



#### Paint Switch Frustrations

hy is it that paint companies change the names and labels of anti-fouling products so often?
We all know that it seems like every time we have selected a product, we either like or do not like the entire range of options in antifouling are switched around and we are forced to rethink our choices and restart the evaluation of performance and prices to choose a new one.

Rest assured this is not because paint companies are out to make you suffer and make you rethink.

One of the main reasons is that regulations of the "poisons" that go into anti fouling paint are constantly changing. Not only could they be changing but they are also changing differently in different jurisdictions. So, the paint companies are required to adapt their formula to produce a product that remains as optimal as can be, within the new restrictions.

Another reason could be that the costs of certain ingredients are increasing or decreasing, and the optimal formula may change and hence the need to change the paint to create the most effective product within the cost constraints they are confronted with. (Patent and formula ownership may play a role here)

For visitors to the Caribbean who may be accustomed to paints suitable for very different conditions (water temperature is a major factor in paint performance)... it may be even more confusing.



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



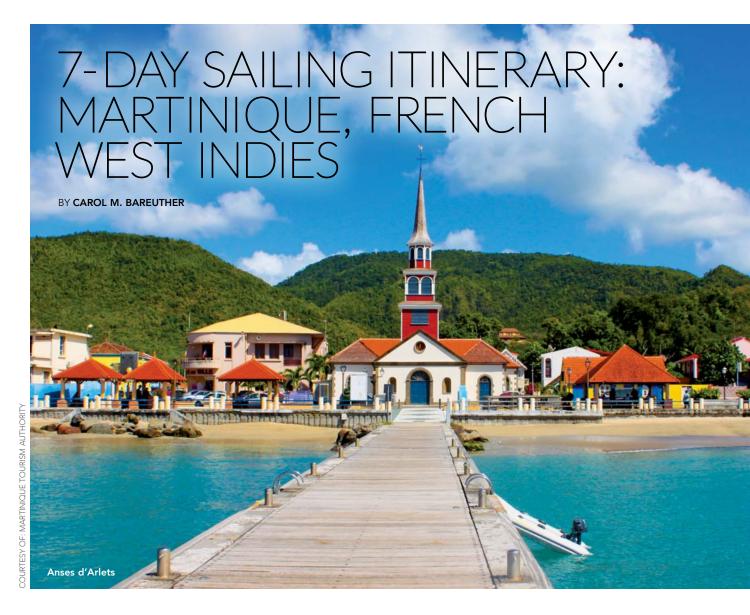
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taste of France in the tropics is a great way to describe an idyllic week-long charter around Martinique. Located in the Lesser Antilles and one of the Windward Islands, this third largest Caribbean Island at 435 square miles sits north of St. Lucia, south of Dominica, and northwest of Barbados. Like Guadeloupe, Martinique is an official French overseas department. French is the official language; currency is the Euro, and a delightful French flavor is everywhere.

"Martinique offers an altogether unique Caribbean experience, with one attraction being the Instagram-worthy 'bragging rights' - as relatively few U.S. travelers have had the privilege of vacationing here," says Carol Hansen, head of marketing in the Americas for Dream Yacht Charter, which offers over 60 sailing yachts, catamarans, and power catamarans, plus five floating villas, out of its base in Le Marin.

Travel in Martinique is much more low-key than other Caribbean destinations, adds Ian Pedersen, senior marketing manager for The Moorings and Sunsail, with a Sunsail base also located in Le Marin. "There is a noticeable lack of large all-inclusive hotels and private beaches. Instead, there are miles of coastline dotted with quaint towns and villages and accessible public beaches, making it a perfect destination for a charter vacation."

Beyond a lovely vibe and scenic cruising, there is top-notch infrastructure for boaters too, including full-service marinas, fuel, Wi-Fi, restrooms, shops, restaurants, and more, says Géraldine Rome, communication and press relations coordinator for the Martinique Tourism Authority. "The largest port complex is in Le Marin, in one of the most beautiful, protected bays in the Caribbean. Catamaran, sailboat, and motorboat rentals are available, as are crewed sightseeing excurShow Boat **Martinique** 



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sions with food and drink provided. You can also charter a yacht, with or without a skipper, and sail in luxury for days or weeks at a time."

# HERE IS A SAMPLE 7-DAY ITINERARY FOR MARTINIQUE:

DAY 1: Le Marin. This south coast town, located 22 miles from Martinique's Aimé Césaire International Airport, is the yachting capital of Martinique. The Marina du Marin offers over 800 slips for vessels up to 200 feet LOA. The area is home to Dream Yacht, Sunsail, and other crewed and bareboat charter companies. "Le Marin is buzzing with marina activity and has everything you need to start your charter with plentiful restaurants, shopping, and a well-stocked supermarket. Be sure to stock up with local produce, fresh-baked French bread, and enjoy good prices on French wine, cheeses, and charcuterie," recommends Dream Yachts' Hansen.

**DAY 2: Sainte-Anne & the Baie des Anglais.** Some of the most beautiful beaches on the island are only a half-hour sail from Le Marin in Sainte-Anne. Go ashore and walk the stretch of beach in Plage des Salines. Sample from among the many local eateries and explore the varied souvenir and craft



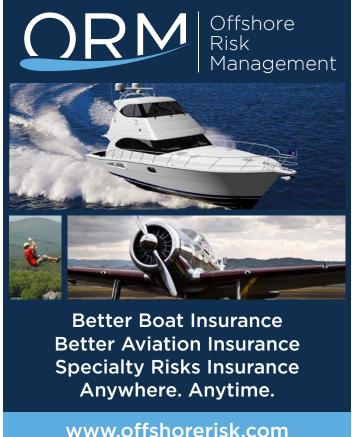
shops. Next, head into the trade winds for the east coast of Martinique and moor at an attractive cove called the Baie des Anglais, a 2-hour sail away. This out-of-the-way bay is sheltered by a coral reef and designated a nature preserve. Local fishermen are often happy to set up a special lobster barbecue on the beach for visitors; just ask.

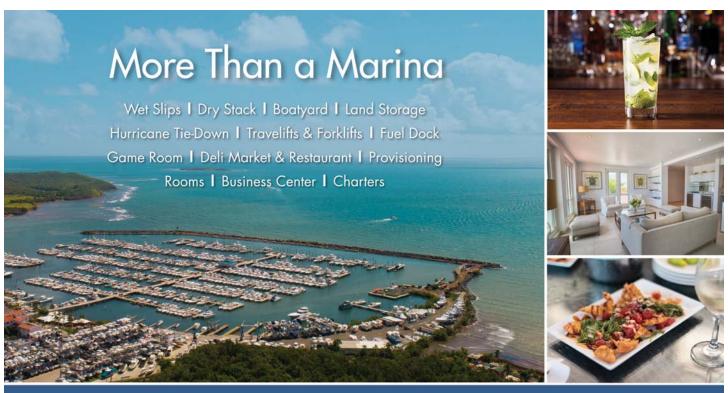
**DAY 3: Ilets du François.** Sail in the shelter of the coral reef while heading north along Martinique's eastern coastline. The



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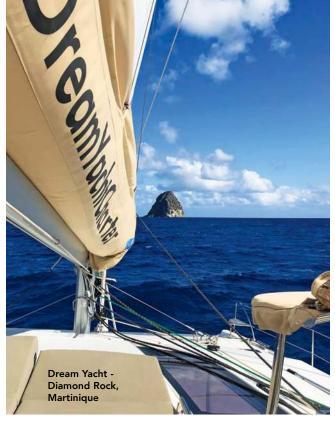


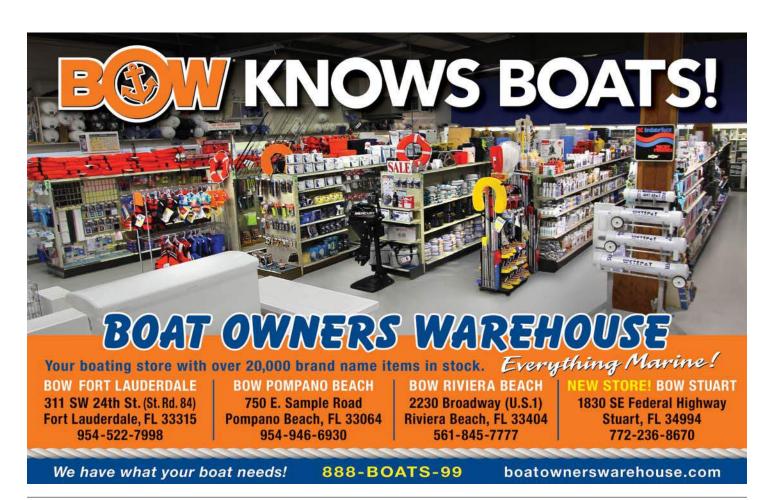


scenery here is magnificent. Sandy beaches and coconut palms line the seashore. The llets du François is a collection of 8 protected islands ideal for day-tripping by kayak, paddleboard, or dinghy. There is an underwater snorkel trail from llet Thierry to the François Islet. It's marked with 6 white educational buoys. The famous Baignoire de Joséphine – a sandy shoal surrounded by turquoise waters and a biodiverse coral reef – is between llet Thierry and llet Oscar, and a must-stop for a quick dip.

**DAY 4: Havre du Robert & Baie du Robert.** "Set sail for the Havre du Robert and cruise past the little island of the Loup-Garou, a picture-postcard desert island with its 3 palm trees and coral-pink sand. The next stop is the Baie du Robert, where you will have your choice of lovely anchorages," says Dream Yacht's Hansen.

DAY 5: Baie aux Trésors & Tartane. An hour's sail takes you to Baie aux Trésors, a nature reserve located at the point of La Caravelle. This is a sheltered, magical spot. Nearby are the ruins of the Dubuc Castle, where local legend tells that the 17th-century colony of settlers here hid their treasures. Next, head to Tartane for a calm mooring for the night. It's a small fishing village yet has a lively ambiance.



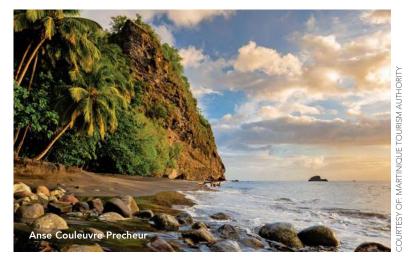


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DAY 6: Saint Pierre. Take a truly eye-catching sail along the lush Martinique coastline. "Cruise along the passage that separates Martinique from Dominica, with its splendid views and landscapes, culminating at the bay of Saint Pierre with its wide sandy beach and a village at the foot of Mount Pelée," recommends Dream Yacht's Hansen. "Sugar cane plantations and rum distilleries are a huge part of the island's history. Visiting a distillery makes for a fun excursion. We love Distillerie Depaz on the volcanic hillsides of Saint Pierre for learning about the history and mechanics of distilling. And the grounds feature lush, well-maintained gardens and cane fields - beautiful for a walk."

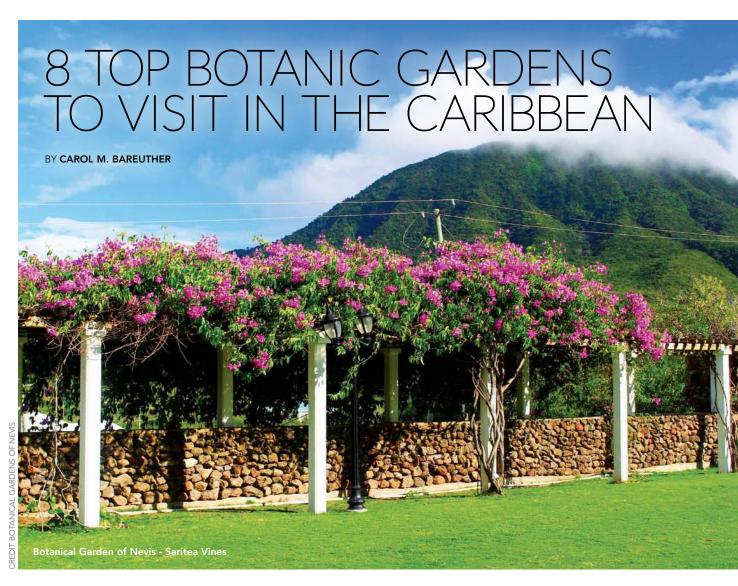
DAY 7: Les Anses d'Arlet. Enjoy a 4-hour sail in the calm seas of the leeward side, heading for Les Anses d'Arlet. This charming fishing village is wonderful for a walk around. The underwater scenery is spectacular here too, with turtles and schools of colorful tropical fish. A 2- to 3-hour sail takes you back to La Marin. If you have an extra day, stop in Fort de France before arriving in Les Anses d'Arlet and explore Martinique's capital with its many historic sights and fine dining opportunities. us.martinique.org, www.dreamyachtcharter.com, www.sunsail.com











hen you're ready to trade sea for shore, if only for a few hours, take a walk on the wild side and visit one of the beautiful botanical gardens in the Caribbean. Here's a sampling of seven:

National Botanical Garden Dr. Rafael M. Moscoso. Located in the heart of Santo Domingo, the Dominican Republic's capital city, this 400-acre garden is one of the largest in the Caribbean. "The Garden is a special place, as it has nearly 70,000 different botanic species, which are distributed into the country's eight most important ecosystems," says Michell Cosme, director of communications. Highlights include a flower clock, which measures 65 feet wide, 12 feet high with 16-foot-long hands; a Japanese Garden with bamboo, Junipers, and Asiatic plants and flowers; and an Herbarium. A trolly tour of the gardens is available. www.jbn.gob.do











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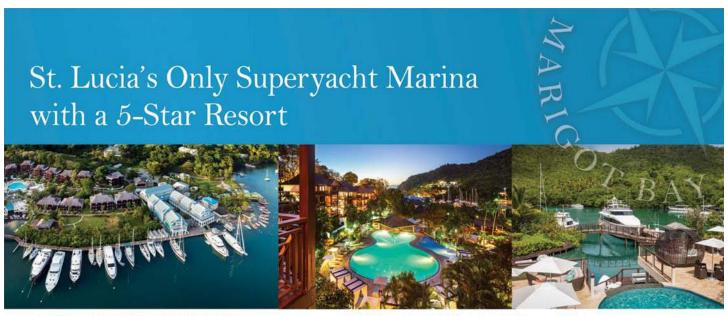
#### St. George Village Botanical Garden.

This St. Croix, U.S. Virgin Island situated garden was a fully functioning sugar plantation from the 1700s up until the 1940s. It was converted into a 16-acre botanical garden in the 1970s. "We have done our best to pay tribute to the men, women, and children who lived on this property as enslaved workers and indentured servants. As you walk the garden you can feel the love and light that has come from its transformation," invites Becca Mendelson Hughson, director of administration, development, marketing, and events. Yoga, plant sales, music, and the annual Mango Melee in July, are some of the garden events. sgvbg.org



#### J.R. O'Neal Botanic Gardens.

Named after the British Virgin Islands' National Parks Trust's (NPT) first Chairman, this is an oasis in the heart of Road Town, in Tortola. "We have a medicine bed with plants used locally in teas, several tropical fruit trees like mango, starfruit, and breadfruit; plants that bloom throughout the year like the Serra Terra and our Christmas Garden is the highlight of the season with all eyes on our Snow-On-The-Mountain plant," explains Diehdra Potter, the NPT's deputy director of marketing and business development. There's also a 'conservation collection' of plants native to the BVI such as Prickly web (Leptocereus quadricostatus) found on Anegada and Poke-me-boy (Vachellia anegadensis). www.bvinpt.org/jr-o-neal-botanical



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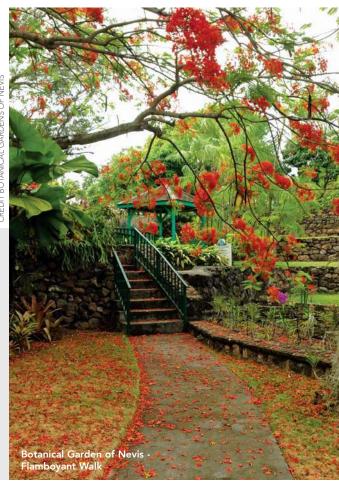


#### Amuseum Naturalis.

Find this free museum, much of which is gardens with viewpoints and trails, in Grand Case, St. Martin. "Instead of just giving the names of plants, we create exhibits to put them in context. For example, how Amerindian and African plant medicinal traditions are the roots of current practices. And even how a calypso song can both be inspired by plant medicine, and a way to preserve that knowledge. We also have a free plant stand, where people can get seedlings of native trees and heritage plants," says Mark Yokoyama, co-founder of Les Fruits de Mer, which runs the museum. amuseumnaturalis.com/

The Botanical Gardens of Nevis.

Drive east nearly 4 miles east of Charleston to this 10-acre garden, which showcases native Caribbean and global tropical flora. "The Tropical Rainforest, with its dramatic waterfalls and winding waterways, is a particular favorite for visitors, as well as beautiful Vine and Orchid Gardens," says Christi Douglas, owner/manager. "Some visitors also refer to us as a 'mini zoo" due to our collection of various including our parrots Arturo and Flacco, cockatiels Nelly and Yellow, Bridget the Goat, and many others." The garden is especially known for its large collections of a variety of palms, orchids, bromeliads, medicinal and flowering trees. www.botanicalgardennevis.com





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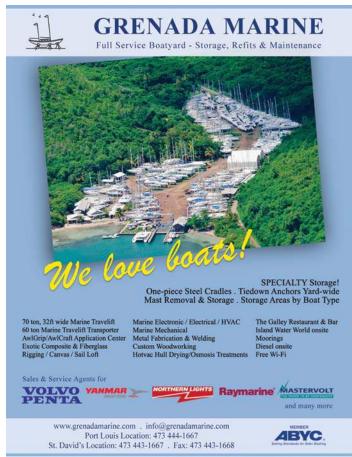
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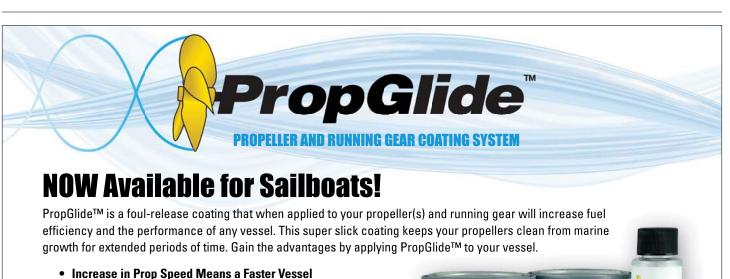
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## 6 Botanic Garden at the Montserrat National Trust.

Much of the island's green spaces were lost in successive volcanic eruptions, so the Trust used the land around its head-quarters to create a garden to preserve this biodiversity. There's an orchid house with the island's endemic orchid, the *Epidendrum montserratense* with its greenish-yellow flowers, on display. Seeds of this orchid were saved in the UK's Kew's Millennium Seed Bank to make sure it doesn't become extinct. There's also a medicinal garden, composting unit, and nursery area. *montserratnationaltrust.ms* 



Enjoy a three-in-one experience at this six-acre garden in Soufrière, St. Lucia. In addition to a variety of tropical flowers and plant life, there is soothing hot mineral springs and a breathtaking waterfall. Fans of the 1980-released Superman II may recognize the falls as the backdrop where Clark Kent picked an orchid for his lady love, Lois Lane. Rare plants worth seeing include the Yellow Balisier and the the Jade Vine, the latter of which is considered endangered species and the only one of its kind. Guided tours are available.

www.diamondstlucia.com

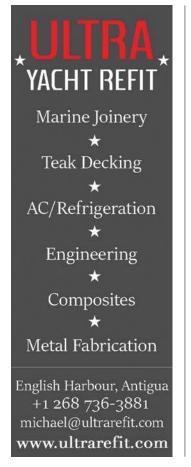
Diamond Botanical Gardens.



#### Andromeda Botanic Gardens.

Over 90 plant families, plus 100 different tree species, on display in over 20 connected gardens makes this one of the most diverse tropical gardens. Iris Bannochie, a three-time medal winner at the UK's prestigious Chelsea Flower Show, founded the garden in 1954 as a private retreat and sought to repopulate Barbados with its natural biodiversity after centuries of sugar production. Today, the gardens, located near Bathsheba, are part of the Barbados National Trust. "It feels very natural yet is completely woman-made. Andromeda is the best garden in Barbados by far, is organic and the wildlife adds so much to the enjoyment of this magical space," says Sharon Cooke, curator, and head gardener. www.andromedabarbados.com









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# BERMUDA'S SWIZZLE

RUM REVIEW BY CLINT AND TERRY BORAM



ur friends, Pete and Pat, went to Bermuda every couple of years and would tell us about this rum drink called the Swizzle. They described it as fruity but not sweet, spicy without the heat, and so smooth that it set you on your bum before you could say, "Yes, I will have another." Since we haven't made it to Bermuda yet, this month the Swizzle Inn came to us.

The origin of Bermuda's national drink dates back to 1932 when the Outerbridge family opened the Swizzle Inn. Needing a signature drink, they began with Gosling's rum, blended it with Barbados rum, fruit juices, and falernum, a liqueur that contains ginger, lime, and almond, and frequently cloves and allspice. The cocktail was made in a pitcher and agitated enough to make it foamy. Over the years, the Swizzle has become a staple at establishments in Bermuda with each bartender putting their own twist on the drink.

Our first cocktail was made using the original Swizzle Inn's Recipe. Honestly, we were skeptical of how the falernum was going to play with the fruit juices. This drink was everything Pete and Pat described it to be. The cocktail went down so smoothly, with all the ingredients in balance, that the glass was empty before we knew it.

Next up was Gosling's Recipe (from their website) using the falernum instead of grenadine. Here, the balance shifted to showcasing the two rums leaving the fruit juices behind. Cloves and ginger from the falernum were also more pronounced.

The CEO of Gosling, Malcolm Gosling, makes his own version of a Swizzle. The cocktail was good but we definitely missed the falernum. Be careful of the rum floater on the top. It will kick you when you get to the bottom.

It's worth finding the falernum for this cocktail. You can find it in the cordial aisle. We would also experiment with the gold rum as well. We're not kidding when we say that the original recipe goes down so smoothly that you won't know what hit you after a couple. Maybe that was Outerbridge's plan all along.

Send your Swizzle recipe to editor@allatsea.net.

The first two recipes: Make in a shaker, shake until foamy, and pour over crushed ice.

#### **SWIZZLE INN'S RECIPE**

- 4 oz. Gosling's Black Seal Rum
- 4 oz. Gosling's Gold Bermuda Rum
- 2 oz. Triple Sec
- 2 oz. Bermuda Falernum or sugar syrup
- 5 oz. Pineapple Juice
- 5 oz. Orange Juice
- Juice of 2 lemons
- 4 dashes of Angostura bitters

#### **GOSLING'S RECIPE**

- 4 oz. Gosling's Black Seal Rum
- 4 oz. Gosling's Gold Bermuda Rum
- 5 oz. Pineapple Juice
- 5 oz. Orange Juice
- 34 oz Grenadine or 2 oz. Falernum
- 6 dashes of Angostura bitters

#### MALCOLM GOSLING'S RECIPE

1.5 oz. Gosling's Gold Bermuda Rum

- 2 oz. Pineapple Juice
- 2 oz. Orange Juice
- Splash of Grenadine
- 2 dashes of Angostura bitters

Mix in cocktail glass, gently stir and float Goslings's Black Seal Rum on top.

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

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# CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

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Falmouth Harbour Marina	268-460-6054	20'	380′	60	•	110/220/380 3 phase	•	•	•		•	•		•	68/10	•	

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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	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	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

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Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination	+52 624 173 9140	26′	350′	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		•	•	•	•	•	•	•	88A	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com	917-677-7680	16′	175′	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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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 <b>4</b>	•		•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61. 7500	(268) 562- 3499 \ (268) 764-2599	15′	no limit	31′	no limit	Anything	24x7	150 &	•		•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588- 3850	8′	120′	45′	no limit	50/30 amp	8am- 5pm	60	•		•	•		•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26′ 31. 189 N	78′ 45. 566 W	242-352- 7711	35	400	50	no limit	30/50/100/480	24/7	150 &		•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494- 2512	11′	160′	45′	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am- 6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23″ 46′	-64° 41″ 53′	(284) 495- 3349	7′	65′	18' & 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494- 2124	10′	68'	20′	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562- 8000	9′	120′	33′	193	110/220 380	8am- 5pm	60	•		•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	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 <b>4</b>	•	•	•	•	•	•	•
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>	•	•	•	•	•	•	•
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	•		•	•		•	
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	•	•	•	•	•	•	•
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 <b>4</b>	•	•	•	•	•	•	•
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 45	•	•	•	•	•	•	•
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 <b>4</b> 5	•		•	•	•	•	•

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# SOUTHEAST 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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# SOUTHEAST U.S. BOATYARDS

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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PROVIDENCIALES, TURKS & CAICOS. This large 8 BR/7 BA villa is located in TCI's most affluent neighborhood – Leeward. Highly sought-after area and popular with both vacation rentals and full-time residents. Layout allows for multiple rental options. Outside, the pool has an expansive deck and is surrounded by many mature palm trees. Close to everything – Grace Bay, the beach, marina, shops and restaurants, nightlife, grocery store, and private school. Price: US \$2,300,000

GRAHAM CANHAM, Coldwell Banker Turks & Caicos graham@buyintci.com | www.coldwellbankertci.com Cell: (649) 231-4790



RINCON, PUERTO RICO. True oceanfront property on a quiet dead-end street. No bike path, no through traffic, no bars or restaurants; just you and the sea. This property has 87 feet of beach frontage directly on the Tres Palmas Marine Preserve, with unobstructed views from the South East to the North West. This 4500-sq-ft two-level home is built of poured concrete built-in 2005. Five BR/2.5 BA, laundry, large kitchen, and office. Sauna in the Master. 969-sq-m lot. Sold fully furnished. Price: US \$3,800,000

GREGORY FINK, Rincon Realty Sales Gfink5@gmail.com | www.rinconrealtysales.com Cell: (787) 823-4113



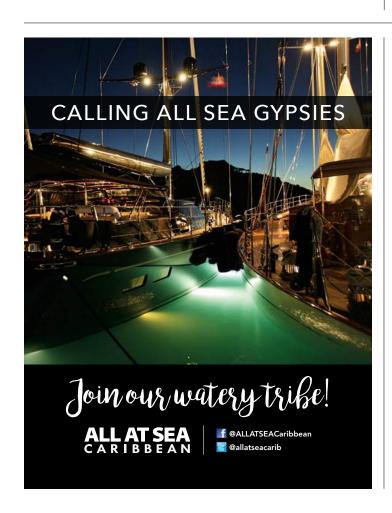
VIEQUES, PUERTO RICO. Located in the Martineau neighborhood hills, this 4700-sq-ft two-story 6 BR home sits on almost an acre of land. Media and family rooms, a large wrap-around balcony, and an expansive entertaining space around the pool, this is the perfect house for large family gatherings and parties. An adorable separate cottage-bathroom combo is an ideal rental space. Price: US \$1,600,000

**BOB GEVINSKI, Paraiso Realty** BGevinski@gmail.com | www.paraisorealtypr.com Cell: (787) 900-8909



ST. CROIX, USVI. Iconic 3 BR/3.5 BA home in gated Shoys, inspired by famed architect Ricardo Legoretta and designed by George Ashley. The carved front door opens to a multi-level floor plan surrounding a lush courtyard. Infinity-edged pool and Jacuzzi overlook Christiansted harbor, Altona Lagoon, and the Sea. Patios covered by incredible pergolas are ideal to dine outdoors. Accordion shutters recess into 12-inch thick poured concrete walls and protect picture windows with stunning views from every room. Price: US \$3,950,000

STEPHANIE HODGE, Blue Sky Real Estate info@BlueSkyVI.com | www.homebuyvi.com Office: (340) 719-1409 | Cell: (340) 626-2318







**ST. THOMAS, USVI.** Stunning custom-built 3 BR/3BA villa boasts incredible down island and Atlantic Ocean views. Exotic hardwoods throughout, professional kitchen and appliances, state-of-the-art movie theatre, saltwater infinity-edge pool, hot tub, and full gym. The villa is outfitted and hardwired to be fully connected and monitored at any given moment while at home or abroad. Price: US \$2,950,000

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**ST. JOHN, USVI.** Motivated Seller! Celebrate this island paradise's dazzling sunrises and moonrises from a downhill build site near Picture Pt high on Bordeaux Mt. Spectacular North Shore Ocean views include Jost, Sandy Cay, Tortola, Virgin Gorda, and Peter. Coral Bay Harbor, Hurricane Hole & East End St John are also part of the dramatic viewscape. Paved access, near shops & restaurants. Topo included. Price: US \$195,000

MARY NICKBARG, American Paradise Real Estate, Inc. marynickbarg@gmail.com | www.marynickbarg.com Cell: 340-513-2477



**PELICAN KEYS, ST. MAARTEN.** Enjoy ocean and pool views from this 3 BR/2.5 BA 2-level recently renovated townhouse. Surrounded by a tropical garden, there's a common pool on property. Minutes away walking distance from Pelican, Flamingo, and Kimsha beaches. Driving distance 10 to 15 minutes from Princess International Juliana Airport. Ideally situated nearby chic restaurants, beaches, casinos, commercial outlets, banks, entertainment, and nightlife ambiance. Price: US \$695,000

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BROWN'S BAY, ANTIGUA. This is a unique and rare opportunity to acquire a classically Caribbean traditional 4 BR/3 BA waterfront luxury home on the island's beautiful and unspoiled reef-protected East Coast. The White House is perfectly positioned steps away from the white sand cove, a private dock, and the gently lapping, crystal-clear waters of Green Island. A few steps from the main residence front is a private guest cottage. Formally a music studio, this room overlooks the water. Price: US \$1,550,000

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## VIRGIN ISLANDS

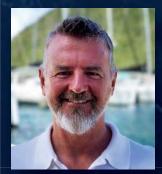
YACHT BROKERS

e are a company built by sailors for sailors, pure and simple we are not salespeople, all brokers at VIYB Ltd are professional mariners with extensive blue-water miles. If you are looking for guidance and support on your path to become a successful yacht owner with no high pressure sales tactics, we would be happy to help you achieve and exceed your goals and expectations.

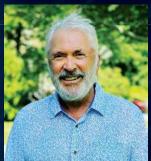
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**STEVE VARROW** takes the natural progression to a professional yacht broker after spending the last 17 years in the Caribbean as a well known charter skipper, RYA Instructor and charter yacht broker. His experience sailing, running and managing crewed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



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



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

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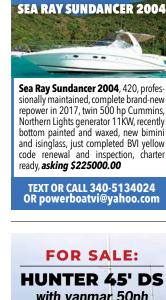
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#### LITTLE RIVER

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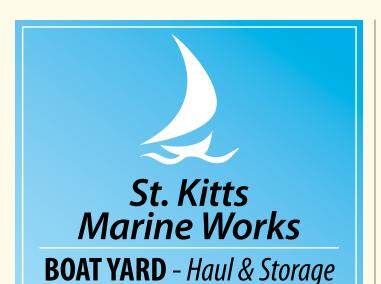
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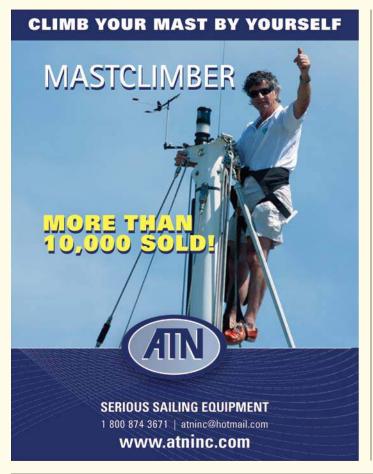








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SIMPSON BAY BRIDGE: Outbound Inbound 0830 hours 0930 hours 1030 hours 1130 hours 1500 hours

1700 hours **CAUSEWAY BRIDGE:** Inbound & Outbound Traffic

0815 hours 0945 hours 1515 hours On Call for In & Outbound traffic 1015 hours 1145 hours 1545 hours 1715 hours

The above times are now in affect. After a period of three months, an assessment will follow to determine if changes need to be made or whether the bridge times will remain as published.

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1730 hours

1730 hours





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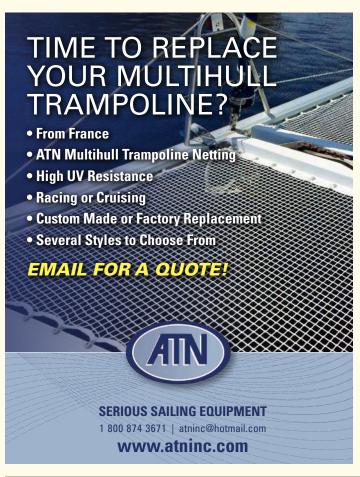
#### Trinidad

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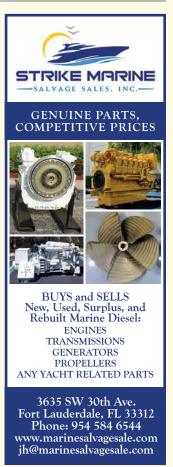


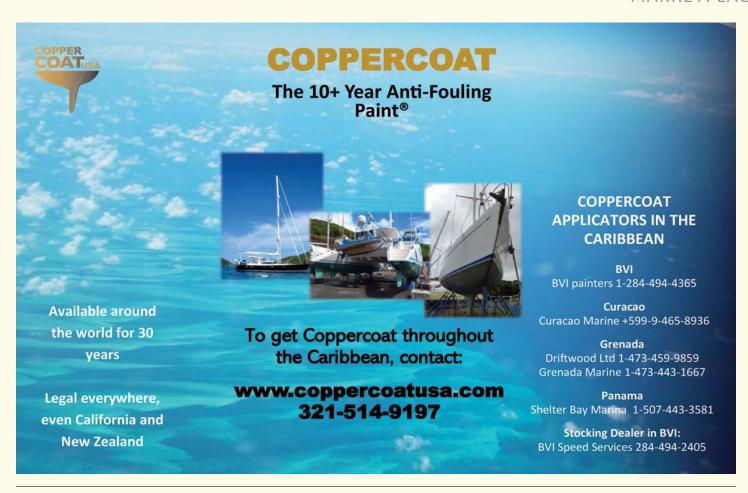
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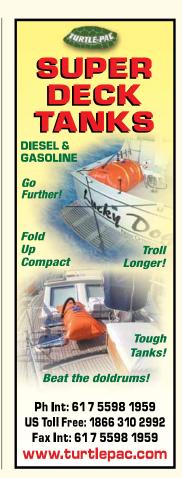
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#### Business Opportunity

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# THE BEST FRIED RICE!

CARIBBEAN COOKING BY CAP'N JAN ROBINSON

ere are a few secrets to making the best fried rice recipes. Use a wok (or large cast-iron frying pan). After cooking the rice, let it cool and refrigerate and/or freeze into portions. For a quick meal, use the leftover rice. Break up the clumps of rice before putting in wok. Use high heat. Always heat wok before using. Cut vegetables and/or other ingredient's that you may be adding into small pieces. Add ingredients to wok, according to the time they take to cook - hard ingredients first. Rice is usually the last ingredient to be put in wok, as it is already cooked and only has to be warmed.

HINT: Good fried rice should be moist but not wet. Some fried rice dishes are topped with wet ingredients after they are cooked.

NOTE: Should you decide to add a marinated ingredient, stir-fry it first, so the moisture is absorbed, before adding the "cold" rice.

#### THAI KALE, FRIED RICE WITH COCONUT

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

2 Tbsp. coconut oil or other high heat oil, divided

2 eggs. Whisked together with a pinch of salt

3 large cloves of garlic, minced

3/4 cup chopped green onions

2 cups of chopped vegetables: e.g. bell pepper, carrots, etc.

1 medium bunch kale (curly green), ribs removed, chopped

1/2 tsp. sea salt

3/4 cup unsweetened coconut flakes (not shredded coconut)

2 cups cooked and chilled brown rice\*

2 tsp. reduced-sodium tamari or soy sauce

2 tsp. chill garlic sauce or sriracha

1/2 lime, halved and squeezed

GARNISH: Handful fresh chopped cilantro and half lime cut into wedges.

Heat a small frying pan then add 1 teaspoon oil and swirl the pan to coat the bottom. Pour in the eggs and cook, stirring frequently, until the eggs are scrambled and lightly set. Set pan aside. Heat a wok, or large cast-iron pan, over medium-high heat. Add 1 Tbsp. oil to the pan and add the garlic, green onions, and additional vegetables. Cook until fragrant or until the vegetables are tender, stirring often, for a couple of minutes. Add the kale and salt. Continue to cook until the kale is wilted and tender, stirring frequently. Add the scrambled eggs. Pour the remaining 2 teaspoons oil to the egg pan, then add the coconut flakes and cook, stirring frequently, until the flakes are lightly golden, about 30 seconds. Add the rice to



the pan and cook, stirring occasionally, until the rice is hot, about 3 minutes. Add coconut-rice mixture into the wok. Once warmed, remove the pan from the heat. Add the tamari, chili garlic sauce and lime juice. Lightly mix together, taste. Add more as needed.

TO SERVE: Place the fried rice mixture into individual bowls. Garnish with wedges of lime and cilantro. Serve with extra tamari, chili garlic sauce and/or red pepper flakes, for those who like it "hot"!

#### **HEALTHY, EASY FRIED RICE**

Preparation time: 10 minutes. Cooking time: 5 minutes. Serves: 2

1 Tbsp. avocado or coconut oil, divided

3 large eggs

1/4 tsp. freshly ground black pepper or to taste

½ cup shredded or finely cut carrots

½ cup green onions (scallions)

½ cup frozen peas

1 tsp. freshly grated ginger

2 cups cooked brown rice, chilled

3 Tbsp. organic tamari or low sodium soy sauce

1 tsp. toasted sesame oil

1 tsp. no sugar added rice vinegar

1/4 tsp. sea salt or to taste

In a wok, heat ½ Tbsp. oil over medium heat. In a mixing bowl, whisk the eggs together with a pinch of salt and pepper. Add the eggs to the pan and scramble. Remove to a warm plate and save. Add remain ½ Tbsp. oil to pan over medium heat; add the carrot and sauté a couple of minutes. Add the scallions and cook until both are softened. Add frozen peas to the pan, stir for about 30 seconds before adding the ginger and rice. Turn heat to low and cook another few minutes until everything is warmed through. Just before serving, add tamari, rice vinegar, and sesame oil, stir and serve.

NOTE: You may add any other vegetables you like – water chestnuts, bean sprouts, edamame, etc. Or, plain shredded chicken or other protein. 0





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