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JULY 2022 &

The Caribbean's Waterfront Magazine



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COVER SHOT: Don't miss Martinique's Tour des Yoles. Image Courtesy of M. Sambi







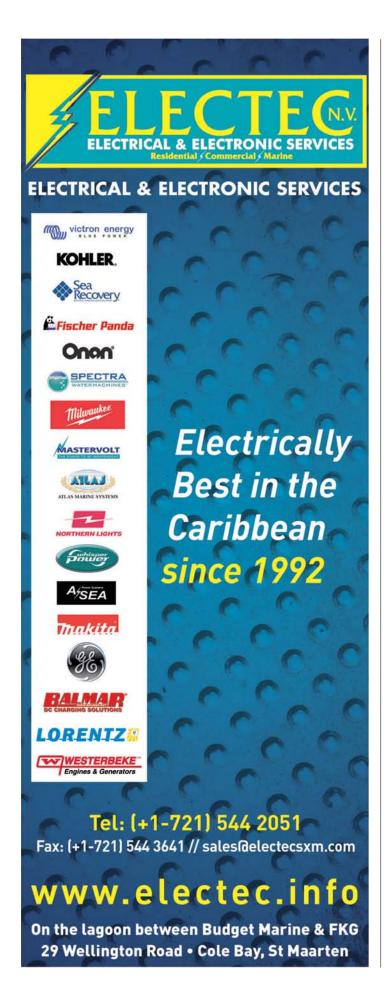
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WE WANT TO HEAR FROM YC

Dear Editor,

The story by Melinda Goddard entitled "Charting a new course in Caribbean boat design" on pages 30 to 34 seems more like an advertisement for the sale of their alloy boat than an actual technological advance in boat design. The for sale advertisement on page 66 further supports this belief. What's going on here?

There are lots of metal vessels in the Caribbean with various types of jet drives since the late 80's over 35 years ago. Now if one of these Caribbean metal jet drive vessels could get up on foils and cruise at 50+ knots then that development would be charting a new course in Caribbean boat design.

> Thank you. Tom Merrigan, retired

CHARTING A NEW COURSE IN CARIBBEAN BOAT DESIGN



hile fiberglass flair and sleek sail silhouettes bybically glide into silvery sunsets in these waters, the Caribbean demands more rugged, nimble designs than most found in the resonable proposed in the silvery sunsets in the said signs than most found in the resonable silvery seems border patrols and rescues. Scantily 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

sprightly, seaworthy vessel with exceptional 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 suhnathing, or a festival with the best calypso, salss, socs, 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 reach, imagine having a boat you can beach and then safely anchor for a gentle night's sleep.

30 ALLATSEA.NET MAY 2022

Good morning Tom,

Thanks for reading ALL AT SEA.

You're partially right... And most importantly, I now see it from your perspective and agree with you.

I saw the editorial and thought it might generate some good thought on the "right kind of boat" for the Caribbean and get people thinking about what they need. Yes... The boat is also for sale in a paid advertisement in the back of the magazine.

My intent was good, but the execution of the intent was poor and I appreciate you calling me on it. Please accept my oversight and attention to this kind of duplicity in the future.

Editor, ALL AT SEA

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



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CARIBBEAN NEWS



TEAM ANTIGUA & BARBUDA AMONG FIRST TEAMS TO QUALIFY FOR SSL GOLD CUP'S FINAL SERIES

Like soccer and rugby, sailing now has its own World Cup. The SSL Gold Cup, organized by the Switzerland-based Star Sailors League (SSL), a global inshore sailing circuit launched by Olympic athletes in 2012 and supported by sailing stars like Dennis Conner, is designed to crown the best sailing nation in the world. Interestingly, Team Antigua & Barbuda entered the first Qualifying Series in May as a wild card meaning they weren't among the World's Top 56 countries based on their SSL Nation ranking. However, after four days of racing against SSL Teams from Tahiti, Bermuda and Puerto Rico on 11-crew matched SSL47s (modified RC44) on Lake Neuchatel in Switzerland, SSL Team Antigua & Barbuda won and qualified their island nation to compete in the Final Series, which will take place in Bahrain, October 28 to November 20.

"We were definitely the youngest team in the competition. Many of the other SSL nations' team members all grew

up sailing together. You could see that with regards to their mindset and communication," says Shannon Falcone, team captain, who has six America's Cups under his belt including sailing for Italy's Luna Rossa Prada Pirelli team last year. "We were able to train last summer at the lake venue and in the boat, and that was invaluable especially because we had a full range of conditions. In the qualifiers, light air sailing was the biggest challenge for the team. Day two we had heavy air, 20-plus knots like we're accustomed to in the Caribbean, and won our race by over 3 minutes. In the end, we ended the double-points last day in first by continuing our same sailing style: we raced our own race and were very positive that even when we were in third or fourth, we always fought back up to get firsts and seconds. The advancement to the Finals means

everything. We showed that we punch above our weight, as Antigua & Barbuda does a lot in sailing anyway. Looking ahead, we have nothing to lose and everything to gain."

Members of the SSL Antigua & Barbuda Team are Falcone, Tristan Louwrens, Junella King, Daniel Smit, Rocco Falcone, Louis Bavay, Jules Mitchell, Alex Sinclair, Vincent Anfi, Rhone Kirby, Jalese Gordon, Jareese Finch, and Giles de Jager. https://goldcup.starsailors.com/

CURAÇÃO MARINE IN NEW EXPERT HANDS

May 1st marked a change at the helm for Curação Marine. Local entrepreneurs Justus and Jens van der Lubbe, have taken over the business, which is located at a nearly 30,000-square-yard site at the Pletterijweg on Parera near Willemstad. While father Justus continues with his insurance company Inter-Assure, son Jens serves as co-owner. Jens, born in St. Maarten and raised in Curaçao, holds diplomas in international business management and marketing, is multilingual and previously ran his own company, Marine Zone, which focused on boat maintenance and sales of boat products. Gareth Weber is the yard manager. Weber served in this position under the previous owner Harry Faydherbe, who chose to hand over the company to a younger generation. As the largest shipyard of its kind in Curação, and thanks to an excellent reputation at home and abroad, Curação Marine has the potential to attract an increasing share of the regional market. That is what Jens van der Lubbe is aiming for.

"Shortly, we will be expanding with a boat storage rack, twostory garage for vehicles, two more stories on the main office roof for apartments and offices, and adding an 80-ton trailer, an on-site parts shop, and small restaurant, " says Justus van der Lubbe. "We will also be redesigning the property to gain more efficiency on the yacht storage by adding more space





GORVETT NEW REGATTA MANAGER FOR GRENADA SAILING WEEK



handed over the reins of running Grenada Sailing Week (GSW) to Carol Gorvett. Gorvett, who was elected Commodore of the Petite Calivigny Yacht Club (PCYC) last year, is a sailor and experienced project and program manager. Most recently, she expertly managed GSW - the PCYC Edition 2022. It proved a baptism by fire for Gorvett, with a new team combined with the challenge of turning a traditional 6-day event into 3 days, and on Grenada's sister island of Carriacou. However, all worked out well, with a very successful GSW comeback following a hiatus due to the pandemic.

"I am excited to be Regatta Manager for GSW 2023," says Gorvett. "The event has a long history of being well run and highly regarded, so I have big shoes to fill. I was the operational manager for the smaller 2022 event, and I've been a competitor, so I know what is involved and what sailors look for in a good regatta. Although the next GSW isn't until January 29-February 3, 2023, the team and I are already working hard to get everything ready. The 2023 event will have the added excitement of being held across two islands, Carriacou and Grenada, and will provide a richer sailing environment with more to explore for the participants. I am confident that the Grenada Sailing Week 2023 is going to be the best start to the Caribbean racing season, and I am very much looking forward to it!" https://grenadasailingweek.com/

and adding an extension on the main pier to add 30 berths for mono and multihulls."

Curação's position south of the hurricane belt makes it ideally suited for the safe storage of expensive yachts. Curaçao Marine has room for up to 240 vessels on dry land plus more than 40 docked. More than storage, facilities, services and trained personnel can perform large-scale maintenance on yachts. This includes cleaning, osmosis treatment, closed cabin spraying, engine maintenance and repair, fiberglass repairs, electrician and communication equipment work, and thorough mast and hull inspection. The yard works with an experienced sailmaker for custom repairs and canvas fabrication. Curação Marine's extensive customer service includes providing laundry services, arranging for a rental car, and offering a shuttle service to and from the supermarket. In all these ways, Curação Marine, and the island of Curação in its wake, is becoming a household name in the world of affluent global sail and motor yacht owners. curacaomarinezone.com

BVI-HEADQUARTERED PARTS & POWER LTD. AWARDED ADDITIONAL TERRITORY IN THE CARIBBEAN FOR PERKINS DISTRIBUTION

There's good news for Perkins engine owners. Perkins' Caribbean distributor, Parts & Power Limited, located in Fish Bay, Tortola, BVI, is expanding its customer service area after being awarded additional territory in the region, with Trinidad and Tobago, Guadeloupe, and the ABC Islands (Aruba, Bonaire, and Curação). The addition of these islands to Parts & Power is part of the UK-headquartered Perkins Engines Company Limited's distributor strategy to further strengthen its service network by providing engine expertise and services for Perkins-powered machine owners and operators.

"Parts & Power has been a Perkins Distributor for nearly 50 years," says Tom Gerker, managing director. "The products have changed over that time, but the core values of both companies have remained the same. In a time when more and more engine





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manufacturers are reducing local service providers, Perkins still makes it possible for local representation of their products. They recognize that a service provider in a small Caribbean country does not have the resources, or market, that service providers in the US and UK have. That allows us to be able to set up dealers in almost every Caribbean country without the burden of them having to purchase tools or stock parts for equipment that is not in their country. They can focus their Service on the products that they do have. Caribbean people have been counting on Perkins engines for over 60 years. Perkins recognizes and appreciates that." www.partsandpower.com



TRANSAT PAPREC, FORMERLY TRANSAT EN **DOUBLE CONCARNEAU – SAINT-BARTHÉLEMY, BECOMES FIRST MIXED DOUBLE-HANDED** TRANSATLANTIC RACE

There's a new name and a new game plan for the Transat en Double Concarneau - Saint-Barthélemy, a race that now starts from Concarneau, in northwest France and ends in St. Barths, nearly 4,000 miles. It's now called the Transat Paprec, in honor of the title sponsor, Paprec, a French leader in recycling. New too, is the 100% mixed male-female double-handed format. This makes the Transat Paprec, which launches next in April 2023 in collaboration with OC Sport Pen Duick, the FFVoile, and the Figaro class will become the first transatlantic race contested by male-female double-handed crews. It will be sailed on a 35-foot Beneteau Figaro 3. This mixed format is already prevalent in Olympic classes such as the 470 and the Nacra, but again, this is the first time it's being included in a transatlantic race.

It's an excellent thing for a lot of reasons, we should be seeking equality," says Nils Palmieri, winner of the last doublehanded transatlantic race with Julien Villon. "I think it's great that men and women sail together on the same boat. It's also an excellent thing for partners and sponsors, especially mine, for whom the notion of mixed doubles appeals."

The mixed doubles move is in keeping with the strength and

innovations in the event for 30 years, adds Joseph Bizard, general manager of OC Sport Pen Duick. "Born from our exchanges with our partners, the Figaro class and the French Sailing Federation, this strong concept will position the event at the center of the challenges of our sport and at the heart of the expectations of the public to promote diversity and contribute to the growth of female sailors." www.transatpaprec.com

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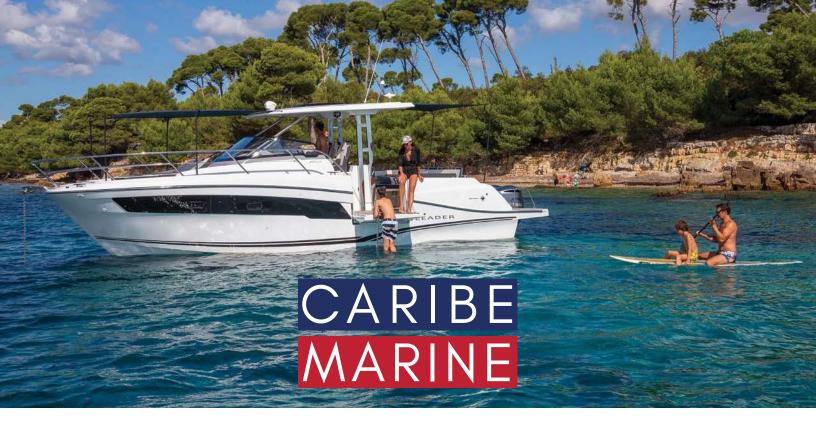
It can't spin straw into gold, but it can turn seawater into fresh drinking water. Researchers at the Massachusetts Institute of Technology (MIT), in Boston, USA, have developed a portable desalination unit. The suitcase-sized device, which weighs less than 22 pounds, requires less power to operate than a cell phone charger and can also be run by a small, equally portable, solar panel. Unlike other portable desalination units that require water to pass through filters, this device uses electrical power to remove particles from drinking water. Eliminating the need for replacement filters greatly reduces the need for long-term maintenance. Plus, this portable desalination unit is user-friendly with the push of a button.

What does that mean for sailors?

"Most of the sailors already have reverse osmosis (RO) portable desalination units," answers Junghyo Yoon, one of the researchers at MIT's Research Laboratory of Electronics, that created this device. "However, they continue to want lighter, lower-power portable desalination devices, as well as those that are maintenance-free. For example, an unexpected fouling issue requires membrane replacement. It is not a problem if a sailor has these in stock, but if not, then sailors can't make drinking water."

Yoon says he and fellow MIT researchers are planning to scale up the production rate to meet the requirement of large yachts. The current version of the device can produce 7.2L per day. news.mit. edu/2022/portable-desalination-drinking-water-0428





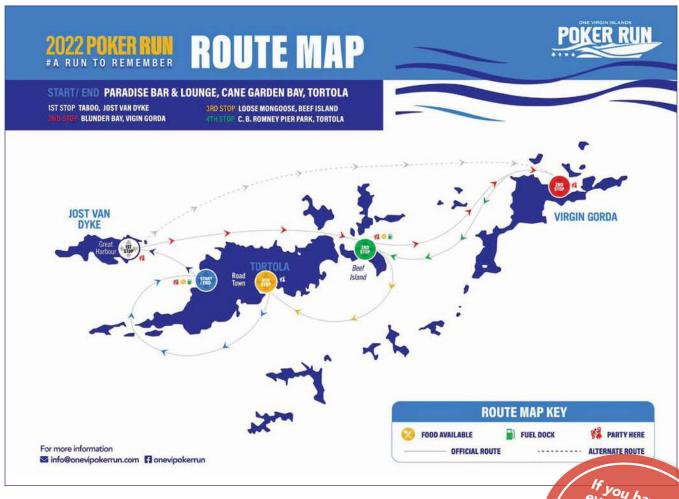
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JULY 2022 EVENTS



JULY 3: One VI Poker Run.

Power-boating fun is back in the British Virgin Islands. Registration begins at 8:30 a.m. at Paradise Bar & Lounge, in Cane Garden Bay. The run starts at 10:45 a.m., with stops at Taboo, on Jost Van Dyke; Blunder Bay, Virgin Gorda; the Loose Mongoose, on Beef Island; the C.B. Romney Pier Park, Road Town, Tortola; with the finish back in Cane Garden Bay. Up for grabs is \$20,000 in cash and prizes. Organized by Black Point Entertainment and Boat Drama. www.facebook.com/ onevipokerrun

JULY 10: Bastille Day Kingfish Tournament.

Catch a whopper king mackerel (kingfish) and win \$3,000 in this perennially favorite event held at Hull Bay Hideaway, on St. Thomas, U.S. Virgin Islands. There are many other prizes too including Best Boat, Best Captain, Best Male, Best Female, Best Junior Male, Best Junior Female, and other fish species such as Largest Barracuda, Bonito, and Mackerel.



Captain's Meeting on July 8 at 7:30 p.m. Registration is \$45 for adults; \$35 for junior anglers ages 8 to 17. Lines in at 5:30 a.m. on July 10, with Weigh-In at Noon and the Awards Ceremony at 6 p.m. "We invite anglers who have fished with us for many years, newcomers, residents, and visitors alike to try their luck catching a whopper kingfish," says Catherine Bryan, one of the tournament co-directors and member of the host Northside Sportfishing Club. www.facebook.com/Northside-Sportfishing-Club

JULY 16 - 17: BRISA CUP & SAN JUAN 500 FFFDFR RACE.



The Borinquen Islands Sailing Association's signature BRISA Cup started 15 years ago after the association was founded at Marina Puerto del Rey. Today, the event is a must-do for CSA Racing, CSA Performance Cruising, and Jib & Main racers. This year honors BRISA's first president and founder, the late Nelson Ramirez. "This event will be the first leg of a Series beginning with races in Fajardo on July 16 and on the 17th, we race from Fajardo to San Juan as a feeder race for the San Juan 500 International Regatta," says Graham Castillo, BRISA Commodore, and Regatta Chairman. www.brisaweb. net, yachtscoring.com/emenu.cfm?eID=15292

JULY 29 - 31: International Deep-Sea Classic.

The Grand Caribe Belize, located two miles north of San Pedro on Ambergris Caye, anticipates nearly 50 boats, each filled with anglers, will participate in this 6th annual event. Tuna, wahoo, and dolphin (mahi-mahi) are the targeted species. Up for grabs is over \$200,000 in cash and prizes. Special guests for the event are marine artist, Carey Chen, whose artwork will be up for silent auction. The beneficiary of the event is the





JULY 23 - 24: SAN JUAN 500 INTERNATIONAL REGATTA AND DINGHY RACE.

Live music, tall ships, great sailboat racing, and a memorable festive environment make this once-in-a-lifetime event a 'must do', according to Graham Castillo, BRISA Commodore, and Regatta Chairman. Classes will include CSA Racing, Performance Cruising, Jib & Main, IC 24s, O'Day Mariner 19, Nativos 17 (locally built sloops), and Hobie 16s. "The courses will round buoys from the town of Cataño, across the Bay from the Old City, presenting several race areas within the bay and out onto the Atlantic. Racing will also include the beautiful waters North of the Spanish forts and walls surrounding the city," says Castillo. Dinghy classes will be Optimist, ILCA, 420, Open Bic, Sunfish, and Hobie Waves, racing on windward-leeward courses in San Juan Bay. yachtscoring.com/emenu.cfm?eID=15293

San Pedro Tour Guide Association to provide scholarships for young tour and fishing guides. www.grandcaribebelize.com/ blog/grand-caribe-belize-hosts-6th-annual-deep-sea-classicfishing-tournament/

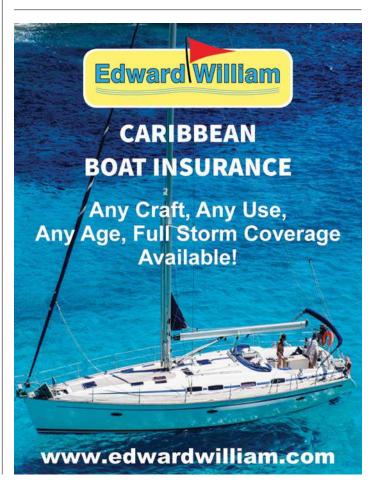


JULY 31 - AUGUST 7: Tour des Yoles.

One of Martinique's most important nautical competitions also spotlights a cultural emblem of the island - the yole. "The 'Yole Ronde' was created in the 1940s by a carpenter from le François, inspired by both the gomyé (or gommier) fishing boat and the European yole," tells Geraldine Rome, communications and press coordinator for the Martinique Tourism Authority. "This year will be the first edition since the traditional Yole sailboat of Martinique was included in UNESCO's Intangible Cultural Heritage List. The week-long port-hopping course will make stops in Vauclin, Le Robert, La Trinité, Sainte-Pierre, Fort-de-France, Le Diamant, Rivière-Pilote and François. Seeing the race from the sea and discovering the magnificent coastline through the race itinerary is an excellent way to experience the Tour des Yoles," invites Rome. tourdesyoles.com









E COMPROMISE

CRUISING BY CAP'N FATTY GOODLANDER



esterday I was invited aboard a new 47-foot production boat. It was as white as a refrigerator—if a tad less beautiful. I stepped aboard on a folding transom/swim platform held onto said 'offshore cruising' boat with two small hinges that were screwed (not bolted, screwed with self-tapping screws) into the already beginning-to-pucker fiberglass. While the boat was only a month or two old, already this platform visibly wiggled at the hinges from the dinghy bumping it—once it touched a dock or seawall, the platform was (evidently) designed to snap off with little fuss and almost no damage.

Yes, in that sense, the vessel was brilliant!

This particular builder really loved screws—even the 60-hp turbo-charged Yanmar was screwed into the thin, bouncycastle-type engine beds.

No, I'm not kidding. With only a dozen hours on the engine,

it was already jiggle-drifting around its beds as the vessel tacked. A number of the self-tappers that were holding the diesel mounts down (well, kinda) were already spinning dizzily around for all to see.

The hull had hard chines aft, which pounded mightily in even small SUP wakes. (Lord knows how loudly those angled flat sections aft would pound offshore.)

The owner was quite proud of these easily-chipped-indocking chines. He explained to me that they 'cleverly' allowed for two staterooms on each side of the cockpit to be wide enough for a bunk. Of course, these two coffins (actually, that's not fair to coffin-makers) were so airless that you'd need to sleep with a scuba tank in the tropics if you wanted to breathe. This did not actually matter since the port cabin was filled with fenders, pool toys, and a swim ladder and the starboard one featured sailbags, paddles, ensign on a pole, and running rigging—all the stuff that would normally go in the deck and cockpit locker that the boat didn't have because of the brochure-friendly airless 'staterooms.'

This particular builder really loved screws—even the 60-hp turbocharged Yanmar was screwed into the thin, bouncy-castle-type engine beds.

All the sheet and halyard winches were electric.

There was nary a winch handle in sight.

As I stepped into the cockpit, I noted the split backstays terminating at dainty stainless steel U-bolts—no heavy, oldfashioned chainplates to slow this rocket ship! Well, at least the backstay didn't terminate into a flimsy pad eye that was screwed into the deck with self-tappers. Hooray for the Ubolts (which I prayed had backing plates).

Next, I was shown the gaudy twin cockpit color nav displays for the twin wheels. I've seen casinos in Los Vegas with fewer blinking lights than this cockpit. The nav 'display-array' was, I admit, a thing of beauty with its 120-per-second refresh rate—especially if you wanted to be absolutely guaranteed that all your navigational devices would blink out at the same instant during an emergency.





Was this retina display as cool as the refrigerator in the cockpit table or the large freezer in the galley? Hard to say—but the builder marketeer was certainly making his spending priorities plain to see—since it was rumored the keel was held on by chewing gum. (Actually, that isn't fair—there were probably a couple of panhead self-tappers in the mix.)

"Note the iPhone recharging socket on the side of the cockpit unit," bragged the owner. "They really thought of everything, didn't they?"

I looked around but didn't see any solar cells, wind, or water generator—too much clutter and practicality, I guess.

I was shown the gaudy twin cockpit color nav displays for the twin wheels. I've seen casinos in Los Vegas with fewer blinking lights than this cockpit.

I will say I was wowed at the spaciousness of the main cabin. Damn, the ladies could play badminton while the boys shot eight-ball in the mammoth space! How did they do it, designwise? One, no webs to hold up those pesky chainplates. Two, no storage anywhere—zero storage. And, three, no ceiling on the damp hull—just some exterior carpeting glued on (to give the mildew something to hide behind). And best of all—to avoid clutter, there were no overhead handrails to catch you as you fell across the vast space while heeled.

To soften the unrelenting glare of the plastic, the interior designer had glued up thin sheets of veneered chipboard in random places.

Classy!

Down belowdecks it was, admittedly, light and airy. This was achieved by having many windows in the hull. Fine. And, needless to say, they didn't want these windows to leak at the fastenings—so they had no fastening. Double clever! They'd just epoxied or 5200'd the Lexan on the raw fiberglass. This worked well, unless you walked a compressed fender down the topsides during docking—then the heavy Lexan (sans safety line) would go for an expensive swim.

Oophs!

But let's stop being picky and get back to the important thin-

gies: of course there was a compact, very thirsty dishwasher in the galley and an equally thirsty washer/drier sunken into the cabin sole—these folks didn't want to work their fingers to the bone, did they? Hey, they wanted a vacation of a lifetime all the time, right?

To power it all was a tiny generator in a hushbox so hushed that I could not detect how to open it. And best of all, this compact, high-revving gen/set (its name was something like Fischer Price) was so cleverly tucked away under the floorboards that you could barely touch it with an extending boat hook. (I assumed you used sockets with extensions and binoculars while working on it?) While the floorboards were up, I asked the owner about a small plastic white box.

"The water tank," he said.

"Are you sure?" I asked, attempting to hide my shock. "That's tiny!"

"That's the beauty of it," he said, "with the water-maker, they don't have to be big."

I asked him what type of watermaker he had. He told me. I knew it well-all too well. For every ounce of water it produced, you had to feed it a hundred-dollar bill. I could rebuild that unit in my sleep—and had had to. Just the memories of the unit's parts-hungry booster pump made me break out in a cold sweat. This unit alone might be keeping FedEx in business in the Pacific. I mean, this unit could eat more money than a drug addict with a gambling problem in Vegas... while dependably dribbling out enough water to brush your front (only) teeth with.

Heavy sigh!

As mentioned, this was this fellow's new boat. His old one had been 42-footer—which he sold because it was too small to have air conditioning installed. "You know how it is, Fatty," he said. "I'm gonna live on her when I retire—air conditioning isn't an option, it is a must-have amenity at the equator... am I right?"

"You don't have to convince me," I said, hoping it was a neutral-enough statement to go unnoticed. (I've never had any air-conditioning in my entire life because 1.) I don't want to be cold and 2.) I don't want to pump out warm air, fumes, noise, and pollutants into the air nor the ocean.)

Sensing my interest in the nitty-gritty techno details, he showed me the blinking, LED-dazzling electro panel.



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8186 SUBBASE, STE. 1 ST. THOMAS VI 00802 INFO@SUBBASEDRYDOCK.COM 1-340-776-2078 "May I?" I asked.

"Sure," he said.

I twisted and pulled the knob which allowed the entire panel to hinge out. Now I could see the guts of the system. It was pretty, very neat, and guite business-like. At a glance, I knew that the wires were color-coded to ABYC specs. It took a couple of glances, however, to be sure that, while the vessel was color-coded to ABYC standards, it wasn't wired to them. In fact, none of the cables leading to any of the sheet winches or anchor windlass were tinned, marine-grade, double-insulated wire—the builder used cheap welding cables instead.

Welding cables are almost disposable. While they can carry a lot of juice when new, they can seldom carry it for long. If a welder gets a couple of years of dragging them around various job sites, he's happy. And that's ashore with no salt corrosion. Afloat in salt-laden air-well, the clock starts ticking on launch day.

I asked him what type of watermaker he had. He told me. I knew it well all too well. For every ounce of water it produced, you had to feed it a hundred-dollar bill.

I took a peek into the battery compartment. It was tiny. The vessel had about 20% of the battery capacity of most boats circumnavigating.

Yes, there are good reasons why a solid cruising vessel such as a Hallberg-Rassy cost three times as much as this big-dinghydaysailer-on-steroids. And, of course, sails slower.

Okay, by now I'm sure that you get the point, dear reader. But the important take-away of this missive isn't that I personally don't think this was an ideal liveaboard boat to retire and circumnavigate aboard—it is that the owner does. He's pleasedas-punch with his new vessel. And as a capitalist who believes in the free market, I can't—nor should I—deny that.

He owned his previous boat for four years and sold it before it started having major system failures. He'll probably sell this one within five years or so-unless he installs a very long extension cord on a reel to supply it electrical power.

I could be wrong—but I doubt it.

There was not a single tool aboard anywhere. If there was, I'm not sure he'd know how to use it. He seemed totally blown away that at 70 years of age, we still did all our own work even (especially) in the Third World where labor is cheap.

"I didn't think shipyards still allowed that," he said in amazement.

"...some do." I confirmed.

Of course, I'm somewhat old-fashioned. Or as my 70-year-old wife likes to delicately phrase it, "You're an old fart, Fatty!"

Perhaps so. I grew up on a wooden schooner with cotton sails, solid wood masts, galvy rigging, kerosene running lights, and a hemp anchor rode that lifted a yachtsman anchor via a manual deck windlass. So, yeah, I'm probably a tad more technoconservative than Josh Slocum or Ulysses.

And I think that chasing after convenience is a fool's journey. I mean, why own an all-electric vessel with all the conveniences—and then pay to go to a gym because you are too fat to see your toes?

But boats are compromises. The spaciousness of this craft was at the expense of its storage. Ditto, its speed was achieved by compromising its cargo capacity and sea-kindliness. And all its 'conveniences' weren't, really—not for the sailor who has to fix all that crap.

This was a boat built and marketed for someone who one day wanted to be a sailor—not for a sailor. This was a dock queen, plain and simple. It was meant to go from marina slip to marina slip; from shipyard, to dockyard, to bone yard.

I couldn't maintain that sucker—even if someone else paid for the parts. And God forbid it ever whacks a dock, a reef, or another vessel—I have egg cartons that are stronger.

But each to his own. Occasionally, we're anchored together in Langkawi or Thailand—and we raise a champagne glass to each while I think, "Air conditioning!" and shake my head sadly; and he thinks, "No air conditioning!" as he, too, is flooded with pity.

Editor's note: Fatty and Carolyn continue to wrestle over a few grains of moldy rice—in lovely Southeast Asia.



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



Old Boats...Is It Best to Scrap or Save?

f every year they build new boats and do not scrap old ones then the ratio of boats to the boating population becomes increasingly skewed.

No boat owner thinks his boat should be scrapped and some would actually endure physical pain to see their vessel scrapped.

There are those who contribute to scrapping by driving their boats on reefs or sinking them. It sometimes sounds as if you watch YouTube that this plays a major role in reducing the boat inventory but that is unfortunately optimistic.

The truth is that the demand for older boats is decreasing but it is also true that there are many of us that get a huge kick out of restoring boats or sailing the older models. The best advice to them is to choose only high quality boats to restore which in turn will find a better reception and higher value in the long run.



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





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SAILING WITH CHARLIE: RUNNING AGROUI

CHARTER HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



here are many things to consider when preparing for a voyage at sea in a small boat: the wind, the waves, the sea can sometimes be anything other than predictable.

Two potential hazards facing the cruising yachtsman: dragging anchor and running aground. Charlie likes the oft quoted truism, "If you brag that you've never run aground you probably haven't been anywhere."

Charlie ran aground in Key West once. A friend had said, "Come and tie up to my dock behind the house." The waters all around the Keys are shallow but Charlie thought he could make it - he couldn't. 'De watter were too t'in.' The approach to the channel had a grassy bottom so when he bumped to a halt and started listing, he wasn't too worried. Charlie was in the water in a flash with mask to check surrounding depths when a dinghy came up to investigate, "You better get out o' here fast - the Coast Guard will fine you big time if they catch you tearing up the bottom." "What! A bit o' sea grass, you gotta be kiddin'."

The long and the short of the story is that Charlie eventually managed to float his boat. He hauled it over with the main halyard tied to the end of an anchor rode with the anchor 200-ft off the beam. It wasn't easy, several other small boats appeared with helpers as if by magic and after several hours – Voila! Success!

But as Charlie was retrieving the anchor, a plough, he saw that somehow a conch had managed to impale itself on the anchor's tip. Horror upon horrors - if the marine police fine boaters for damaging the sea grass what would they do for damaging a conch?

It was sometime later after everything was stowed and back to normal and the panic had subsided that Charlie reflected on the situation. His grounding experience had definitely caused some sea bed damage. Here are some of his conclusions:

- If the depth is questionable do not attempt to go there at high tide. Rather choose a rising tide at about half way up. So, if you run aground you have a chance!
- There are many new types of anchor that have superseded the CQR (Secure), once thought to be the gold standard in anchors. One that springs to mind is the Vulcan by Rocna – it sets quickly on any bottom due its design and weighted tip, has great holding power and stows well on the bow.
- Boaters have to anchor and sometimes there will be few options. In an emergency you may have to anchor on any bottom type.

Just as when we go for a country walk our footsteps may damage an ants' nest or a bug on a blade of grass so an anchor may impact a seagrass bottom. Cutting a furrow across a grassy bottom due to a poorly set anchor (usually not sufficient rode) is a major sin.

It's been reported that although seagrass only covers 0.2% of the seafloor, it absorbs 10% of the ocean's carbon each year, making it a valuable asset in the fight against climate change. What to do?

As usual it's all about common sense, although common sense is not very common. Sand and mud bottoms are acceptable for anchoring while coral, grass and kelp should be avoided. Low water depths and bottom types are marked on all good nautical charts so there's no excuse.

The most effective anchors should be on the bow of your boat ready to be deployed in an instant if necessary. You may have to sail into an anchorage and if so, only the best is good enough; you may not have a second chance.

Good ground tackle is the best insurance you can buy.



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









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f music makes the world go round, nowhere might that be truer than in the Caribbean. From lyrical reggae and calypso, to dance favorites like merengue and fungi, and toe-tapping zouk, steel pan, and tambu, there's something to love. Here is a sampling of some of the most popular:

REGGAE. No one is perhaps more synonymous with a musical style than Jamaica's Bob Marley is with reggae. Rooted in the 1960s and led by Rastafarian artists like Marley, reggae became a global phenomenon with a worldwide following within a decade. Today, you'll hear reggae, often Marley classics played in beach bars, clubs, and providing the mood-setting background sound on day sail charters. The 1980 published Dictionary of Jamaican English notes that reggae is based on an earlier type of popular Jamaican music called ska. Ska uses a heavy four-beat rhythm driven by drums and bass guitar. This duo of instruments served as the foundation for reggae. Also common is a 'scraper' or smooth stick rubbed on one that is corrugated. Lyrics today, as at the start, often tell of badboy gangster and ghetto life.





MERENGUE. This is the national music and dance of Let the Dominican Republic. In 2016, merengue was recognized as an Intangible Cultural Heritage of Humanity by the United Nations Educational, Scientific, and Cultural Organization (UNESCO). The merengue's beat comes from Spanish, African, and the island's indigenous cultures. Key is a repeating five-beat rhythmic pattern called a quintillo. The guitar-

like 'cuatro' was a key instrument to merengue in the 1800s, later replaced by the accordion. Today, guitar, tambourine, saxophone, bass, and piano are among the instruments. The annual Santo Domingo Merengue Festival takes place from late July to August. Restaurants and clubs, especially those with dance floors, cultural events and concerts, and local radio stations are all places to hear merengue.



SCRATCH OR FUNGI MUSIC. Like Merengue is linked with dance in the Dominican Republic, scratch bands (as they are called in the U.S. Virgin Islands), or fungi bands (name in the British Virgin Islands) provide the beat for quadrille dancers. Local history tells that fungi music arrived in the Virgin Islands from its African ancestors. Gourds, washboards, and drums were among the first instruments. Nowadays, bands include a banjo, conga drum, and triangle, as well as saxophone, bass, and guitar. Popular bands include Stanley and the Ten Sleepless Knights and The Lashing Dogs. Carnival celebrations, local festivals, and public holidays are popular times to hear these bands. So are weekends at local bars and restaurants and Sunday afternoon beach parties.



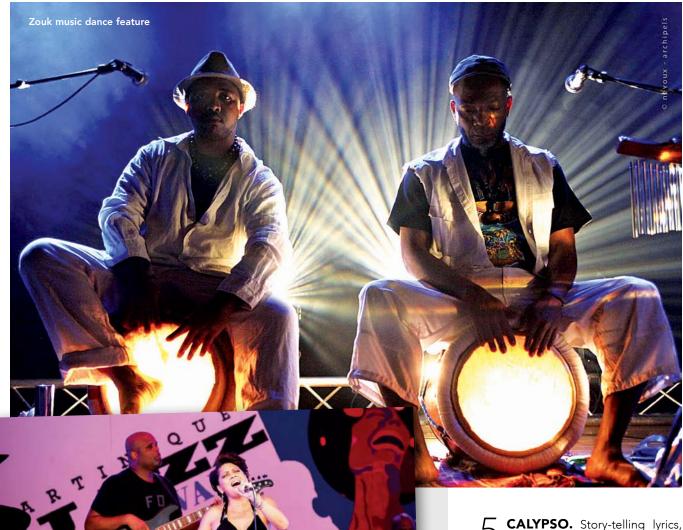
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ZOUK. This musical movement was born in the French Caribbean islands over four decades ago. It was a band called Kassav', which formed in Guadeloupe in 1979, that made this musical genre known worldwide with hits such as Zouk la sé sèl médikaman nou ni (translated: Zouk is the only medicine we have). Jocelyne Béroard, born in Martinique, is one of the group's lead singers. In 1986, she earned Gold by having the biggest selling album by a woman in the West Indies. As a side note, Béroard helped Jimmy Buffett write 'Love and Luck'. The song mentions the Kassav' song Kolé Sére (translated: Love and luck). Zouk music is played year-round in Martinique. Good places to hear it live include the Batelière Beach Club (Schoelcher), Sunset 972 (Fort-de-France), and the Rooftop FWI (Le Lamentin).

often with satirical social commentary, and a body-moving beat thanks to drums, bass guitars, and trumpets are hallmarks of this musical form. Its origins trace back to Africa, with its present-day form developed in Trinidad & Tobago. Calypso is one of the most popular genera of music at annual events like Trinidad & Tobago's Carnival, Barbados' Crop Over Festival, and other Carnival celebrations throughout the Caribbean. At these events, there are calypso competitions. These often span several days through semi-finals and finals, featuring junior calypsonians and adults, until calypso royalty is crowned. Famous names from the past include the Mighty Sparrow, Lord Kitchener, and the Duke of Iron.



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STEEL PAN. One of the musical instruments synonymous with the Caribbean is steel pans, and they make up steel pan bands and orchestras. Trinidad & Tobago is the home of the steel pan, where in the 1930s the prototypes were made of frying pans, dustbin lids, and oil drums. Today, bands feature over a dozen pans, which vary in size and sound from soprano to baritone and bass. Pan bands often play calypso, but the possibilities are endless including Latin, jazz, an island's national anthem, and pop. For example, US singer Nick Jonas' song, Close, features a steelpan.



TAMBU. See the history of this music and dance, which developed in the 1800s on plantations on Dutch islands like Curacao, at the Tambu Shon Cola Museum. It's located south of Willemstad and north of Santa Barbara. The museum features six rooms and on the walls are traditional instruments. Though its roots are old, tambu music and dancing were forbidden for many years and up until 2012. Three years later, tambu was formally included in the Dutch National Inventory of Intangible Cultural Heritage. Tambu comes from the Spanish word for drum. Other instruments include the wiri (metal scraper) and triangle.



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t's just past noon on the second day of our Exumas sailing adventure and the catamaran we've booked from Dream Yacht Charter out of their Nassau, Bahamas, base has been swinging lazily on its mooring for nearly an hour.

The manifest of "Eden Blue", our chartered Fountaine-Pagot 42', includes me, my wife Sharon and good friends Jim and Leanne Fonger and Tim and Denise Aseltine. After a quick reach south from last night's overnight spot we're ensconced in the cockpit, sipping Kalik beers, surveying the rotating panorama and discussing a revised float plan.

Here at Warderick Wells in the Exuma Cays Land and Sea Park, lime neon waters nuzzle our hull in a channel surrounded by blinding white sand bars that almost dry at low tide. To our east a

ridge decorated by scrub and palms - BooBoo Hill - reaches for skies nearly as blue as the water. An alabaster beach inhabited only by a couple of picnic tables, a small fleet of sea kayaks and the skeleton of a beached whale lounges a couple of hundred yard off our starboard beam. Two other boats share the mooring field. Off our stern a rudimentary building housing the park office crouches atop another ridge clothed in green vegetation.

This a place of unspeakable splendor, where your cell shows zero bars, where internet is non-existent.

We're halfway down a chain encompassing a year's worth of cays, a cruising ground Dream Yacht Charter global marketing manager, Emily Turner, describes as "ideal for those that enjoy solitude, nature and unspoiled beauty."

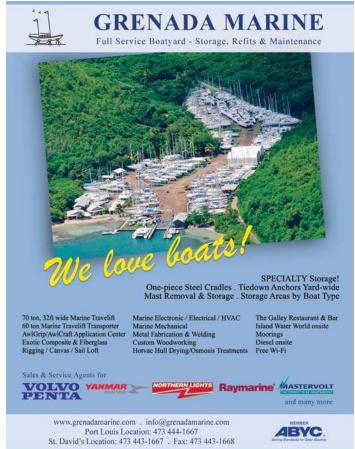


Perfect description for this mooring field in particular - and the chief reason we all agree to revise our float plan notwithstanding the advice Dream Yacht Charter staffer Kirkwood Paul offered at our introductory chart briefing.

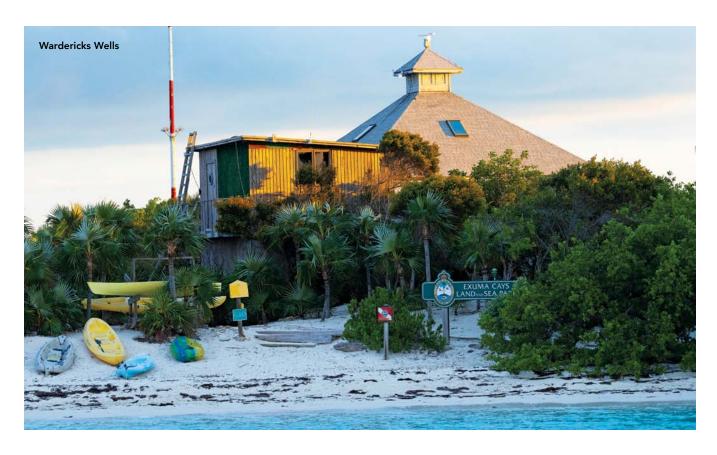
"Swim with the pigs off Compass Cay," suggested Paul. "Make your way further south and swim with sharks at Staniel or explore the caves at Thunderball Grotto."

But we figure the pigs won't miss us. And velocity made good is a secondary consideration.

That's why, our decision made, four of our crew climb into the dinghy and make for the park office to cover the mooring fee for two nights instead of one.







Once back on "Eden Blue" I pontificate to Jim and Leanne, who are experiencing their first ever charter.

"Powerboaters are happy because they are going someplace special," I say. "Sailors are happy because they are already there."

Tim and Denise, experienced sailors, nod in enthusiastic agreement.

Warderick Wells is someplace special. But that's equally true of the entire archipelago.

Much of the appeal of cruising the Exumas, this cornucopia of islands stretching for more than a hundred nautical miles southeast of Nassau, is due to places like this haven or last night's mooring at Shroud Cay, an oasis featuring rugged rock formations, a protected beach and mangrove creeks, or nearby Hawksbill Cay, an uninhabited swathe of sand, sea and sun – "my favorite anchorage in the Exumas," according to Dream Yacht Charter's Kirkwood Paul.

Much of that appeal lies with occasional nods to civilization like those we find at Norman's and Highbourne Cay.

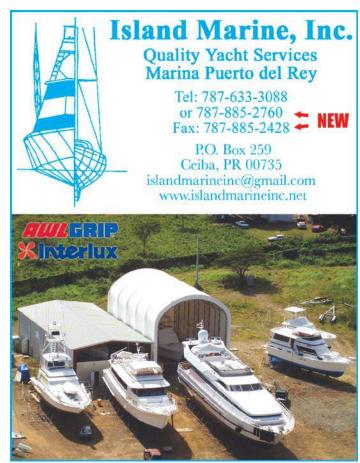
Norman's boasts an anchorage hard by a half-mile beach and



shoreside dining at MacDuff's, where I do fresh grouper while snugged down on a rustic candlelit patio. Highbourne boasts an actual marina where we dinghy ashore for provisioning and fresh seafood at Xuma's, an elegant eatery that could hold its own on Nassau.

Much of the appeal lies with Exumas sailing conditions, though the Moorings website does point out that this is a cruising ground for more advanced sailors.









That's partly because the passage to the Exumas from the Dream Yacht Charter base at Nassau's Palm Cay Marina clocks in at thirty nautical miles of open water, part of that a stretch over the intimidating Yellow Bank (though our passage both ways proves to be uneventful thanks to careful attention to tidal changes – an important factor when you cruise here).

The depths we encounter throughout the week are hardly ever greater than twenty feet, but extensive coral heads at Yellow Bank demand extra vigilance for a couple of miles. Furthermore, those unspeakable turquoises and aquamarines encompassing the Exumas (hues I'm convinced would decorate the walls of heaven) also highlight the need both to assign frequent lookouts and to make friends with your charts.

If you're looking for more water under your keel, opt for "the Sound" – the Atlantic side as opposed to the "Banks," in the islands' lee – but weather conditions also might mean bigger seas.

The conditions we encountered on the "banks" for our six-day charter were almost perfect. "Eden Blue" romped along at six or seven knots on close or beam reach for three of those days.

But sailing conditions aren't the only appeal.

Case in point: one day we dinghy ashore at a postcard-perfect lunch spot between Allen and Leaf Cay. Once we're ashore, a battalion of iguanas unique to the Exumas approaches us in search of handouts.

Case in point: five minutes after we drop the hook at Nor-

man's Cay a duet of nurse sharks – unnerving even though they're supposed to be friendly as puppies – circles the boat just as we prep for a swim.

Case in point: back at Warderick Wells five stingrays glide over the incandescent sand bottom off our port beam, even as a turtle surfaces five feet from the swim platform as if to say "farewell" as we weigh anchor and begin the day's adventure. It's a day that will end, just like every other day in the Exumas, in someplace special.

Someplace really special.

Ends.

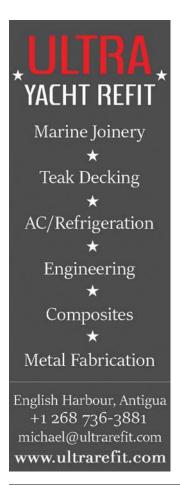
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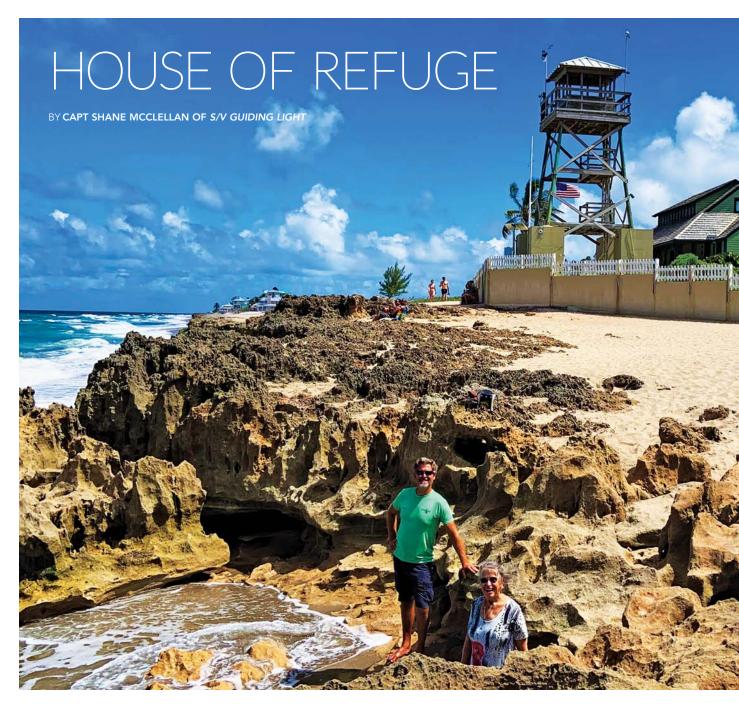
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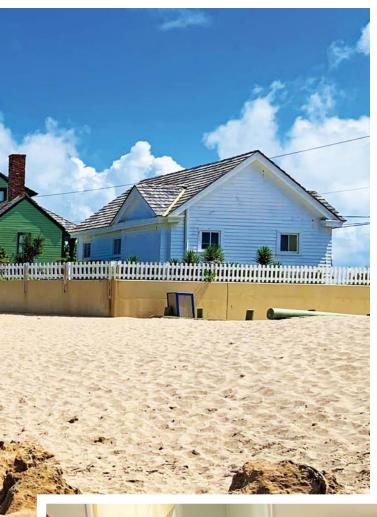


fter putting Guiding Light away for the hurricane season in Grenada I flew to Miami and spent several days with a couple of my guests that have been down to the boat four different times. We had a wonderful time hanging out, relaxing, going out to eat, and celebrating my birthday. But the coolest place they took me to was the only surviving House of Refuge, which were designated as havens for shipwrecked sailors and travelers along the sparsely populated Atlantic coastline of Florida.

This historic structure has weathered many storms and pro-

vided much needed shelter for shipwreck survivors, including those of the Georges Valentine, an Italian brigantine whose wreckage remains just 100 yards off the rocky shoreline, providing an ideal dive site. The history of the House of Refuge dates to 1876, when the U.S. Life-Saving Service, under the direction of Sumner Kimball, constructed ten "houses of refuge," or life-saving stations, along Florida's Atlantic Coast.

These houses were staffed by "keepers," who, with their families, led solitary lives in order to find, rescue, and minister to those who fell victim to Florida's treacherous reefs and shoals.



Prior to construction of these houses, many shipwreck victims made it to the isolated shore and then perished from starvation and thirst. As part of their duties, the keeper and his family walked along the shores as far as possible in search of shipwreck victims.

In 1915 the U.S. Life-Saving Service merged with the U.S. Revenue Cutter Service to form the U.S. Coast Guard, and then this House of Refuge became U.S. Coast Guard Station #207. The keeper at the time, Axel Johansen, and his wife, Kate, remained on duty, but Alex's title was changed from Keeper to Surfman #1. Four other men were stationed at the house, and during World War I this crew of five was augmented by the Home Guard, composed of area youths.

In 1942, when German U-Boats torpedoed freighters along the Treasure Coast, a lookout tower and additional buildings were constructed on the property. In 1945 the U.S. government decommissioned House of Refuge operations, and the house sat empty until 1953, when Martin County purchased it and its 16-acre grounds for \$168.

In 1955 the Martin County Historical Society was formed to protect the house and present it as a museum. Almost immediately, in addition to serving as a museum, the House of Refuge became a refuge for sea turtles, with this program being under the direction of Ross Witham (1917–2004), Marine Turtle





Coordinator for the Florida Department of Natural Resources from 1963 to 1987. Now sea turtles, rather than shipwreck victims, depend on the life-saving measures of the House of Refuge.

Today the House of Refuge is itself a survivor; it is the only one of the original ten houses of refuge to remain on the Florida Coast. Today it tells the story of the region's significant maritime heritage and the Floridians who endured hardships for the sake of humanitarian service.

Not only were we able to see mid century buildings, clothing, furniture, and equipment, but one of my guests, Luara Kay's father has many of his artwork permanently hanging in the museum. Of course he

did over 500 paintings in his life and that was only after he retired from starting and running a boat yard and being a pioneer in the Florida sport fishing tourism business. He truly was an amazing man and it was great to see his works along with this amazing piece of history. A very cool stop on the East Coast in central Florida. 0

Captain Shane & 1st Mate Lily are now sailing along and exploring the Greater Antilles after he spent 10 years in the Eastern Caribbean and Virgin Islands. Check out his voyage at svGuidingLight.com





KASAMA PHILIPPINES

BY TERRY BORAM

hile Clint is away this month, I decided to pick a rum-based on a more tropical profile that I enjoy. Perusing down the rum aisle, I began reading all the descriptions and employee reviews. Kasama Small Batch from the Philippines stood out not only from its tropical-themed bottle but the description of notes of pineapple, vanilla, and banana. Let's hope the taste is as good as the description sounds.

You might be asking, "Seriously, Terry, a rum from the Philippines? True rum comes from the Caribbean." As I'm researching this rum, I'm discovering The Philippines have one of the largest rum markets in the world, forecasted to reach 233.10 million USD in retail sales by 2025. The Philippines also produces the biggest rum brand in the world in total sales, Tanduay. Doing a quick search, Tanduay is beginning to make its way West and should soon be in a store near you.

Kasama Rum was started by Alexandra Dorda, a second-generation spirits entrepreneur whose father, Tad Dorda, co-founded Belvedere and Chopin vodkas. Alexandra launched Kasama to pay homage to her Filipina mother and Polish father's unique heritage. Alexandra also brings a young vibe to the Kasama brand. Kasama means together in Filipino, stating, "...Kasama is all about the joy of physically coming together."

Working in small batch production, Kasama rum begins with freshly pressed noble sugarcane, native to Southeast Asia and featuring thick barrelshaped internodes, or segments; large soft-rind juicy stalks, and high sugar content. The sugarcane



is made into a sugarcane juice, very similar to the French Caribbean rhum Agricole. The rum is distilled using a column still and then aged locally for 7 years in ex-bourbon American oak barrels. Once complete, the rum is sent to the family's distillery in Poland where it is blended, bottled, and packaged.

SHE SAID

I could smell the pineapple as soon as I opened the bottle. The beautiful golden color is as inviting as a tropical sunset. The rum coats the glass nicely but with limited lacing. Even as the glass sits on the table, pineapple engulfs my senses. Once I bring the glass to my nose the pineapple is softened by notes of vanilla. The sip is bright, light, and flavorful with a texture consistent with traditional molassesbased rums. The two dominant flavors of pineapple and vanilla now work in sync, reminding me of a freshly baked pineapple upside-down cake, my grandfather's favorite. There is a slight alcohol burn on the back of the palate before finishing. As the liquid finishes though, the pineapple turns a bit bitter but dissipates quickly.

The Philippines have one of the largest rum markets in the world, forecasted to reach 233.10 million USD in retail sales by 2025. The Philippines also produces the biggest rum brand in the world in total sales, Tanduay.

OVERALL

Kasama is a good rum for a hot summer day. The beautiful color and refreshing notes instantly transport you to a beach. At \$25/bottle, it's not a bad rum to share with friends.

If you have tasted Kasama or Tanduay and want to share a review with me, send it to editor@allatsea.net.

3.75 OF 5



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







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almouth Harbour Marina	268 460 6054	201	2001	40		110/220/200 2 phase								40/10		

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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	758-458-7200	14′	285′	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	+1 721-544-5310	8′	60′	47	•	110/220V, 60Hz		•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination	721-544-2309	13′	196′	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com	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

OUTSIDE OF CARIBBEAN:

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

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Caribbean boatyards

All At Sea's Caribbean Boatyards Guide

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Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462- 6041	13′	80′	19′	no limit	110/220	8am- 5pm	70 4	•		•	•	•	•	•
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 4	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444- 4257	12′	70′	25.4′	0	110/220	8-4 M-F	70 4	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60	•		•	•		•	
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 4	•	•	•	•	•	•	•
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 4	•	•	•	•	•	•	•
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 4	•		•	•	•	•	•

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MARINE TRAVELIFT

SOUTHEAST U.S. MARINAS

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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

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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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CABO ROJO, PUERTO RICO. Enjoy an ocean breeze and views from this 2 BR/2 BA condo on the sixth floor of this beachfront complex. Swimming, kayaking, paddle boarding, and sailing are just steps away. Amenities include AC in bedrooms, an upgraded bathroom with a walk-in shower, equipped kitchen, and in-unit laundry. Common areas include access to pools, a poolside pavilion, playground, activities room, and gym. Ten minutes from shopping and dining in Mayaguez. Price: US \$389,000

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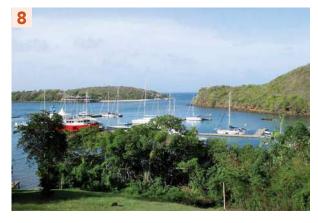
SIMPSON BAY, ST. MAARTEN. Charming 3 BR/2 BA family home located by the Simpson Bay Beach. All bedrooms and kitchen are air-conditioned. The kitchen overlooks the living area and patio. The spacious living room featured a high ceiling, and a big sliding door opens onto the front porch and garden. Outside, amenities include a jacuzzi, washroom, and storage. Price: US \$650,000

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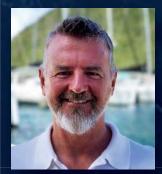
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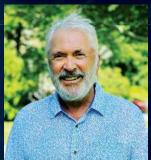
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GEORGE DECSY started his life at sea with a brief spell in the Merchant Marine, learned the ropes sailing the busy waters of the English Channel, he has extensive transatlantic experience as well as thousands of miles logged US coastal waters, Caribbean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



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

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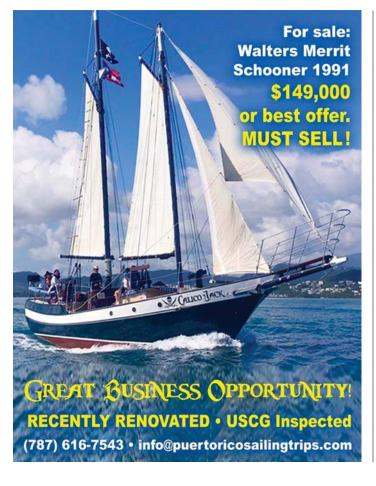
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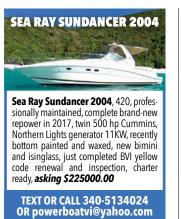
















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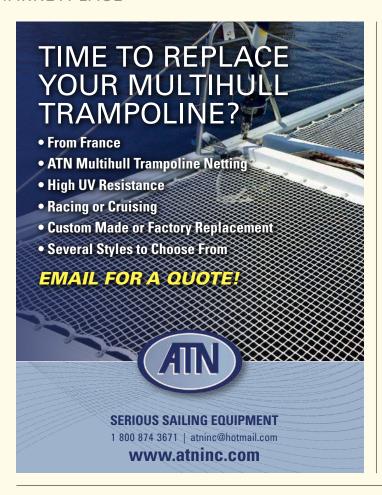
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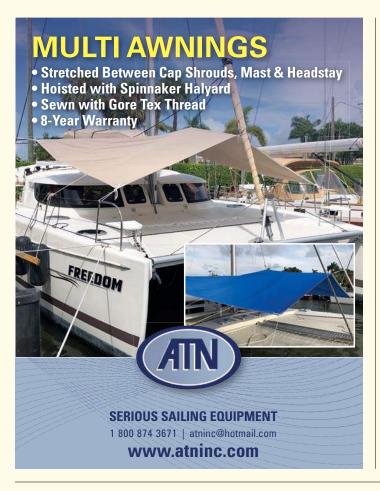








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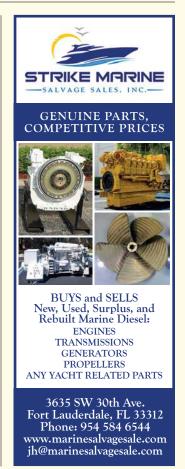
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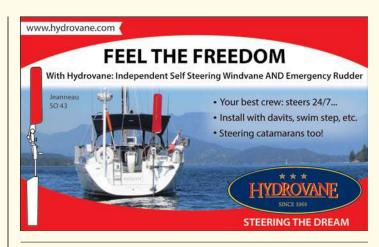
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CARIBBEAN COOKING
BY CAP'N JAN ROBINSON

/ atermelon - A few quick ideas: Purée watermelon, cantaloupe and kiwi together. Swirl in a little plain yogurt and serve as refreshing cold soup. Watermelon mixed with thinly sliced red onion salt and black pepper, makes a great summer salad. In Southern American cooking, the rind of watermelon can be marinated, pickled, or candied. Watermelon is a wonderful addition to fruit salad. And fruit salad can be made days ahead since cut fruit, if chilled, retains its nutrients for at least 6 days.

SEAFOOD PAELLA

Preparation time: 30 minutes. Cooking time: 35 minutes. Serves: 6

4-1/2 cups chicken stock

½ tsp. saffron threads, crumbled, then loosely measured 1/4 tsp. salt

3 Tbsp. olive oil

1/2 yellow onion, finely chopped

1/2 red bell pepper, finely chopped

3 cloves garlic, finely chopped

- 6 oz. mild dried chorizo sausage, sliced into thin half-moons (See Recipe Note)
- 3 cups short-grain rice, such as Spanish Bomba rice or Italian Arborio
- 1 (14-oz.) can fire-roasted diced tomatoes
- 1 cup frozen green peas
- 1 lb. large (21-25 per pound) shrimp, peeled and deveined, with tails left on
- 1 lb. mussels, rinsed and scrubbed
- 1 lb. littleneck clams, rinsed and scrubbed

GARNISH: 1/4 cup chopped parsley and lemon slices

Preheat the gas grill to medium-high heat (375°F) or light a charcoal grill and let on until the charcoal is covered with gray ash.

Steep the saffron: In a small saucepan over medium heat, bring the stock to a boil. Add the saffron and salt. Turn off the heat and let the saffron steep for at least 15 minutes. Taste and add more salt, if needed.

Cook the sofrito base: In a 12-14 inch cast iron pan or stainless steel skillet, heat the oil over medium heat on top of the stove. Add the onion an dried pepper and cook for about 5 minutes, or until the onion is translucent. Stir in the garlic and chorizo.

Assemble the ingredients by the grill: On a table next to the grill,



set the skillet with the sofrito, the rice, tomatoes, infused stock, salt, peas, shrimp, mussels, and clams.

Begin cooking the Paella: Set the skillet with the sofrito on the grill. Add the rice and cook; stirring often, for about 5 minutes or until the rice is coated with old and lightly toasted. Stir in the stock, tomatoes, and peas. Taste for seasoning and add more, if needed. Spread the rice evenly over the bottom of the pan. Close the grill cover and simmer the rice without stirring for 15 minutes, or until the rice absorbs most of the stock. If the mixture looks dry, pour about 1 cup of hot water over it, but do not stir.

Add the seafood: Press the mussels and clams into the rice with the hinge sides up so they release their juices into the rice. Arrange the shrimp around the shellfish. Cover the pan with foil, close the grill and cook for 6 to 10 minutes longer (depending on the heat of your grill), or until the rice and shrimp are both cooked through and the mussels and clams are open. (Discard any shell-fish that remain tightly shut once everything else is cooked.)

Check to see if the bottom is browned: Slip a spatula under the rice and check to see if you have achieved the elusive golden brown socarrat. If not, set the pan over the heat, uncovered, for a few minutes to lightly caramelize the bottom.

Sprinkle with parsley and bring the whole pan to the table for serving. Summer is just short - celebrate with friends.

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





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