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COVER SHOT: Hiking Up Gros Piton. Image Courtesy of CTO St Lucia

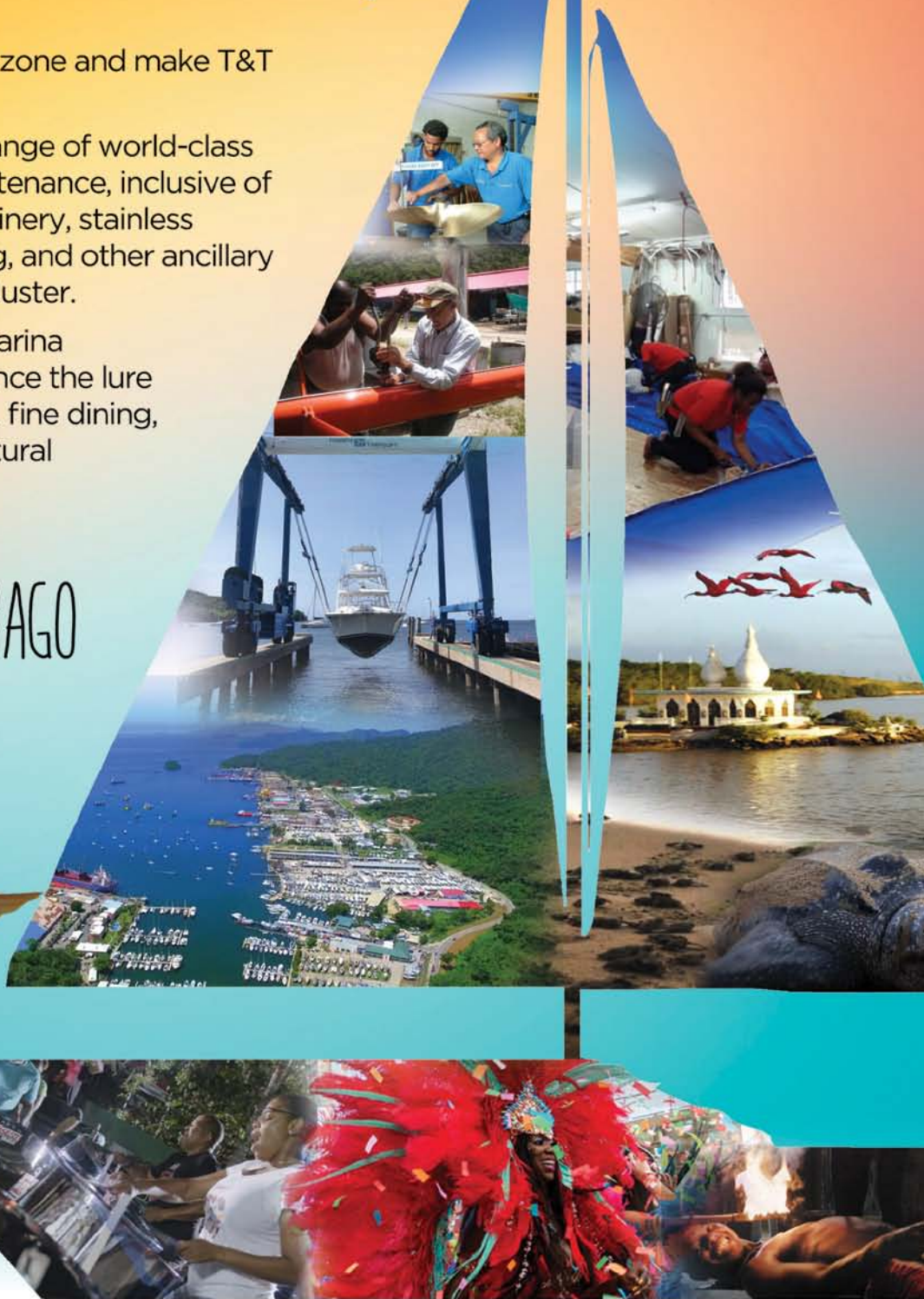
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CARIBBEAN NEWS

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Grenada Voluntourism -
Artificial Reef Project

GRENADA OFFERS NAUTICAL VOLUNTOURISM OPPORTUNITIES

Cruisers to the Caribbean tend to be more travelers than tourists, often having several weeks or a season to stop and smell the flowers along the way. This many times translates into getting to know residents, learning about the local culture, and getting involved in ways to help out island communities. Now, Grenada has made this easier with the launch of its Voluntourism Program. The program offers year-round opportunities in sectors such as agriculture, health, education, and the environment. Environmental projects include Beach & Reef Cleanups and the Grand Anse Artificial Reef Project

"What makes nautical voluntourism so great in Grenada is the fact that so many yachtsmen and women have given back to Grenada, Carriacou, and Petite Martinique over the years, even we did not have this philanthropic program in place. Now, however, with Grenada's new Voluntourism Program, yacht owners, their families, and crew who have previously donated books and their time in various schools around the island to share the joys of reading and learning new cultural practices, can volunteer to assist with new activities," says Nikoyan Roberts, manager of nautical development, marketing and sales for the Grenada Tourism Authority.

The Reef Clean Ups and the Grand Anse Artificial Reef Project take place Monday to Friday, from 2 p.m. to 4 p.m., depending on the weather. The Beach Clean-up is a more opportunistic activity depending on the season and beach condition. The Reef Clean Ups are teamed with local dive shops, while the Artificial Reef Project is led by Phil Saye at Dive Grenada, who spearheads building and placing artificial reefs in the island's Marine Protected Areas. Once placed, there are opportunities for volunteers to monitor and maintain the reefs, including underwater cleanups, urchin and fish counts, ID tag placement, and cleaning. The Grand Anse Artificial Reef Project especially needs strong swimmers and snorkelers, with PADI Certification a bonus. *For more information and to register, visit www.puregrenada.com/voluntourism*

BOSTON WHALER LAUNCHES OWNERS CLUB

Join the Club! In March, Boston Whaler announced its new Boston Whaler Owners Club. The Club is a resource for owners and fans of the brand to unlock exclusive benefits, learn about upcoming events, and gain access to a world of information and opportunities. The good news is that these perks extend to Boston Whaler enthusiasts in the Caribbean too.

"All owners, regardless of location, can access the full benefits of our new Boston Whaler Owners Club. One of the most exciting features is our Community Forums. There, owners can discuss topics of interest including Whaler Life, Whaler Restorations, Product Chat, and more! Additionally, we encourage owners to share details or organize Whaler meetups in their area via our Forums Conversation Boards – a great way to meet and connect with like-minded fans of the brand. Other features owners can access are answers to the most common boating FAQs, discounts on Whaler apparel, and access to their boat's info right from their profile," says Meghan Edwards, content marketing specialist for Boston Whaler.

Boston Whaler, based in Edgewater, FL, USA, manufactures sport fishing boats, pleasure boats, and yacht tenders. There are several brand dealers in the Caribbean www.bostonwhaler.com



NEW FLOATING BAR IN THE TURKS & CAICOS

What do basketball star Trevor Ariza, Olympic gymnast Simone Biles, and award-winning hip hop artist Ja Rule have in common? They've been among the celebrities and everyday folks who visit the new Noah's Ark. The Ark is a floating tiki bar located through a channel to the east of Little Water Cay (Iguana Island) in Providenciales, Turks & Caicos. There's a full-service bar with everything from Rum to Champagne, including the signature drink called a Super Mario after the Ark's mixologist. There's a full kitchen too, with a menu focused on fresh seafood such as lobster, conch, snapper, grouper, and shrimp plus other Caribbean dishes.

"Noah's Ark is accessible by boats, jet skis, and any other water transportation," invites Lester Carter, owner. "The way it's built it can take a large or small boat tied up the long side. Noah's Ark is built like a dock with foam and concrete for the floor and the sides, and the bar and kitchen are built with

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NEW CATS, NEW CREW AT BVI'S CONCH CHARTERS

The world of sailing is opening up again as the pandemic dies down, and Conch Charters is more than ready with an amazing British Virgin Islands'-based fleet of bareboat and crewed charter yachts. "We have catamarans manufactured by Lagoon, Leopard, Fontaine Pajot, Lucia, and Bali from five cabins to a three-cabin owner's version. Our newest cat arrivals are a 2021 Leopard 46 and a 2020 Lagoon 42," says Cindy Chestnut, owner of Conch Charters Ltd, located at the Fort Burt Marina, in Road Town, Tortola. "In monohulls, we have Jeanneau, Beneteau and Hanse. We just added a 2018 Jeanneau 41 DS." Perhaps the most exciting news is sales manager, Rasika Twist, is back in the office after the birth of a baby girl named Sahana in December. The proud dad is Charter Manager, Jeremy Twist. Conch Charters is a family-run business that will celebrate its 35th anniversary in December



Conch Charters
Charter Manager
Jeremy Twist with
new baby

2022. "Our first charter left our docks in December 1987. We have built from the waterline up and currently have a fleet of over 40 yachts and staff of 25," says Chestnut. "Our personal approach has been and remains as warm as the tropical sunshine." Conch Charters also offers a yacht management program. conchcharters.com

wood. It's an open-air facility. We are open seven days a week from 10 a.m. to sunset."

There's also a ferry service to Noah's Ark. This picks guests up from the Blue Haven Marina at 1 p.m., and returns for them at 5 p.m. The cost is \$40, round trip. To book, call: +1 (649) 332-6268.



GAS SAVING TIPS FOR BOATERS

The price of gas is hitting boater's wallets worldwide, especially powerboaters. The Boat Owners Association of The United States (BoatUS), a boating advocacy group, recently published gas-saving tips, many of which are equally valid for those in the Caribbean.

"With the high price of fuel, even sailors stand to gain with these fuel-saving tips. For motor-driven vessels, following these tips can definitely make a difference throughout the season," says Scott Croft, BoatUS vice president of public affairs.

HERE'S A SAMPLING:

- 1. Before Heading Out - Tune your engine.** A once-a-year tune-up and service will help it run more efficiently. Also, check for propeller damage throughout the year. A dinged or broken propeller will hurt your fuel economy.
- 2. At the Dock - Lighten Your Tanks.** Don't run with a full freshwater or fuel tank unless you absolutely need it. Water weighs 8 pounds per gallon, and some boats have fresh water tanks that can hold 100 gallons, so emptying half can add up quickly. Gasoline weighs 6 pounds per gallon, so if you don't need a full tank to safely return, lighten your load and bring less. A rule of thumb when planning for fuel use on any outing is that you need to have one-third of your fuel to your destination, one-third back home, and one-third in reserve.
- 3. On the Water - Watch your Wake.** One sign you're blowing gas is the size of your wake. While sometimes you have no option, slowing down to no-wake speed saves fuel. It's a matter of plowing a wall of water rather than efficiently slipping over or through it. www.boatus.com



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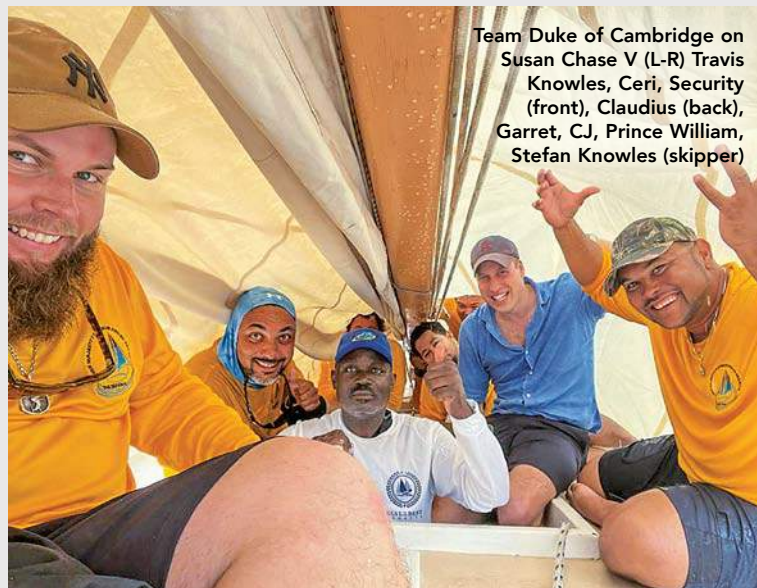
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UK ROYALS PRINCE WILLIAM & KATE TRY BAHAMIAN SLOOP RACING



COURTESY ANTS NEST

Team Duchess of Cambridge on Ants Nest II (L-R) Keith Rolle, Joseph Brown Jr., Kate, Desmond Pinder, Samuel Rolle - Back Joseph Brown Sr., Lee Armbrister (skipper), and James Wallace (kneeling)



CREDIT TRAVIS KNOWLES

Team Duke of Cambridge on Susan Chase V (L-R) Travis Knowles, Ceri, Security (front), Claudius (back), Garret, CJ, Prince William, Stefan Knowles (skipper)

The UK Royals sampled the Crown Jewel of Bahamian sports when they had a chance to go sloop racing during their week-long tour to the region in March, as part of Queen Elizabeth's Platinum Jubilee year. Interestingly, it was the sailors that got the best pictures of their royal crew members up close and personal.

"I've been photo-documenting Bahamian sloop racing for the last few years and have become great friends with many of the sailors," says Jan Pehrson, a professional sailing photographer whose works, which include everything from youth regattas to classic yachts and Grand Prix racing, have appeared in publications worldwide. "Unfortunately, I couldn't be in the Bahamas when Prince William and Kate were there. But, one afternoon I started getting texted photos on my phone. The sailors were so excited to sail with Wills and Kate that they sent me their selfies. The funny thing was, it was pouring rain, so the regular press was getting their cameras were getting drenched and they weren't getting good photos. The sailors took the best photos on their phones!"

The young royals raced in two 21-foot-long B Class sloops for the Her Majesty's Platinum Jubilee Regatta, with courses set in Montague Harbour, East Bay Street in Nassau. Prince William skippered with Bahamian National Champion, Stefan Knowles calling tactics on Susan Chase V and won, with Duchess Kate, crewing for the sloop team aboard Ants Nest II, finished fifth.

It was quite an afternoon on the water despite the rain and an event that might push long-standing efforts among many Bahamians to change the Commonwealth's national sport from cricket officially to sloop racing!

FULL RESULTS – HER MAJESTY'S PLATINUM JUBILEE REGATTA – NASSAU, BAHAMAS:

1. Susan Chase V - Mangrove Bush, Long Island (Prince William was captain for the day)
2. Ole Boy - Salt Pond, Long Island
3. Cobra - Mayaguana
4. Barbarian I - Acklins
5. Ants Nest II - Ragged Island (Kate Middleton was captain for the day)

For more information on Bahamian sloop racing, visit Pehrson's website at: www.janpehrson.com 🌐

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MAY 2022 EVENTS



SDSA - Mark and Lynn Hoenke on Roxy - their Camper Nicholson 58 Ketch - leaving the harbor

If you have any
events to share,
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THE EDITOR:**
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MAY 5 – 22: SAIL ST. MAARTEN TO NEWPORT WITH OPO

If you'd like to gain valuable offshore sailing skills this spring, then sign on to Hank Schmitt's Halesite, NY-based Offshore Passage Opportunities (OPO) Spring 2022 Swan Program. "During your time on board, you'll learn to use the radio, make log entries, keep watch, steer the boat and perform tasks essential to safe offshore sailing," says Schmitt. Crew should fly to St. Maarten on May 5, move aboard their Swan and be ready to cast off on May 7. It's a 5- to 6-day sail to Bermuda, with a two to three-day stay to enjoy and explore the island. Then, a May 16th departure from Bermuda for the 4- to 5-day sail to Newport, RI. Crew can plan to travel home on May 21 or 22. The \$3,500 pp price includes everything except travel to and from the boat and meals and drinks onshore. www.sailopo.com



OPO Swan Program
with Hank Schmitt



MAY 10 (WEATHER PERMITTING): Salty Dawg Homeward Bound Rally.

Sail north for the summer! The Salty Dawg Sailing Association (SDSA)'s rally from the Caribbean or Bahamas to Hampton, VA will depart on May 10. "Boats will work their way up from Antigua and anchor at various harbors in St. John and St. Thomas. Farewell events in the Virgin Islands will be localized and planned by departing boats. Boats departing from the Bahamas will gather in Marsh Harbour before the May 10 start. The Rally includes weather routing by The Marine Weather Center, position tracking by PredictWind, and both coordination and support by the SDSA," says Bob Osborn, SDSA president, and rally manager. The official destination is Hampton, VA, U.S.A., but boats can sail directly to other ports on the U.S. East Coast and Canada. The SDSA is considering organizing a stop-over and gathering in Bermuda for skippers who want to break up the long passage. Registration is open and ongoing. www.saltydawgsailing.org/east-coast-rally



MAY 13 – 15: BVI Dinghy Championships.

It's the 20th anniversary of this popular small boat sailing event hosted by the Royal BVI Yacht Club in Tortola. Classes include Lasers (Standard, Radial, and 4.7), RS Reva, and Optimist. "We are planning to add a fun new class for this year, but details aren't available just yet," said Tamsin Rand, club manager, at the end of March. To enter, contact regattas@royalbviyc.org, www.royalbviyc.org

MAY 16 – 20: Windward 500 Race Series.

This novel regatta, where each entrant starts from their home island and virtual elements are key to scoring, sets sail for the second time. "This year, we will focus on the Windward-Zero and Windward-Sprint courses," says Steven Kern, organizer with the host Caribbean Ocean Racing Club. The Zero offers young double-handed and fully crewed racers a safe sailing ground to develop their distance racing skills. It is an approximate 360nm

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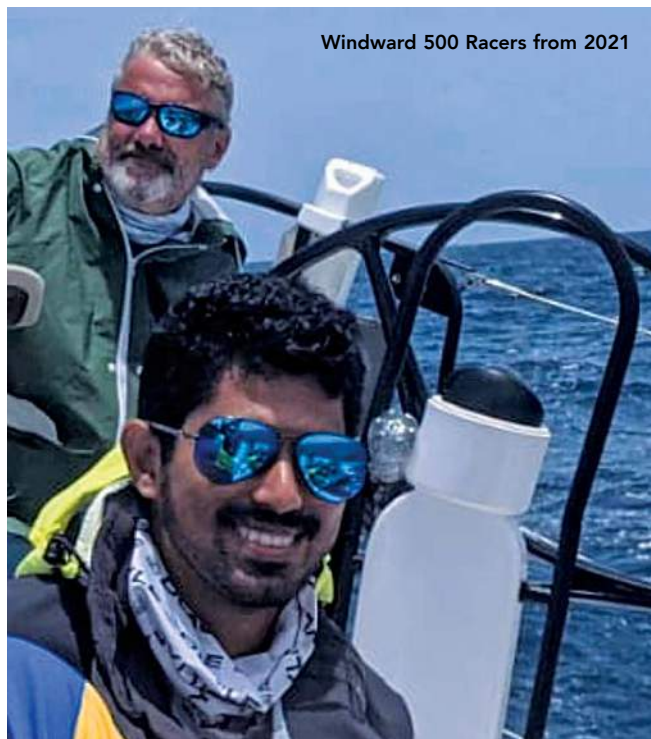
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COURTESY STEVEN KERN

loop between Point Saline, Grenada in the South; Bequia, St. Vincent; Fort Rodney, St. Lucia; and Diamond Rock, Martinique, to the North and back. The Windward-Sprint Course is a 300nm race between Barbados, Sail Rock in the Grenadines, and Bequia. "For the experienced racer, the Windward-500 still presents the best run, reach, and beat in the Windward Islands. We continue to work closely with the Caribbean Sailing Association to develop these unique qualifying distance races, so feel free to offer us your input," invites Kern. CaribbeanORC@gmail.com, www.facebook.com/caribbeanorc/

MAY 28 – 29: Foxy's Wooden Boat Regatta.

One of the host West End Yacht Club's oldest events, this year's regatta reverts to a two-day format. "We never know what to expect until registration, but there will probably be three fleets with the trimaran Corsairs making up the third category. We hope to see a couple of the refurbished Tortola sloops in the field crewed by students from the marine college. This year (weather permitting), we are also planning on introducing a 'Round Jost van Dyke' event, with some interesting changes of scenery, rocks, and currents," says Peter Clatworthy, commodore. Racecourses traditionally have run off Foxy's in Jost Van Dyke, taking in the south side of the island, laid marks, and Sandy Cay. www.westendyachtclubbvi.com



MAY 19 – 22: MARTINIQUE BOAT SHOW



Based in the Étang z'Abricots Marina, located between Fort-de-France and Martinique's international airport, the second running of this show will feature builders, shipyards, ship chandlers, engine manufacturers, sailmakers, dealers, rental companies, cruise lines, banks, and other insurance companies. There will also be the largest gathering of used multihulls for sale in the Caribbean, says organizer, Eric Vasse. "This year, we are opening the show to professionals on all the islands. Already we have representatives from Grenada, Carriacou, St Maarten and St Martin, Guadeloupe, and St. Lucia. We hope to have Antigua & Barbuda and the British Virgin Islands participate as well." www.martinique-boat-show.fr



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ALARMING OFFSHORE TALES

CRUISING BY CAP'N FATTY GOODLANDER



Since there is soooooo much alarming news (medical, financial, and war) right now, I've decided to write a column about a subject that is dear to my heart—onboard marine alarms. I like 'em and I use them often. In a sense, the more *they* worry, the less *I* have to. They are always awake, I'm often mentally dozing.

Example, my Perkins M92B diesel has an oil pressure and hi-temp alarm. Modern marine diesels are almost indestructible

IF they don't run hot or without oil. Either one, just for a few moments, can ruin a \$20,000 engine. Thus, it is reassuring to know that, while my attention is elsewhere, these very specific, very focused alarms are totally focused on their job.

Even better, the oil alarm tests itself each time I switch on the engine (but before I crank it) and the hi-temp alarm is easily tested by grounding it out.



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There are two additional notes about engine alarms. One, as useful as alarms are, they are no substitute for gauges. I'm not a fan of the idiot-lights—they too accurately describe their users. Gauges are important because you can, for example, see your engine temperature rise *over time* as your impeller degrades and discards its blades. Thus, gauges not only warn you, they warn you over a long span of time which can demonstrate the *trend*.

Ditto, oil pressure. Ancient oil will have a lower pressure in a tight diesel than new oil—especially at idle after running the engine hard for a long span of time.

How anal am I about these two subjects? Very. While running for five days in our anti-pirate 27 boat convoy between Oman and Yemen, I was the only vessel that would stop my engine every morning to manually check its oil dipstick and visually inspect all hoses for leaks.

When asked why I was so meticulous by my fellow convoyers, I'd answer truthfully, "Just because I'm poor doesn't mean I'm stupid."

Yes, if a wealthy yachtie blows an engine—they might be delayed in their circumnavigation for a couple of months—if I, with empty pockets, blow my diesel, it might set my circ back two or three years, or derail it entirely.

The second thing I want understood about engine alarms is that *never* means *never*. I know of dozens of sailors who have ruined their engine because they ran it hot or without oil "only for a moment" or "just a few more seconds to pick up the mooring" or "just to get into the slip." That's a no-no. There's only one thing to do when an engine alarm goes off, and that's to shut off the engine immediately.

...and then fix it before you restart it.

No excuses. No 'only for an instant' BS.

Since engine alarms have saved my butt numerous times during the last 62 years of living aboard and ocean sailing, they're not the only two alarms I have aboard. My electrical system has both a low voltage alarm and high voltage one (if my alternator's regulator fails).

While I seldom lock my boat while moored in one of the most densely populated cities in the world, most ports aren't like S-pore. In nearby Malaysia, Indonesia, and Thailand I always set my burglar alarm. I cobbled mine together with a \$17 relay circuit board from Amazon and two self-made sensors.

The first sensor is a simple pressure sensor I made from two strips of copper wrapped around two flexible sail battens—and fastened under my cockpit grate. If you step into my cockpit, the alarm rings—and it is almost impossible to get below on my boat with stepping into the cockpit. The second sensor is a tripwire I string aft—this one rings almost immediately if bad guys come aboard—obviously, the sooner the better in terms of self-defense.

Now, I'm often doing projects on my boat (or another vessel) and shore—and I often set my alarm without locking my boat if I'm just dashing away for a couple of moments. Also, at night I'm often ashore nearby at a restaurant, bar, or aboard another vessel. Thus, my burglar alarm's *alarm* part is, perhaps, more thought out than most.

Not only does it set off an extremely loud (dangerously loud) audio alarm right in the ear of an intruder—it also sets off a number of surrounding strobes. Both of these make rational thought almost impossible—and fleeing blindly the best option.

However, these alarms have a major drawback—they can be smashed within seconds with a crowbar if the intruder has the presence of mind to do so. Thus, there are audio and visual alarms on my rig as well—so if, say, I happen to be looking out a window of a waterfront brothel, I'll know my vessel is being broken into no matter how drunk or whacked I am. ;-)

Obviously, since I'm a good citizen of the harbor, this alarm automatically shuts off after four minutes so that angry yachties don't have to board my vessel with axes to chop the wires.

Complicated? Yes. But I've lived aboard for six decades in



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(mostly) foreign ports and have only had a major theft issue in the US of A.

Next up are my bilge alarms. These are extremely important offshore and, frankly, I'm amazed that every offshore yacht doesn't have them. If they did, dozens of blue water vessels would not be lost each year.

The fact is that I need to know *quickly* whenever my vessel has almost any water leaking into it—so that I can immediately begin finding the leak. Finding a big or small leak is dead-simple if there's only a few cups of water in your bilge—and nearly impossible if your floorboards are floating. Thus, I have two independently wired, switched, and fused bilge alarms—a soft but non-ignorable one, and a loud one.

Since I am, as stated, often off my boat but nearby committing some horrible sin under a cloak of darkness—the loud bilge alarm has a strobe and horn in the cockpit too.

Nearly anything electrical can be alarmed (or shut off after a period of time) these days. For example, your propane solenoid or bilge pump can ring if it is left on for more than an hour—ditto, your windlass so you don't sail across an ocean with it on. (It's best if your windlass doesn't break your ankle as you deploy your Paratech sea anchor.)

Obviously, our Furuno radar has a guard alarm—which works most of the time at the close ranges. However, the fact that it doesn't work 100% of the time makes me nervous. The risk of collision grows exponentially with each passing year.

My cheap Hummingbird depth meter has two alarms—one, if I drag into deep water, and another if I drag (or sail) into too shallow water. Plus, I have another independent anchor alarm which works off of our GPS position, not depth of water.

Perhaps the most important alarm on our 43-foot ketch *Ganesh* is our AIS, our Automatic Identification System. This is the single most important offshore safety advance in my lifetime, in my humble opinion. We love our Vesper unit—which is always transmitting both at sea and at anchor (in case we drag, are cut loose, and the entire boat is stolen (as was my Atkin's double-ender *Corina*).

I would never think to go to sea without an AIS.

While the focus of this article is alarms—I'd be remiss if I didn't point out we have an Apple Tag concealed in our dinghy; hint, hint.

Speaking of Apple, I also now wear one of their Series Seven watches which can communicate with many things on my boat (GPS, chart plotters, depths, etc). It can notify me with audio but also silently with vibration. Nice!

But our very favorite shipboard alarm is our WATCH COMMANDER. While it is very battered after 3.5 circs, it still works. The crewmember on watch keeps this unit in close proximity. Let's say it is set for 12 minutes—at 12 minutes, a faint red-light glows. If nothing happens, a soft buzzer rings. If nothing happens again—a sonic alarm rings that will raise the dead; that is literally impossible for someone to sleep through.

This is particularly nice while close to shore after a long 48-day ocean passage (our longest) when we're fatigued.

Plus, the Watch Commander can be easily reset for another 12 minutes AT ANY TIME with the press of a button, which is a huge advantage.

Anyway, those are a few of the alarms we have onboard—there's more, I'm sure.

Any alarms for pandemics, financial ruin, or incoming ICBMs with nuclear warheads? Nope, you're on your own, pal! 🚫

Cap'n Fatty and Carolyn Goodlander are still chilling out in Southeast Asia—where groups of teenagers call people with white hair 'uncle' and 'mother' out of sincere respect—and the gourmet food is almost free.



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ASK THE EXPERTS

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



Everyone knows that salesmen are instructed to "upsell" to customers with the goal of achieving more turnover through their efforts. You will therefore be surprised to note that when salesmen in Budget Marine are selling outboards for use on inflatable tenders, we are mostly recommending NOT to exceed the recommended horsepower.

Many customers are assuming that some bureaucrat determined the recommended horsepower based on some exorbitantly cautious safety criteria that prevents the customer from getting the best usage and speed out of his inflatable dinghy. This is not the case and let me explain...

The main function of small inflatables in the Eastern Caribbean is to function as a tender. If you are purchasing a tender for your teenage son to achieve the greatest speed whilst driving it, then read no further as this article does not relate to your interest.

Mostly the goal of a larger engine is to be able to plane with more people or with more provisions.

The critical item to do that is NOT just your engine horsepower

but more importantly the size and type of the area in the water that your dinghy must support the planing of the dinghy. So, if you have a 10-foot dinghy and you put a bigger engine than recommended you will still not be able to plane with four people. You will also have a less balanced unit because of the heavier engine that will take more effort to handle on and off the boat, you will spend more money buying it and you will pay for more fuel, and all this will not give you benefits.

It will also be more likely to get more fouling growth through the heavier engine, the engine will have more chance of being partially submerged when tilted and the risk of the transom breaking will be increased.

Please also note that in case of an accident with an oversized engine, no insurance will cover the damages and you can be sent to jail if someone is injured.



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



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CHARTING A NEW COURSE IN CARIBBEAN BOAT DESIGN

BY MELINDA GODDARD



While fiberglass flair and sleek sail silhouettes typically glide into silvery sunsets in these waters, the Caribbean demands more rugged, nimble designs than most found in the region for recreation, fishing – even border patrols and rescues. Scantly surveyed reefs and cays pose unseen dangers for propellers, fragile hulls and deep keels and drafts when sailing. And small island budgets that limit the resources needed when a fisherman fails to return at the end of the day require

a sprightly, seaworthy vessel with exceptional visibility, safety underway, and room for a dozen lookouts to continue searching open waters into the night. By day, these islands also beckon from every shore, whether tantalizing aromas from a beach bar grill, a sugary expanse for swimming and sunbathing, or a festival with the best calypso, salsa, soca, reggae or even jazz. When all the moorings are taken or priced out of reach, imagine having a boat you can beach and then safely anchor for a gentle night's sleep.



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While fiberglass flair and sleek sail silhouettes typically glide into silvery sunsets in these waters, the Caribbean demands more rugged, nimble designs than most found in the region for recreation, fishing – even border patrols and rescues.

Four years in the Coast Guard, completing college as a tugboat captain and years of leisure bareboat sailing shaped the specifications for a custom design to address the rigors of Caribbean boating. From the overarching choice of marine-grade aluminum that might dent but not puncture on an uncharted reef, early appreciation for American Bureau of Shipbuilding (ABS) standards also ensured hull integrity and meticulous collaboration between

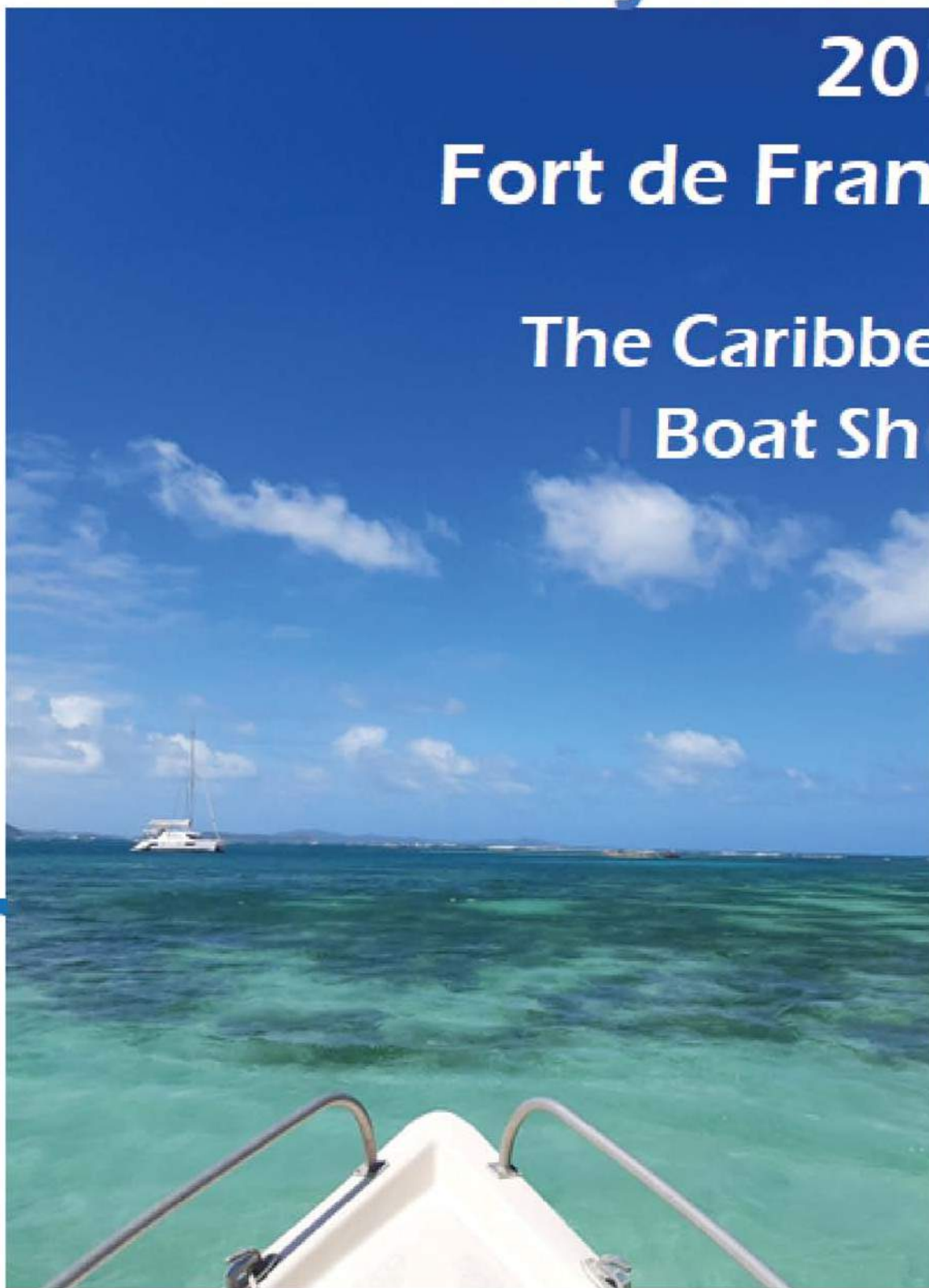
marine architects and engineers for optimal length-to-width ratio, weight, water and fuel tank locations, performance and safety in all sea conditions. Lines of sight can also determine success or failure when trolling or chasing game fish, dolphin or whale watching – and helping find a lost fisherman or boat in distress; thus, the specs demanded a robust, dual-pilot station flying bridge with a generous sun-and-rain overhang and room for six adults seated or standing with stability while underway.

Both the reefs and the beaches helped make the choice of a 292 Hamilton Jet Drive powered by a 500 hp Yanmar diesel engine. That combination allows for quickly planing to 20 knots, accelerating to 30 when needed, and to glide over reefs and pull a generous swim platform within a hop to dry sand with less than 2 feet of draft spanning the 34' hull. Freedom from needing a dingy and the worry of keels and propellers nonetheless didn't alleviate regional woes from sargassum plumes, which eventually led to retrofitting with an automated jet-screen cleaning appliance to round out customization

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When all the moorings are taken or priced out of reach, imagine having a boat you can beach and then safely anchor for a gentle night's sleep.

of this Caribbean gem. Additional creature comforts included a v-berth with upholstered inset, dining table for up to 6, an elevated bench across from the main pilot station, and a galley with freshwater sink, under-counter refrigerator, propane stove – and the head located for privacy outside the cabin. Therein, an “airline” button-operated commode employs an environmentally friendly Raritan waste sterilizer with an integrated shower, wash basin and mirror.

Built in New Zealand and shipped via 40' flat rack, this vessel was commissioned in 2004 in Sint Maarten and christened *Bateau Godot* – a boat worth the wait! Over the

years in Anguilla, the boat has hosted countless friends and family for picnics, swimming and snorkeling, beach bar lunch feasts, racing with dolphins, and hand feeding brown sugar to bananaquits on Prickly Pear. The rod holsters and 1000W sealed transducer fish finder helped land thousands of pounds of Wahoo, Mahi, Marlin and more. And that lofty flying bridge helped search for both fishermen and their wayward boats with an unmatched perspective by any other vessel, near or far. 

*About the Author: Melinda Goddard relocated to the islands with her seafaring husband, Terry Brady, while consulting as an early digital nomad. She chronicled falling in love with Anguilla, building their villa and aspirations for a boat in her book, *One Way Ticket: From America to Anguilla*. As the years have passed, the time has now come to offer Bateau Godot for its next adventure and owner.*

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5 CARIBBEAN LOCATIONS TO (HOPEFULLY) SEE THE GREEN FLASH

BY CAROL M. BAREUTHER

PRESS PHOTO FROM PROPERTY

Infinity Bar, Grace Bay Club

The green flash might sound like the name of a comic book hero. In reality, it's a natural optical phenomenon. It occurs, often elusively and only when conditions are right, for about two seconds. So, blink and you miss it. Those lucky enough to catch the green flash will see an unmistakable green spot appear on the upper rim of the sun as it sinks into the horizon. The two elements needed to provide the best chance of seeing a green flash are a clear day with no clouds on the horizon and a distant horizon with a distinct edge, such as in the Caribbean when looking out to sea. A third element is a great location with an unobstructed view. Here is a sampling of five great places to gather at sunset and try to spot the green flash.

1 Grace Bay Beach, Turks & Caicos. Located on the northeast coast of Providenciales, three-mile-long Grace Bay Beach is world-famous for sun and fun. Add Leeward Beach to the east and Bight Beach to the west, and there is a total of seven-plus miles of stunning white sands and sea with nothing in sight but the horizon. The beach itself, or any number of bars, restaurants, and resorts here, is a perfect perch for hunting the green flash. The Infiniti Bar at the Grace Bay Club is a particularly good spot. "Other good places to look for the green flash are Thomas Stubbs Point in Leeward, Providenciales, and White Sands Beach and Sand Bar, on Duke Street, both on Grand Turk," says Sarah Meyer, publicist. gracebayclub.gracebayresorts.com



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2 Sunset Grille, U.S. Virgin Islands. This beach-front eatery at the Secret Harbour Beach Resort on St. Thomas' east end is renowned for its stunning and glowing orange and yellow hues across the horizon at sunset. "We couldn't imagine a more ideal viewing location for catching that glimpse of the elusive green flash," says Kristy Solt, director of marketing at the St. Thomas Restaurant Group. It's no wonder with this setting that Sunset Grille specializes in sunset dining, often with performances by steel-pan musicians, fire dancers, and Mocko Jumbies after the sun goes down. www.sunsetgrillevi.com



Sunset Grille dining room at sunset



3 Johnno's, Anguilla. Sandy Ground beach has a front-row west-facing view for sunsets. Iconic here is Johnno's Beach Stop, an open-air bar, and restaurant that celebrates its 40th anniversary next year. Fresh seafood on the menu all week-long and happy hours and live music on the weekends sets the stage for watching remarkable sunsets...and green flashes. www.facebook.com/johnnosbeachstop



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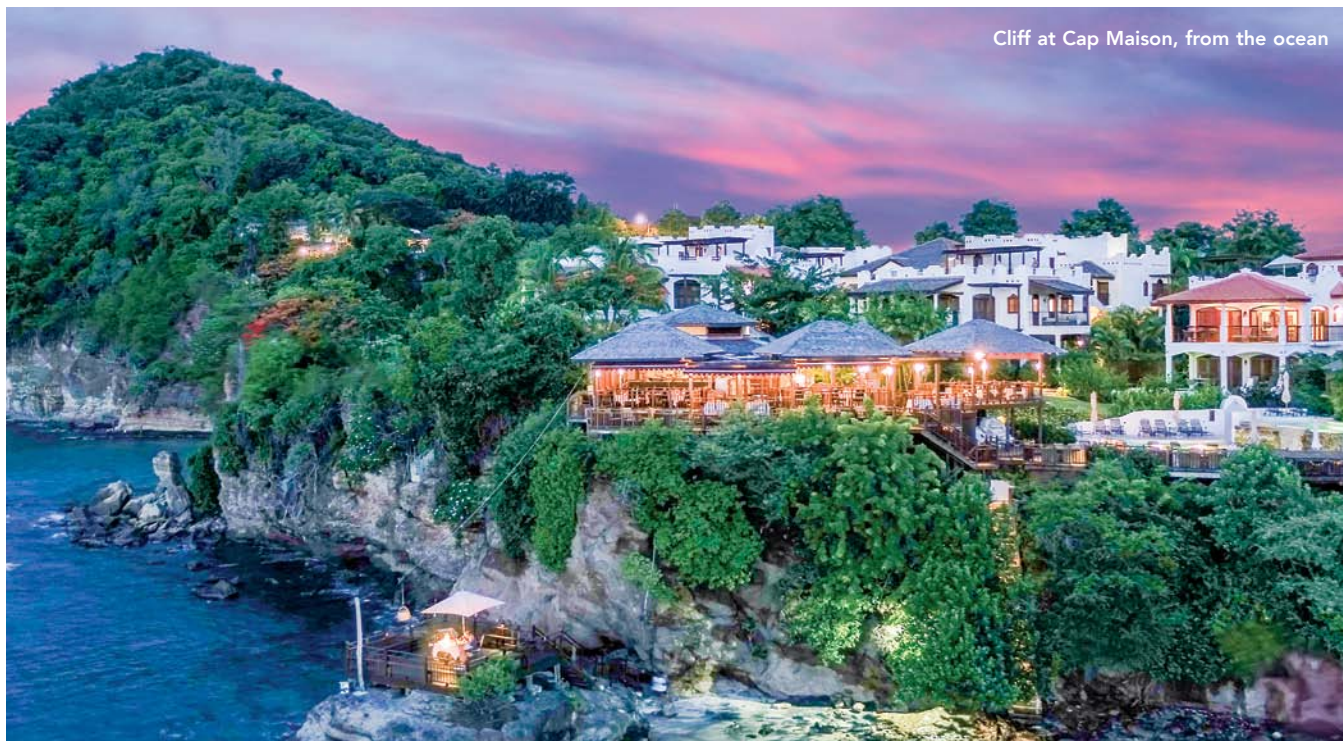
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Cliff at Cap Maison, from the ocean


4 Cap Maison, St. Lucia. "This stunning natural event is really hard to predict, it's really all about focusing on the sunset a few minutes before it dips into the sea. Here, it is best spotted from L'Argent deck next to The Cliff at Cap our award-winning restaurant," says Ross Stevenson, general manager of five-star Cap Maison Resort & Spa, on the island's northwest side. Guests, including non-resort guests, can dine here nightly. A reservation is a must. The menu features an array of delicious cuisine, prepared using locally sourced Saint Lucien ingredients. So, whether lucky enough to catch a glimpse of the gorgeous green flash or not, guests can still enjoy the spectacular sunset from an iconic location on the island. www.capmaison.com




5 Basil's Bar, Mustique. It's a key island pastime for visitors to look for the Green Flash, especially from Basil's, located on the west side of the island at the waterfront of Britannia Bay. "Sunset Jazz at Basil's on a Sunday evening is magical. Islanders flock to listen to live music floating across the balmy waters surrounding the world-famous overwater Basils Bar. Rays and turtles glide past, backgammon boards come out and Mustique mules are poured as the sun starts to set and the keen-eyed might hope to spot that elusive green flash... the lucky few get bragging rights at beach picnics on Macaroni the next day!" says Lucy Fleming, Basil's press rep. basilsbar.com




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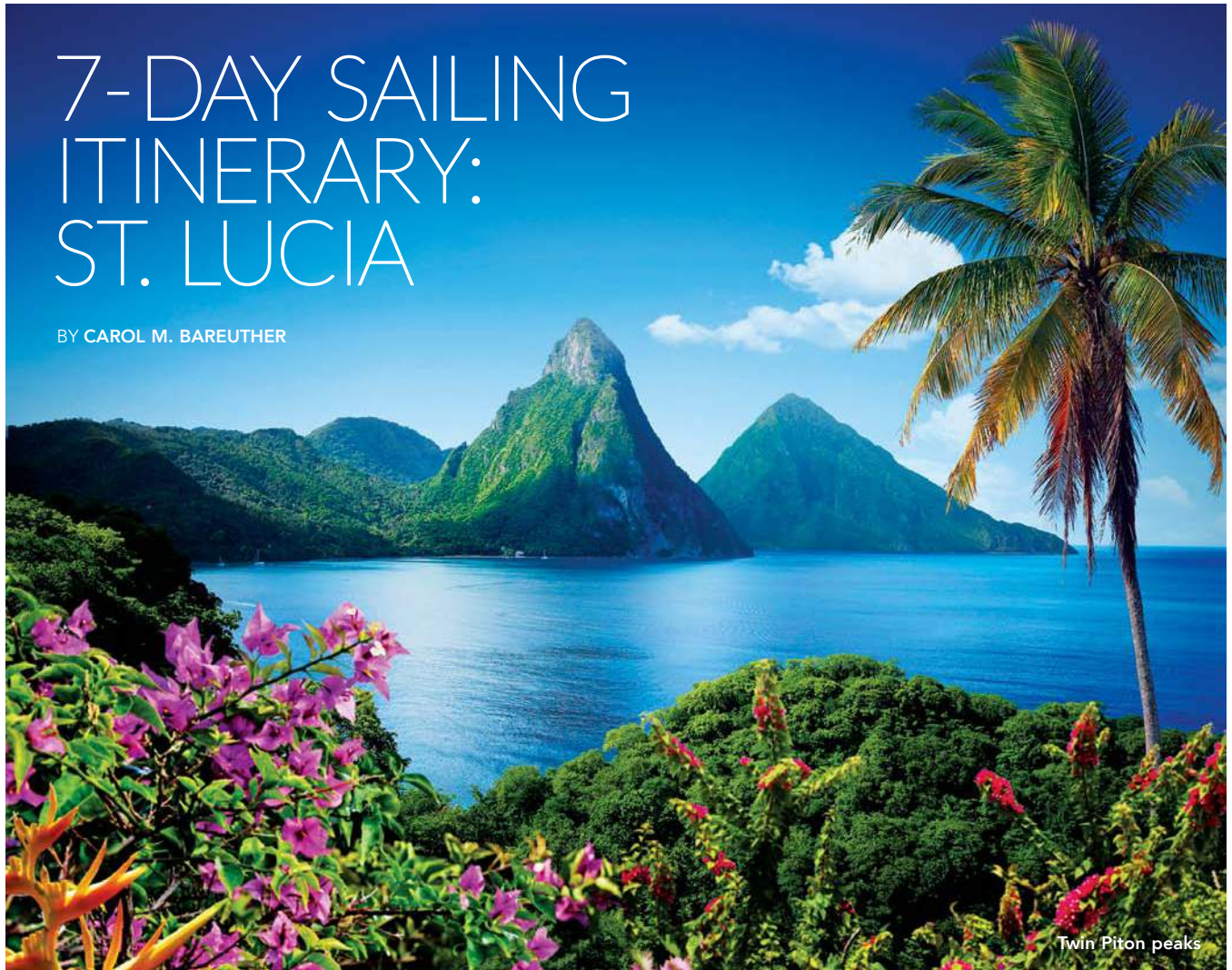



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7-DAY SAILING ITINERARY: ST. LUCIA

BY CAROL M. BAREUTHER



Twin Piton peaks

St. Lucia is a terrific 2-for-1 charter destination. This 238-square-mile Windward Island, located south of Martinique and north of St. Vincent, boasts enough beautiful anchorages to spend an entire week sailing. St. Lucia is also an ideal jumping-off point to sail south and explore St. Vincent and the Grenadines. Save the latter for a second trip and enjoy St. Lucia all by itself for the first charter to this destination.

"One of the jewels of the Windward Islands, St. Lucia offers an abundance of natural beauty, pristine sandy beaches, and lush landscapes. Thanks to year-round trade winds, the destination provides travelers with excellent sailing conditions no matter the season. Ideal for the active set, the island's beaches are suited for swimming, snorkeling, kayaking, windsurfing, and more. There are several highlights throughout the island from the magnificent Marigot Bay to the historic Pigeon Island, but the destination's true claim to fame is the Pitons, a picturesque set of twin peaks

soaring 2,500 feet high. No trip to St. Lucia is complete without exploring the Pitons," says Ian Pedersen, senior marketing manager for Clearwater, FL-headquartered, The Moorings, and Sunsail, whose base is located at IGY's Rodney Bay Marina.

The Moorings fleet of bareboat and crewed charter yachts include 40- to 51-foot sailing monohulls and catamarans and power catamarans.

There's an advantage to starting a charter out of Rodney Bay, on St. Lucia's northwest side, according to Ulrich Meixner, owner of DSL Yachting, also located at IGY's Rodney Bay Marina. "There are comprehensive services here and easy accessibility to supermarkets, restaurants and bars, hardware stores, computer stores, and more."

DSL offers a fleet of bareboats for charter ranging from a Sun Odyssey 32 monohull to a Lagoon 44 catamaran.

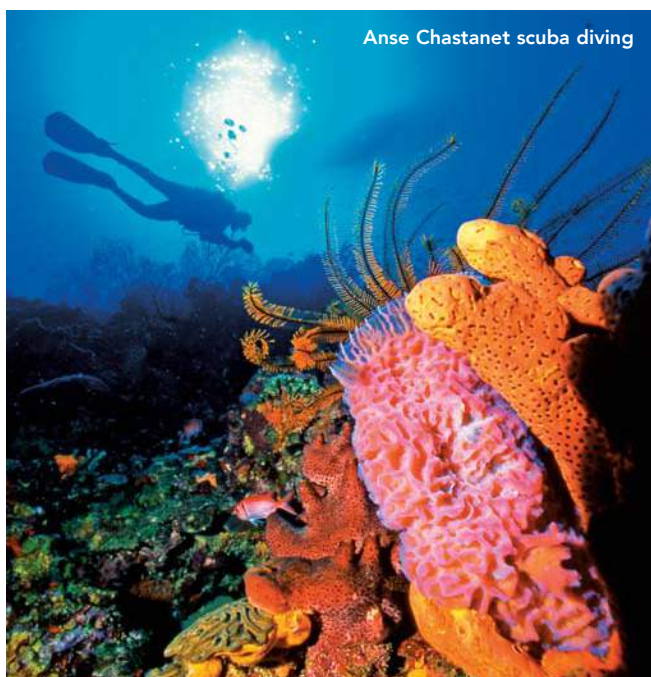
HERE IS A SAMPLE 7-DAY CHARTER ITINERARY WITHIN ST. LUCIA:

DAY 1: RODNEY BAY TO MARIGOT BAY. Cast off for about a 4-hour (14 nautical miles) sail south. Marigot Bay is a secluded anchorage traditionally used as a hurricane hole. In fact, the Marigot Bay Resort, Spa, and Marina has a restaurant called the Hurricane Hole, where you can sit open air on the water and dine on salads, sandwiches, and seafood.

"Marigot Bay is a beautiful sight, and it greets guests with the sights of deep blue waters, tropical mangroves, palm trees, waterside dining, and a view of the hillsides. The marina welcomes all classifications of vessels and provides convenient access to a 5-star luxury resort that is open to boaters and their guests year-round," says Geraine Georges, public relations manager at the St. Lucia Tourism Authority.

The Resort also charts its 113-foot Star of the Seas Motor Yacht for 3- to 10-night crewed charters. Marigot Bay is one of the filming locations for the original or 1967-released movie, Dr. Doolittle. Today, you can also enjoy eating and drinking at Doolittle's Restaurant across at the Marigot Beach Club & Dive Resort.

DAY 2: ANSE COCHON. Nine miles south are this small town's beautiful beaches, idyllic island views, and a delightfully laid-back vibe. By boat is the best way to access the beach. Or snorkel or go diving to explore the wrecks here. One is the Lesleen M, a 165-foot freighter purposely sunk over 30 years ago to create an artificial reef. There are corals, sponges, and



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many fish to see. The Soufriere Marine Management Area starts just south of here, where there are protected zones for yachts, fishing, and as a marine reserve.

DAY 3: ANSE CHASTANET. Get up at sunrise and sail for an hour or two south to Anse Chastanet. There's a small jetty to tie up your dinghy, and the anchorage is close to the jetty. Go ashore and enjoy an elegant breakfast at the Anse Chastanet Resort's Treehouse, an open-air eatery overlooking the Caribbean Sea. Go local and try the St. Lucian Green Fig & Saltfish, a combination of locally caught house-cured mahi, cucumber and tomato salad, avocado dip, banana ketchup, and coconut oil. The reef off the beach here is fish-filled and scenic for snorkeling.

DAY 4: PITONS BAY. About 8 miles further south, past the port town of Soufriere, is this quiet bay with St. Lucia's iconic twin Pitons rising high. There are mooring buoys off Sugar Beach, a Viceroy Resort. Explore ashore. Take a taxi to the world's only drive-in volcano. Tour guides lead you past pools hissing with steam and sulfur bubbling springs. The big thrill in this anchorage is going to sleep and waking up embraced by the close-up and personal view of a majestic Piton on either side.

DAY 5: MALGRETOUTE BAY. Sail north a few miles to his bay. It's a great access point to hike the Pitons. Hire a guide or sign up for a hiking tour. Gros Piton, the larger of the two, rises over 2,500 feet above sea level. To fill up before or refuel afterward, seek out a local bakery in the quaint town of Soufriere. Look for the coconut cake that is more of a bread or cassava bread, made savory with saltfish or sweet with dried fruits.



Pigeon Island smaller sunbeds

DAY 6: ANSE COCHON. Today is a sailing day. Set off from Malgretoute Bay, set out the fishing rods, and set your sights on catching mahi, wahoo, or tuna for dinner, depending on the time of year. It's not uncommon to see sea turtles or dolphins while cruising. Pull into Anse Cochon and anchor for the night.

DAY 7: PIGEON ISLAND. Sail back north to Rodney Bay. Drop anchor at Pigeon Island. There are two white sandy beaches. Plus, this 44-acre island, which is now connected to the mainland by a causeway, has 18th-century military structures such as forts, a panoramic lookout, and a pub and restaurant. This stop makes the perfect way to end a weeklong charter in St. Lucia. www.moorings.com, www.dsl-yachting.com, www.stlucia.org



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REPLACING THE WINDOWS ON THE DODGER

TEXT, PHOTOS AND DIY EFFORT: **BIRGIT HACKL AND CHRISTIAN FELDBAUER**



Brittle and milky after 10 years UV exposure

A flexible sprayhood is a wonderfully practical thing. It keeps the cockpit dry during passages or on rainy days, but it can be folded away in case you sail with a purist who needs wind and waves directly in his/her face, if you want to reduce windage preparing for a storm at anchor or when you get the boat ready for storage. The disadvantage of foldable plexi windows is their limited lifetime. We rinsed off our sprayhood after each passage, took care not to get any chemicals on the windows that might harm the material and managed to keep them for ten years. At some point they turned milky, but we gradually adapted to the limited view and got used to peeking through the gap between sprayhood and bimini. In the end the windows got so brittle that one of them was smashed in during a rough passage, maybe by a flying fish, maybe by a flogging rope, we never found out. We did a make-shift repair with masking tape underway to keep the splashing waves out and to save the potted plants in our sprayhood garden from a salty death.

After arriving at our destination we contemplated our options. Sailing on was a no-go, but we were on a remote island with no professional sailmakers to turn to. We fretted, pondered the issue, made some calls, ordered material, worried a bit more and finally tackled the project. The dreaded project was easier than imagined and the result turned out better than expected, so we decided to share our newly-acquired knowledge with you.

Here are 10 steps to a clear, wrinkle-free DIY vista from the cockpit:

1 MATERIAL NEEDED

A sewing machine (a professional sailrite would be great, our old, sturdy Pfaff house-hold machine did the job as well), a roll of foldable plexi (material thickness between 0.5 mm and 1 mm), UV-resistant thread (we use Tenara, teflon-based indestructable stuff), house-hold scissors, a seam-remover (or better two), two pairs of steady hands and good nerves.



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2 PLANNING IN 3D

A sprayhood is a complex 3-dimensional construction that becomes thoroughly confusing when you have to make it 2 D in order to fit it on the saloon table and into the sewing machine. It is therefore important to make a detailed project plan, mark port and starboard as well as up and downsides on all windows before taking the dodger off.



3 CUTTING THE OLD WINDOW

The old windows keep the fabric in shape, so you want to keep them in as long as possible. We therefore did NOT remove the old seams, but sliced the old plexi material right between the two parallel, old seams, leaving them in place.

4 CUTTING THE NEW PLEXI

Foldable plexi is easy to cut with household scissors. We cut the new material roughly in shape, leaving a broad margin on all sides--to be on the safe side in case of errors.



5 TAPING ON THE NEW PLEXI

We pressed the new windows firmly to the inside of the old material. Then we taped it down. Using double-sided tape would make the work easier and more exact, but we didn't have any, so we made do with regular masking tape, which unfortunately cannot be applied on the inside, but just around the fringe.



6 SEWING THE OUTER SEAM

The next challenge is to get the sprayhood to fit into the sewing machine without ripping the tape accidentally off. We rolled it as tightly as possible to be able to squeeze it into the machine, inner side of the sprayhood facing up. Then we sewed a new seam just outside the old seams, staying parallel to the outer one. We did the long, straight lines first (pressing



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down the material and straightening all the time) and only did the rounded corners last--squeezing and pulling the material in order to do curved seams could easily dislodge the two layers of plexi and lead to wrinkles.



7 REMOVING THE OLD SEAM

Now it's time to remove the inner one of the old seams gently with a seam-remover--scissors would be too risky as you could easily slip and damage the new window.



8 REMOVING THE OLD WINDOW

As soon as the seam is off you can pull out the old window and remove all bits of thread. The outer one of the old seams simply stays in place and does not have to be removed.

9 ADDING AN INNER SEAM

We rolled the fabric up again, stuffed it back into the machine and added an inner seam, staying close to the edge of the sunbrella. As a last step we cut off the excess material on the outside. Tada! First window finished!



Panoramic view again



10 REPLACING THE OTHER WINDOWS

Now you simply have to repeat the procedure until all windows are replaced, mount the sprayhood, wash off the cold sweat, settle down in the cockpit and enjoy the long-missed panorama!



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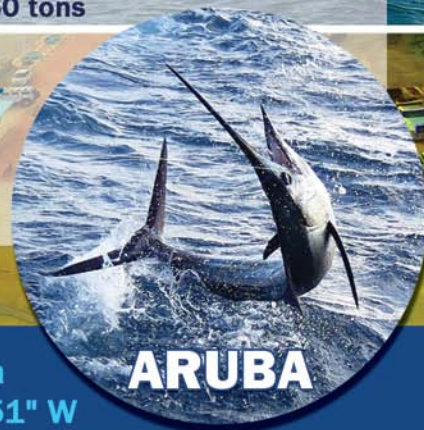
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TOPPER'S – SINT MAARTEN

RUM REVIEW BY CLINT AND TERRY BORAM



Clint recently had a business trip to Sint Maarten where he discovered Topper's Rhum. Notice that's Rhum with an "h" to honor the traditional French spelling of the word. While he didn't take the distillery tour, Clint did bring home three of the six flavors Topper's produces.

Topper and his wife Melanie own Topper's Restaurant and Bar in Philipsburg, Sint Maarten. Since 1994, Melanie has developed a hobby of making "concoctions" of rum in her home-based kitchen. Eventually, they began making these rhums to

be offered to their restaurant guests as after-dinner drinks. Customers constantly asked if they could purchase a bottle of these "concoctions." Soon one bottle became two and so on until they were producing a supply for the restaurant and local stores. In 2012, they partnered with Mike and Thelma King to build a 6,000 sq. ft. distillery in Sint Maarten, and to distribute products throughout the world.

The rhums are made using imported sugarcane and natural ingredients. There are never any sugar or preservatives added to the rum. Toppers currently produces six flavors for mass

distribution however, when you take a tour, you can sample the many flavors that Melanie is still dreaming up

Clint brought home three flavors that we tried neat, then in a cocktail.

CARIBBEAN WHITE

The rum has a hearty feel on our palate with none of the alcohol burn typical of whites. There are floral notes with hints of green bananas. We are surprised by how much this white satisfies our taste buds.

When mixed with Coke the white rum tempers the sweetness of the Coke with the floral and green banana notes coming through. What's missing is the bite a typical white rum adds to Coke.

COCONUT

It smells like we just cracked open a coconut. The strong fresh coconut taste comes through immediately without the typical sugary taste most coconut rums have. The initial hit of the coconut quickly diminishes from a 10 to a 3 and remains there until the finish.

We paired the coconut with pineapple juice. Let's just say we could drink a lot of these. The two complement each other in a way that doesn't overpower us with sweetness. Each flavor is in perfect harmony.

SPICED

We differ greatly on this rum. Clint finds it to be very mild with minimal spice and zero finish while Terry had a wow moment when the rum hit her palate. The rum literally exploded in her mouth with a barrage of spices. Black pepper, cinnamon, cloves, star anise, and a hint of paprika. The finish stays with Terry for quite a while. It's spice rum that Terry can finally enjoy.

Mixed with Coke, the cocktail is smooth with spice undertones and a little sweetness of the Coke. A coffee note dominates this cocktail.

OVERALL

We were pleasantly surprised by the complexity of Topper's rum. At \$17/bottle, we will definitely be putting the Coconut in our everyday stock.

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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Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16	FREE
Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		●	●	●	●	●	●	●	88A	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase				●	●	●	●	●	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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

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3



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4



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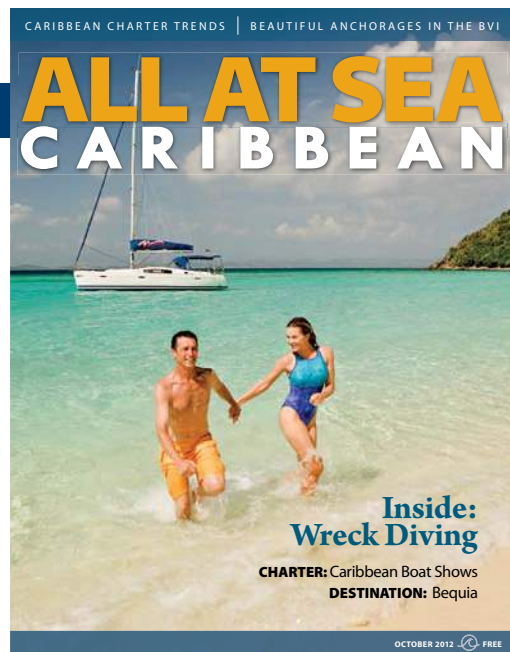
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7 ST. GEORGE'S, GRENADA. The beautiful nearly ¼-acre lot is in Lance Aux Epines, on the island's south side. It features a panoramic view of the sea-facing east, with one hundred (100) feet of natural beach. The lot is big enough to build a cottage, pool, and gazebo. Near church, park, university, airport, and restaurants. Price: US \$500,000

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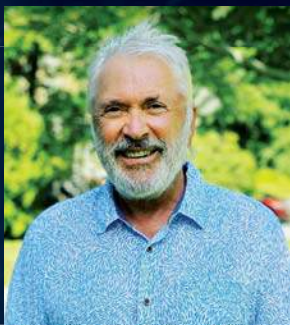
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STEVE VARROW takes the natural progression to a professional yacht broker after spending the last 17 years in the Caribbean as a well known charter skipper, RYA Instructor and charter yacht broker. His experience sailing, running and managing crewed 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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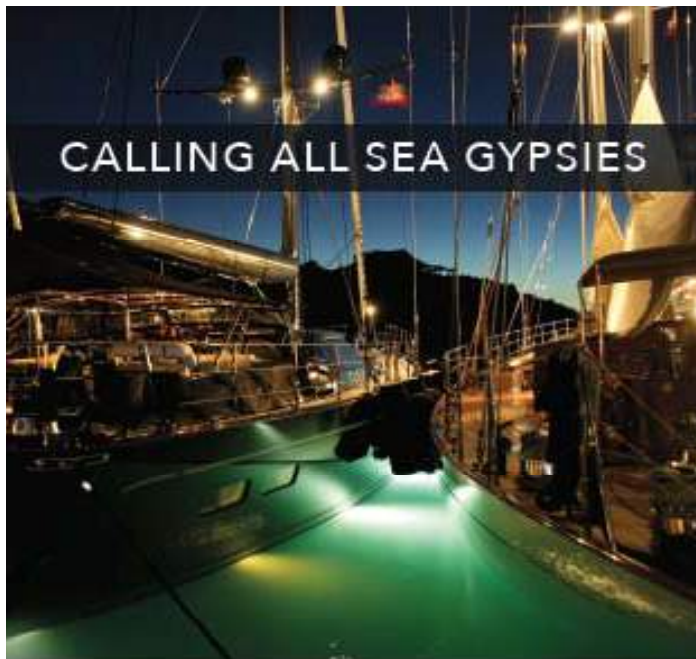
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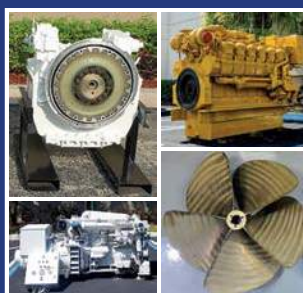
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BY CAP'N JAN ROBINSON

Let's spring into spring with some positive energy. When it comes to health, what you add to your plate is more important than what you should not be eating and leave off. Focus on filling your dinner plate with "plant-based or lean protein, whole grains, and lots of veggies for a big nutrition boost. Variety is an important part of a healthy diet.

SAUTEED KALE & BROCCOLI WITH GARLIC AND LEMON

Prep time: 20 minutes. Cooking time: 20 minutes. Serves: 4 - 6

2 bunches of kale (about 1-1/2 lbs) preferably lacinto

1-3/4 cups water, divided

2 large heads of broccoli, washed, trimmed, cut into florets

3 Tbsp. Extra Virgin Olive Oil, divided

4 Tbsp. Ghee or unsalted butter

5 cloves garlic, minced

1 tsp. ground nutmeg

Freshly ground sea salt and black pepper, to taste

1/2 lemon, squeezed

GARNISH: Himalayan salt and crushed red pepper

Prepare the kale by removing the tough stems and ribs; coarsely chop the greens. Cook the kale in 1 cup water in a large skillet over medium-high heat, covered, until barely tender, 2 to 3 minutes. Transfer to a colander. Cook broccoli the same way with the remaining 3/4 cup water. Transfer the kale to a large bowl; drain the broccoli in the colander. Wipe the pan dry. Heat 2 tablespoon oil in the skillet over medium-high heat. Add the broccoli and kale. Sprinkle with salt and pepper; cook, stirring often, until broccoli and kale are tender with a few browned spots, about 4 minutes. Mix in the garlic and cook another minute. Sprinkle with nutmeg and toss lightly. Transfer to a warmed bowl. Pour the lemon juice over the vegetables toss to combine. Garnish: top with a sprinkling of Himalayan salt and crushed red pepper, if desired.



TIP: You can prepare vegetables and refrigerate for up to 2 days. Finish the cooking, just before serving.

HINT: Serve this recipe alone or with Sautéed Scallops, roasted chicken, turkey or any seafood dish or on top of your favorite whole grain, such as quinoa or farro.

SAUTEED SCALLOPS

Prep time: 5 minutes. Cooking time: 5 minutes. Serves: 4 - 6

2 lbs large scallops

1/2 cup clarified butter; ghee - divided

1 Tbsp. extra virgin olive oil

1/2 tsp sea salt, to taste

1/4 tsp freshly ground black pepper

1/4 tsp. red pepper flakes

1/4 tsp. sweet paprika

5 cloves garlic crushed or grated

1 large lemon, zested, 1/2 of it squeezed

1/4 cup parsley, roughly chopped

Before cooking the scallops, make sure you pat them dry on paper towels. Heat large cast iron skillet on medium heat. In a medium size bowl toss the scallops with a drizzle of olive oil or butter ghee; just enough to coat them. Then sprinkle with the sea salt, pepper, pepper flakes, and sweet paprika. Toss to coat gently. Add a little drizzle of butter ghee to the hot skillet, just enough to coat the bottom. Add the scallops in a single layer; make sure not to overcrowd the pan. Sear for about 2 minutes until nicely golden. Use a small spatula to flip them over individually and cook for another 2 minutes. Add the garlic, remove skillet from heat. Move the garlic around in the skillet for about 30 seconds. Squeeze half of the lemon over the scallops and move the skillet around a little so it combines with the butter. Sprinkle with parsley and lemon zest. Serve immediately. 🌱

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