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COVER SHOT: Relax at Time Out Boatyard in St. Martin. Image courtesy of Time Out Boatyard



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CARIBBEAN NEWS



CREDIT MCS PUERTO RICO

BRISA Commodore
Enid-Marie Reyes

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news story to share,
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BRISA NAMES FIRST FEMALE COMMODORE

History is made! In June, the Board of Directors of BRISA, Inc., a non-profit organization of sailors with fleets in the east, south, and west of Puerto Rico, voted unanimously for Enid Marie Reyes to represent the organization's eastern fleet as the first female commodore. Reyes, a native of the island, spent the last decade living in Texas. There, she not only learned to sail but raced in major regattas such as the Fort Lauderdale to Key West Race and the Lakewood Yacht Club's Harvest Moon Regatta, both on a Hobie 33. In 2016, Reyes was a member of the team winning the coveted trophy at the George Griffith Regatta, held at the Rush Creek Yacht Club. She moved back to Puerto Rico in 2018.

"Building and re-building our fleets and getting more people into sailing. Creating new platforms such as family-friendly events and opening the door for more women to sail as skip-pers and crew. These are some of my goals. My biggest goal is to have a major regatta in two years. One that offers excellence, is well done, and brings back the glory days of sailing in Puerto Rico," says Reyes.

In addition to her passion for sailing, Reyes brings to BRISA her valuable experience as a leader and educator.

She currently serves as the Executive Director of the Puerto Rico Education Foundation, a non-profit organization dedicated to providing resources for the strengthening, strategic innovation, and transformation of education on the island.

"BRISA is celebrating 15 years since its founding, and now we also celebrate a new chapter in Puerto Rican nautical history with the appointment of the first female commodore. Enid has leadership, nautical experience, and commitment to forging the BRISA mission," says Graham Albert Castillo, president and Admiral of BRISA Fleets, Inc., and vice president of the Puerto Rico Sailing Federation. www.facebook.com/BrisaSailing/

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"This versatile and adaptable style is perfect for long days of fishing in the Caribbean. The side shields keep you locked in when you're out on the water targeting your gamefish of choice while the retainer provides extra security. In seconds, you can remove these features for a more casual look when you're back at the shore enjoying your drink of choice," says Dylan Coates, senior marketing coordinator for Eyeking, LLC, headquartered in Hauppauge, NY, USA.

The Monarch Float is available in four variations: grey-based with either a natural tint, cobalt blue mirror or sunset mirror, and copper-based with sea green mirror. In 2023, the company will introduce its fifth variation, the Sightmaster Plus, designed for early and late day flats fishing to extend productive hours. www.hobieeyewear.com



SALTY DAWGS TEAM WITH NARC TO ADD NEWPORT, RI START TO FALL CARIBBEAN RALLY

Networking and new opportunities are on the horizon for two popular USA to Caribbean fall cruising rallies. First, the Salty Dawg Sailing Association (SDSA) will add a Newport, RI, start to its SDSA Caribbean Rally, in addition to its traditional start in Hampton, VA.

"There are a couple of reasons why we wanted to add the Newport start," explains Bob Osborn, SDSA president. "For one, we had 82 boats last year, and a third of our fleet are catamarans, and there is only so much room in Hampton. We're expecting some 100 boats this year. Also, for anyone coming from New England, having to go down to Hampson for the start adds an-

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other week. Leaving Newport is different from Hampton. The Gulf Stream is further out, and it's late season. So, there are more challenges, and more experience, and larger boats are best."

The SDSA Newport start teams with the North American Rally to the Caribbean (NARC), founded by Hank Schmitt, CEO of Offshore Passage Opportunities (OPO), who for the past twenty-plus years has delivered Swans to the Caribbean. The two rallies, which will remain separate entities this year organizationally, will share docking, facilities, meeting, and party spaces in Newport. Both will cast off around November 1, depending on weather. The SDSA will offer the option of a Bermuda stop for those coming from Newport and Hampton, and a stop in Bermuda, where there is usually shoreside entertainment and activities, is a staple for the NARC. From

there, the Dawgs will sail to Antigua and NARC ralliers to St Maarten, as in past years. This team-up marks the beginnings of a bigger change for 2023.

"The SDSA wanted to offer a Newport start so our goal this year is to introduce them to all my contacts in Newport and Bermuda and St Maarten so they can organize the rally next year from Newport," explains Schmitt, who plans to devote more time to his crew networking business, OPO. "I plan to then join their rally with my small Swan fleet and continue to end in St. Maarten. I am calling it the NARC/SDSA Rally this year and I think they will call it the SDSA/NARC Rally from Newport. Next year, we will drop the NARC name. If all goes well, it will only be the SDSA Caribbean Rally next year." www.sailopo.com/NARC_2022.aspx, www.saltydawgsailing.org/caribbean-rally

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Take adventures to the Caribbean up a notch with high-resolution relief shading. This is now available for the Bahamas for both premium Garmin marine mapping (Garmin Navionics Vision+) and premium Navionics marine mapping (Platinum+).

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exploring those waters. For the sport anglers fishing Caribbean waters during warmer months, predator fish hang out near ledges and prey on bait fish as they pass over, and now you can see those unique locations in the Bahamas more clearly than ever before." www.garmin.com, www.navionics.com

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Sir Richard Branson with the Branson Centre Virgin Voyages Resorts World Bimini and the Ministry of Tourism

CREDIT CARLOS PITA



BRANSON OFFERS ENTREPRENEURIAL TIPS WHILE CRUISING THE BAHAMAS

Billionaire Sir Richard Branson spent his birthday in boot camp in the Bahamas. Virgin Voyages, owned by the Branson-

founded Virgin Group, in partnership with his Branson Center of Entrepreneurship, hosted the three-day small business boot camp. The cruise line collaborated with Resorts World Bimini and the Bahamas' Ministry of Tourism, to make the event happen. The icing on the case was when Branson, cruising on Virgin Voyages Scarlet Lady in celebration of his 72nd birthday on July 18, made a surprise appearance and shared entrepreneurial tips to the 30 attendees while docked in Bimini. His most important advice, according to a press release, was, 'Don't be afraid to fail. The key to entrepreneurship is persistence – it's important to never give up.'

In addition to driving small business, Virgin Voyages also teamed with Virgin Unite, the Virgin Group's charitable arm, to create a Sea Change Fund to support mangrove forest restoration projects in the Caribbean. During Branson's birthday cruise, passengers were invited to donate to help support and scale partners working to protect this vital ecosystem. www.virginvoyages.com/sustainability

SUNTEX EXPANDS PORTFOLIO WITH ANOTHER FLORIDA KEYS PROPERTY

Goodbye to The Wharf, hello to the Ocean View Marina by the end of 2023. Suntex Marina Investors, LLC, purchased the property, located in Marathon, in the Florida Keys, earlier this year. The Dallas, TX-headquartered company plans to make a significant investment as well as the name change. Currently, the property features the newest dry storage facility in the Keys, which was developed in 2021. After construction by Suntex is complete, Ocean View will be a full-service marina, offering an easy-to-access fuel dock, boat rentals, a ship's store, and 165 racks with dry storage for up to 40-foot boats in two dry storage barns that are each covered on three sides.

"Ocean View Marina is conveniently located in the heart of Marathon, within walking distance to Publix for provisioning and Home Depot to grab any last-minute tools before a crossing is made. Ocean View will offer 24-hour Rec 90 fuel for fueling," says Hunter Spitler, regional manager, Suntex Marinas.

Marathon is one hour north of Key West and two hours south of Miami, making it an ideal destination for cruising clubs and yacht rendezvous. Located near the famous Seven Mile Bridge, it provides access to



the Atlantic Ocean and Gulf of Mexico for fishing, diving, and pleasure boating. Ocean View Marina is also near attractions and amenities such as dolphin experiences, museums, private beaches, diving excursions, and great restaurants.

This acquisition plants Suntex's footprint even more firmly in the Florida Keys. In the last year, the company has purchased Faro Blanco in Marathon, Caloosa Cove in Islamorada, and Garrison Bight in Key West. suntex.com

NEW ATLANTIC POSSE YACHT RALLY TO LAUNCH THIS FALL FROM SPAIN

Now there's a new way to cruise in company from Europe to the Caribbean and back. The Atlantic Posse, modeled after the highly successful Panama Posse, where over 100 vessels cruise between Southern California and Annapolis via the Panama Canal and explore the Central American, Pacific, and Western Caribbean waters in a 'sail at your own schedule' pace, will begin in Cartagena, Spain.

"We anticipate 50 to 75 yachts to leave Cartagena with an additional kickoff in Lisbon, Portugal, says Captain Dietmar Petutschnig, who with Skipper Jacques Felt, are organizers as part of their yachting travel experience company, Ocean Posse LLC. "Yachts will go at their own pace sailing safely while having fun. There is no set start or end date. That said, the first yachts will arrive in the Caribbean in January. This will depend on weather and how much time our participants explore Morocco, Madeira, the Canary Islands, and Cape Verde before making landfall in Martinique."

After that, it's on to Dominica, Guadeloupe, Montserrat, Saint Kitts and Nevis, Saba, the U.S. Virgin Islands, Puerto Rico, and the Dominican Republic. Based on survey data from the Panama Posse, each vessel spends an average of US \$4,500 in country, according to Petutschnig. Therefore, with 75 vessels and a 9-month time frame, the total economic activity will be roughly US \$3 million. That figure could be more if rally participants decide to lay up their vessels on the hard during hurricane season versus sailing out of the hurricane zone.

The Atlantic Posse's eastward route takes advantage of the Gulf Stream and high-pressure systems for yachts to travel from the Caribbean via Bermuda to the Azores and back to Lisbon.

Joining the Atlantic Posse brings multiple benefits to participants, says Petutschnig. This includes a reduced registration fee, collective bargaining, free fleet, and vessel tracking, 24/7 chat communications, weekly weather, and logistics group calls, OPEN CPN Satellite Charts, West Marine Pro discounts of up to 25%, a Predict Wind Pro discount of 20%, and significant discounts from participating marinas. atlanticposse.com



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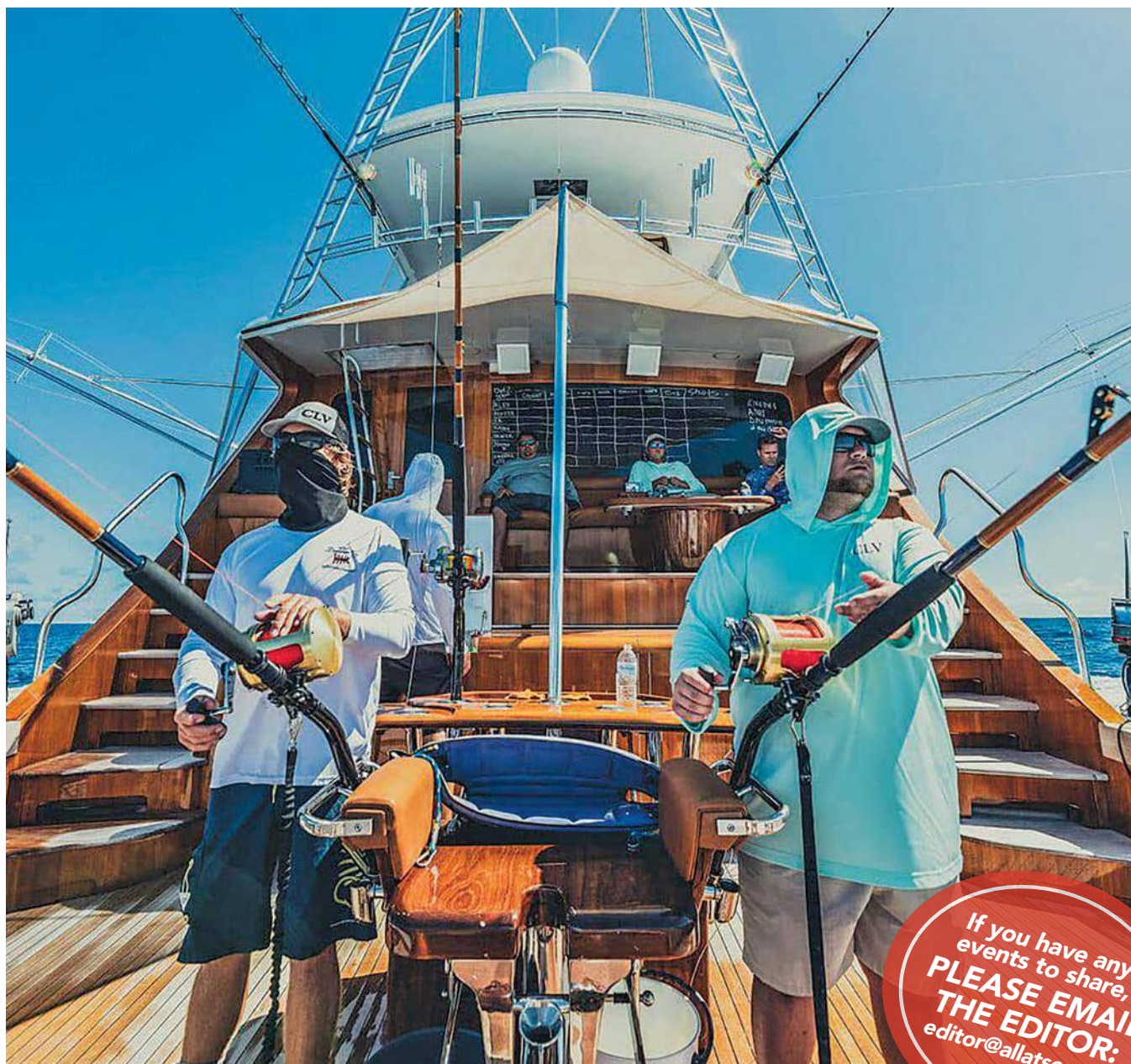




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SEPTEMBER 2022 EVENTS



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events to share,
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SEPTEMBER 6 – 10, 10 – 14: **Scrub Island Invitational Billfish Series.**

The Virgin Islands' North Drop is a hot spot for big blue marlin in the fall. The Scrub Island Resort, Spa & Marina, in the British Virgin Islands, makes the most of this 'tight lines' time by hosting its invitational fishing series. In past years, the series has attracted an impressive line-up of boats. It's made up of two separate three-day tournaments, with all teams competing for prize money and the covered series title. This is invitation-

only. Teams must request an invitation to participate. Boats must also dock at the 55-slip Scrub Island Marina. scrubislandinvitational.com

SEPTEMBER 12 – 17: **61st Annual International Marlin Tournament.**

Hosted by the Montego Bay Yacht Club in Jamaica, nearly 20 boats are expected to fish for blue marlin as well as wahoo, tuna, and mahi-mahi (dorado). "The fishing is what makes this

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Montego Bay Tournament

event so much fun, although we also have a fabulous fishing shirt this year," says Denise Taylor, one of the organizers. Peak blue marlin season spans from August to October off Montego Bay, making this tournament perfect timing. What's more, fishing is right offshore. The Cayman Trench is located about a half-mile north of the island, where the baitfish-filled drop-off is some 2000-foot deep. In 2019, the 17-boat fleet released 19 blue marlin. The event week kicks off with its native Canoe Tournament fishing on the 12th, followed

by its Powerboat Tournament from the 14th to the 16th, and ends on the 17th with a Children's tournament. In addition to cash, prizes, and bragging rights, the Top Boat winner of the Powerboat Tournament qualifies to compete in the Offshore World Championship held in Costa Rica each April. The Club is located on the Freeport Peninsula, with berthing, consisting of a finger pier with a T-head, in the protected Montego Bay Harbour. www.mobayyachtclub.com/fishing

SEPTEMBER 24: Francis Nunes Jr. Memorial Tournament & Seafood Festival.

New for 2022 is a venue change to the Falmouth Harbour Marina. Twenty to 25 boats from Antigua and neighboring Guadeloupe are expected to compete to see who can catch the most and largest wahoo, tuna, mahi mahi, and kingfish. Back at the docks, and before the prizegiving, there's the Grace Foods Cooking Contest. Eight teams of four will have 30-minutes to prepare, cook and present a fresh fish dish to a panel of judges. The fun twist is that the fish must be made using local coal in a locally made coal pot without using any lighting fluids. "Being a one-day tournament, the pressure is not as great as our larger tournament in June," says tournament director Robert Hall, of the Antigua & Barbuda Sport Fishing Club hosted event. "The Grace Foods Cooking Contest has added to the overall experience of the seafood theme, and the teams are encouraged by the large crowd of onlookers who are not shy to provide tips on how to get their coal pots lit quickly." www.antiguarbarbudasportsfishing.com



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Antigua Francis Nunes Tournament



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IS THE BOAT MY VICTIM—OR AM I IT'S?

CRUISING BY CAP'N FATTY GOODLANDER



Fatty mid-1950s, Chicago

I'm a positive thinker and an upbeat kinda sailor who love boats and has made his living singing their praises... but, of course, this is really just a matter of demented perspective. The case could just as easily be made that these boats have ruined my life, made me unemployable, driven me to drink, and kept me penniless.

Take the Alden schooner *Elizabeth*, for example. She practically bankrupted her wealthy owner Lyn Williams of Chicago—then burned and sank. My father, who had a fast growing, highly profitable sign business at the time, purchased her salvage rights (underwater, as-is & where-is) for \$100. Within the year, his business was nearly bankrupt because every penny that it earned went into the 'blackhole' of his new 'super cheap' vessel.

All boats are expensive—but aging wooden vessels in particular make cocaine seem cheap. While you're replacing the horn timber, the stem is rotting. Think you're winning while replacing both garboard planks? Silly you—the frame ends got punky while you were doing so!


Much of my youth was spent playing in the shade of *Elizabeth's* hull in the shipyard. Her builders said she was 'state of the art' because they'd eliminated butt-blocks and, thus, the free-flow of air between her ceiling and her planking would almost eliminate rot! Plus, as a bonus, the boat was even lighter with no butt-blocks and their lack meant less maintenance, since they didn't rot! *How cool is that?*

Alas, not very cool at all.


Instead of ending planks on butt-blocks (which could be easily replaced), they ended her carvel planks on her frames. This not only rotted the frames but allowed that evil rot to travel further and spread quicker than ever before—and the frames were almost impossible to replace compared to the butt-blocks.

What was touted as a huge advance was really a cheapening of the product that greatly reduced its life expectancy.


It was a lose-lose-lose that was touted as a win-win-win.




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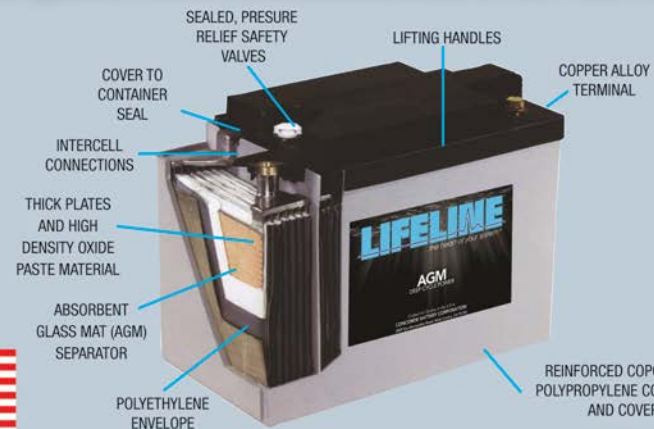

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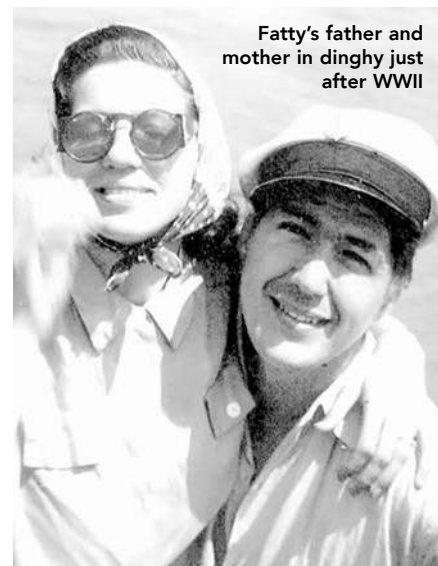
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Fatty's father, 1930s



Fatty's mother Marie, pre-WWII.



Fatty's father and
mother in dinghy just
after WWII

Darn it!

Of course, as a youngster I was all in. Everything about boats and our lifestyle was super-cool at six years of age. For example, if we needed cash money we just unbolted a bronze port-hole and lugged it to a scrapyards/pawnshop. Instant cash! As I grew older and smarter I eventually realized that we were scraping far more bronze than we were redeeming—and only getting pennies on the dollar. And how the hell were we going to anchor in Tahiti when we'd just sold our hundred-dollar foredeck cleats for 85 cents?

Yes, I was a happy junior sailor until reality reared its ugly head. Now, you may have heard, dear reader, that many of these huge Alden schooners (like, for example, *Mandoo* and *Caribe*) disappeared into the drug trade, but I have a different theory. Who else but a drug smuggler making millions of dollars a week could afford to buy and maintain such a vessel?

Here's the truth: You don't own a boat, the boat owns you. And not just your money, it's your time, your pride, your everything. If you neglect her, she hits back by, say, sinking, burning, breaking loose...or all three. Here's the truth of it—there's nothing more dangerous than a vessel scorned.

What's that ole parental advice that used to circulate around shipyards back in the day? Buy your son a traditional wooden vessel when he turns 18—and he won't have time to engage in pre-marital sex or to get into legal trouble...nor have enough money to buy drugs either.

Of course, buying sunken boats and/or abandoned vessels probably isn't a good idea, but we Goodlanders do it all the time. Our

vessels are like yo-yos—they're up, they're down, they're up...!

Now, you'd think that watching my father be ruined by his vessel would have taught me something—not so.

I'm a sailor. We sailors don't learn—we just sail away from our problems. That's our sole M.O.

At 15 years of age, I purchased salvage rights to the abandoned 1932 Atkin's double-ender *Corina*. Obviously, I had to drop out of school to rebuild her—and, nach, I had no time for an honest job. How did I support myself and buy parts for my new vessel? By fast-talking slow-thinking girls with jobs (one of whom I just celebrated our 52nd anniversary with) while living aboard, of course, a broken-down vessel with a disassembled engine.

Seriously, it is hard to talk a young lady into the cruising life. I asked my future wife Carolyn a series of questions: One: Would she support me while I worked on my boat? Two: Could she, if she had a second to spare, also work on the boat? Three: Would she be okay with having no jewelry and wearing rags so that the boat could have sails and fancy do-dads? Four: Was she willing to embrace a life of poverty, deprivation, and misery? Five: Did she have anything against puking? Six: Was she cool with being aboard offshore for months at a time? Seven: Would she mind each and every woman who lived ashore looking down on her? Eight: Could she handle being the second-most important female in my life? And lastly, nine: Would she mind having only a sliver of my attention?

No, it isn't easy finding a gal who will happily sign up for all of the above!



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Elizabeth 1957 New Orleans Fatty and sister Gale on bowsprit



Corina, Chicago 1968



Fatty and Corina 1969

The *Corina* didn't have a rig nor engine when I purchased her. And the boat was so rotten that the only thing keeping her together were the roaches holding hands.

She'd been used as a gang hang-out and they'd not only repeatedly spray-painted the word FOCK inside, but also pooped in the bilge and lit campfires in the forepeak to keep warm during the winter.

Nice!

There wasn't enough money in the world to rebuild that boat properly—and as a gigolo, I could only service so many clients per day, right?

My plan was, needless to say, to sell *Corina* at a vast profit. And I was delighted to sell her four years later—for exactly half of what I'd spent on her rebuild (not including my time, of course).

Yeah, I am a remarkable entrepreneur. My friends remark (and smile) about my business acumen all the time.

Disgusted with wooden vessels, I next built a ferro-cement ketch by flinching chicken wire from unguarded chicken coops and scooping up cement-dripping from the chutes of unsuspecting cement trucks at construction sites.

Carlotta sailed like a half-tide rock—and weighed about the same, too.

Every time we'd be walking down a sidewalk with friends, my wife would emit a strangled cackle and sing out gayly, "A cement sidewalk, honey—you could build another boat!"

Carlotta took me seven solid years to construct from scratch.

I eventually sold her for one-sixtieth of the money I had into her—a new Goodlander low! (No, I don't include my labor because, if there is one thing my life as a pseudo shipwright has taught me is that my time is utterly worthless.)

My next vessel was a Hurricane Hugo victim that had sunk along the north coast of St. John.

When I told my wife I'd paid \$3,000 for *Wild Card* as-is, where-is, she initially said, "You got ripped off!" Of course, she later changed her opinion to: "You got royally ripped off, Fatty. What the hell were you thinking?"

Are there any advantages to repeatedly buying boats underwater? Well, yes. Water magnifies. My wife wanted a bigger vessel than the 36-foot *Carlotta* and *Wild Card* looked HUGE on the bottom of Mary's Creek. (Of course, I suspected that a Hughes 38 wasn't too much bigger, but why rain on my wife's myopic parade?)

This was my first fiberglass vessel in 1989—and I must say, working with glass is miserable. I itch just writing the word fiberglass! Plus, it ain't just the itching—you have to bathe in various toxic chemicals for months to rebuild a vessel!

And I was so penniless in those days that the only high I could afford was the polyester fumes. Damn!

The finished product was...well, not perfect. I was so ashamed of my craftsmanship and marine wood butchery that I left the VI. Ditto, the Panama Canal, Tahiti, New Zealand—that's right, I circumnavigated twice in that misshaped, frozen-snot-smeared vessel—not because I wanted to see the next port, but because I grew tired of sailors looking at my vessel, shaking their head sadly, and asking in horror, "Who did that to your boat?"



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Have you ever sailed aboard a vessel that was, like, a knot faster on one tack than the other? I have—around the world, twice!

If you let go of the tiller of *Wild Card*, she spun in circles with the rudder on the centerline! Weird! (Maybe I should have taken a few moments to look at the starboard side before fiberglassing the port?)

No, the hull wasn't perfectly fair—fat men could hide in the low spots in the shipyard; ditto, young whales when she was in the water.

One nasty, arrogant shipwright said, upon sighting down my topsides, "I've seen mashed potatoes with fewer lumps! Why, Rodney King had less lumps!"

When I fart-blocked *Wild Card* in preparation for Awl-gripping her topsides, passersby would say, "That stinks!" and I suspected they were referring to both my craftsmanship AND the odiferous fart blocks.

Grrrrrrrr!


Needless to say, my wife was worried about *Wild Card*'s structural integrity. "Why, she's weaker than your morals!" she repeatedly told me, which I'd lamely countered with, "...probably not *that* weak!"

Which brings us to our current vessel *Ganesh*. Her topsides are so high, we bungee jump off them. Ditto, her barn-door transom—which I've been forced to install reef points in, ha ha!

My wife wanted me to buy *Ganesh* because there was 12-volt refrigeration.

How does our new boat sail—well, just like you'd expect a refrigerator to.

Another advantage—now we can live aboard a vessel with two heads that need rebuilding! Want to know an even BIGGER advantage? Running aground affects our speed very little.

Remember at the outset of this article, I mentioned that sailors don't learn? Well, it's true! And, thus, *it's a sailor's life for me!* 

(Editor's note: Fatty and Carolyn are lost somewhere in Southeast Asia—panhandling outside all the better yacht clubs.



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ASK THE EXPERTS

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




Why Are Horizontal Windlasses Better Than Vertical?

The windlasses that survive the longest in the Caribbean are the horizontal models. They work well as long as the cabling to them remains able to carry the heavy loads over the distance from the often-remote batteries.

Why is it that the horizontals are so resilient is a much-asked question especially by persons who appreciate elegance on yachts and who therefore do not want the relative clutter of a horizontal winch which sticks out over the deck in a quite industrial manner?

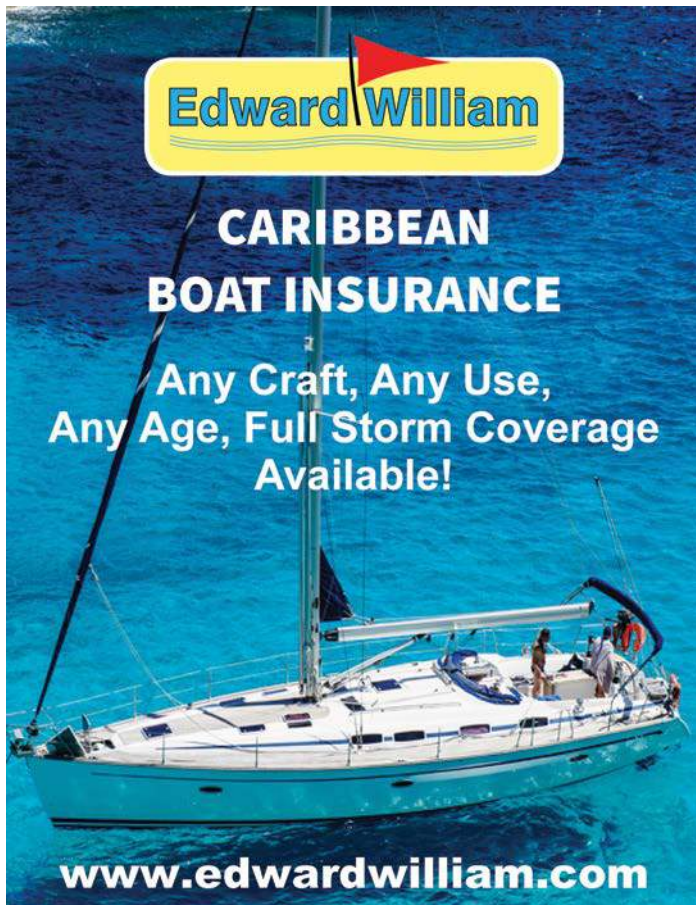
The simple cause of the failure of vertical winches is a result of their motor being contained in a very humid and unventilated anchor locker where high speed corrosion is inevitable. If the motor part of the winch is located in a dry area with very

little moisture, I would expect that the tables would be turned in respect of resiliency and ability to last long. Unfortunately, there is seldom an opportunity for such a dry cavity and so the goal is to get it through the warranty period of a new yacht and for the tropical water cruiser to get heavily disappointed at a crucial moment.

There are some really good windlasses on the market currently that do great work. Just don't let them die that slow corrosion death that has been the downfall of so many. 



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



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2022 CARIBBEAN BOAT YARD UPDATE

BY CAROL M. BAREUTHER, RD



South Bank Marina

Over 1 million square miles makes the Caribbean Sea fourth in size, after the Pacific, Atlantic, and Indian Oceans. More than 700 islands, reefs, and cays mean it often takes a boat to get around.

Not to mention the sheer fun of being on the water. Boatyards throughout the Caribbean offer a full range of services to keep vessels on the water as well as to both service and shelter them during hurricane season. Here's a sampling of what's new at Caribbean boatyards.

TURKS & CAICOS. The Boatyard at South Bank Marina, in Providenciales, Turks & Caicos Islands, is now a dealer for Seakeeper stabilizers. This follows on from the yard's dealerships for Honda and Yamaha engines. "We are do-



Sail Shades

ing more concierge services for our clients to enhance their experience with us," says Portia Mogal, operations manager. "When they are ready to use their vessels, we offer the services of launching the vessel, detailing it, fueling it, and stocking the cooler for them. When they return, we wash down the vessel, put it back into storage, and cover it up." The property also has a new restaurant, called Sail Shades. The cuisine is Caribbean with rotis and doubles as the most popular dishes. www.southbank.tc/haulout-storage

THE DOMINICAN REPUBLIC. Big boats are finding a home for yard work at the **IBC Shipyard**, in La Romana, at La Marina Casa de Campo. "In the first 6 months of this year, we had 10 boats over 35 meters in the yard and it was a real success," says Giacomo Moriconi, general manager. Additionally, IBC has made new investments in the shipyard as well as bought scaffolding to be able to paint boats indoors. The latter has made for a significant improvement in the quality of work and in delivery times to customers, says Moriconi. www.ibinautica.net



U.S. VIRGIN ISLANDS. In St. Thomas, **Subbase Drydock** continues to haul vessels up to 225-foot in length with a beam up to 51-feet with its 350-ton and 1,200-ton floating drydocks. "We are home to a full-service machine, fabrication, welding, painting, and fiberglass shops," says Marie Kral, who with brother Gino is the second generation of this family-owned and operated yard founded in 1981, with a staff today of 30. Notable is that the yard can machine any discontinued parts. It has a certified 100-ton 3900 Manitowoc crane, an ABS-certified welding shop for aluminum and stainless steel, and Awlgrip painting and fiberglass specialists on staff. subbasedrydock.com

South in St. Croix, there are new yard, marina, and service managers, all ABYC standards certified and USCG licensed,

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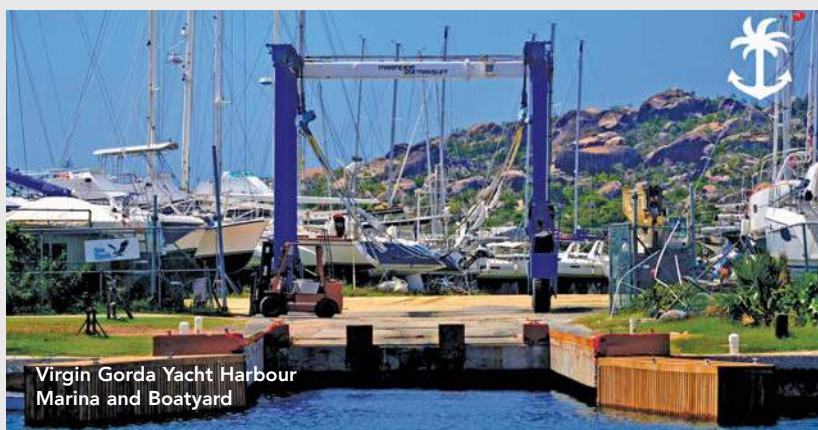


Subbase Drydock

at the **St. Croix Marine Center** in Christiansted. There are two Mercury and Yamaha trained technicians too, for outboard and sterndrive. In addition to the 60-ton Marine Travelift, a new 40-ton Marine Travelift TM40 hydraulic transporter will arrive soon. "We are rebuilding another dock this fall to increase slips from 24 to 44," says Christian Herold, yard and marina manager. Soon, the physical size of the fully stocked chandlery will be increased. stcroixmarinecenter.com



St. Croix Marine Center



Virgin Gorda Yacht Harbour Marina and Boatyard

BRITISH VIRGIN ISLANDS. "We have ordered a substantial amount of new staging equipment for vessel storage," says Hannah Love Thayer, public relations manager for the Virgin Gorda Yacht Harbour Marina and Boatyard, located in Spanish Town, Virgin Gorda. "Our facilities are in the process of a significant improvement and expansion, and we will have upgraded facilities in time for the 2022-2023 season." vgyh.vg

ST. MARTIN, FWI. The DIY Time Out Boat Yard, situated adjacent to the Sandy Ground Bridge in Marigot, now offers the services of Pepper Professional Marine Services for yacht maintenance and repair. "We had an 'abandoned' wooden boat that was damaged elsewhere in Irma, and we converted her into our new social area with picnic tables," says Keith Ellison, operator. A fun addition is larger-than-life wall art of a mermaid sitting on an anchor painted by internationally famous Guadeloupean wall artist, Jimmy Sheik. www.facebook.com/tobysarl



ANTIGUA & BARBUDA. There are two security-regulated yards at the **Jolly Harbour Boatyard & Marina**, owned by Eastern Caribbean Marina & Boatyard Ltd., in Jolly Harbour, Antigua. Both yards have 110/220V electricity and potable water. "Not new, but worth reiterating, is the availability of four concrete pits in Yard 1. These are specially designed for rudder jobs and don't require having to lift the vessel to take out the rudder, thus minimizing costs," says Lindsay Ralph, boatyard supervisor. "Concrete space is available to do work that requires a clean environment." jhmarina.com

ST. LUCIA. IGY's Rodney Bay Marina & Boatyard (RBM) has partnered with Sterling Insurance to offer coverage during the hurricane months both in the water and out the water, says Sean Devaux, general manager. "Sterling is a broker with regional ties to some of the biggest names in the business – Guardian, Massy, United, and Beacon Insurance – creating coverage across the Caribbean while cruising during the summer at RBM." www.igymarinas.com/marinas/rodney-bay-marina/



TRINIDAD & TOBAGO.

Two new shops are expected to open soon at Peake Yacht Services, in Chaguaramas. "One is a safety equipment company and the other a tool rental shop," says Susan Reece, customer service manager. "Additionally, our restaurant will be opening under new management later in the year." peakeyachts.com



GRENADA. New at **Spice Island Marine Services**, in True Blue, are 16 Med-Moor slips, personal storage lockers, and an expanded Budget Marine store, according to Susie Grey, customer services. www.spiceislandmarine.com




ABC ISLANDS. Parlez-vous francais? Oui a **Varadero Aruba**. "We have developed a strong crowd of French Sailors through the years, with lots of Amel, Lagoon, and Outremer vessels spending their summer in our storage," says Alex E. Mansur, owner of the marina and boatyard in Oranjestad. "We now have someone onsite who is a native French speaker. A real relief for many of our French clients." www.varaderoaruba.com, Fr.varaderoaruba.com



Boatyard Bonaire, in Hato, can now haul catamarans up to 45-feet, says owner, Mark Ten Hoopen. www.boatyardbonaire.com

Shelter Bay Marina



WESTERN CARIBBEAN. The Shelter Bay Marina's boatyard, in Colon, Panama, situated at the entrance to the Panama Canal, is catering to a wider range of yachts. Updates include trimmed-down shrink-wrapping operations with more tenting crews available to cover entire or partial sections of yachts, private or commercial, sail or power, short or long term in just a matter of hours. The ship's store added new lines of paints and finishes, and the yard has a partnership with the Raymarine dealership in Panama City. Finally, says operator, Giovanni Gaudiano, "our fibreglassing, spray painting, gel coat restoration, woodworking, blister repairs, and copper coating teams, were all enhanced with better equipment, more parts, and ease of operation to be better prepared for 2023." 



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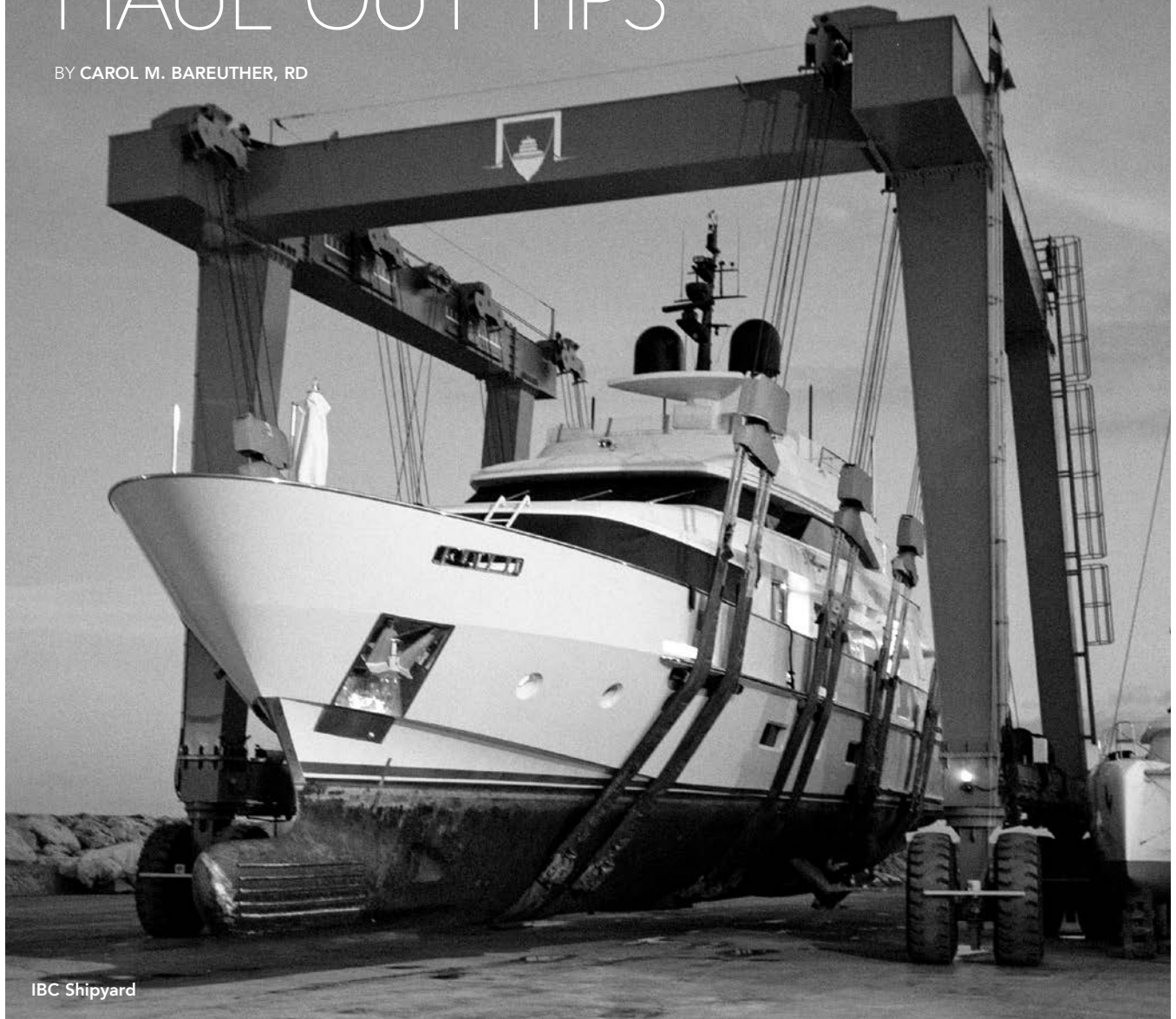
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CARIBBEAN HAUL-OUT TIPS

BY CAROL M. BAREUTHER, RD



IBC Shipyard

Planning is the perfect way to have a problem-free haul out. This starts with preparing the vessel for the haul, working with the yard manager on the list of work to be done while on the hard, and choosing a splash date.

HAUL PREPARATION

Make an appointment for a haul out with adequate time to spare and request a quotation of the rates, recommends Donna Samuda Wilson, manager at the Errol Flynn Marina & Boat

Yard, in Port Antonio, Jamaica. "Haul-outs generally have several fees attached. As such, it's important to get a sense of the general cost before making the request."

Once fees are squared away and a haul date booked, coordinate with the marina to fully describe your vessel, says Christian Herold, yard and marina manager at the St. Croix Marine Center, on St. Croix, U.S. Virgin Islands. "The individuals taking the boat into the travel lift need to be familiar with the wetted portion of the hull and be prepared to discuss strap

placement with the lift operator, know where any underwater hull obstructions are located, i.e., transducers, fin stabilizers, trim tabs, shaft and keel shape, and location, etc. and articulate those to the operator."

Boats need to be prepared immediately before the haul.

"Boats being stored on land must have all sails and dodgers/sprayhood removed before the haul. Dinghies must be secured to the foredeck or taken down and stored in the boatyard facility and then will also be tied down. All boats stored for the duration of the season will have the stands welded (standard/lateral) and tied down to ground anchors," explains Lindsay Ralph, boatyard supervisor at the Jolly Harbour Boatyard & Marina, in Jolly Harbour, Antigua.

Be certain that you leave no food on board, including non-perishables, if you want to keep your boat as vermin-free as possible, recommends Hannah Love Thayer, public relations manager for the Virgin Gorda Yacht Harbour (VGYH) Marina and Boatyard, located in Spanish Town, Virgin Gorda. "Leave refrigeration units and cabinets open. If your vessel tends to take on freshwater when it rains, be sure to have a plan to pump out water, whether that be a small pump powered by a battery and solar panel, or an open thru hull."

Once hauled out of the water and securely chocked, the captain should inspect and operate all overboard valves to ensure that they are functioning correctly and freely, advises

Jeff Howell, general manager of Mega Yard, in Cole Bay, St. Maarten. "This is the time to address issues such as a stuck valve. Once this has been done, the problem valves can be added to the work list."

YARD WORK

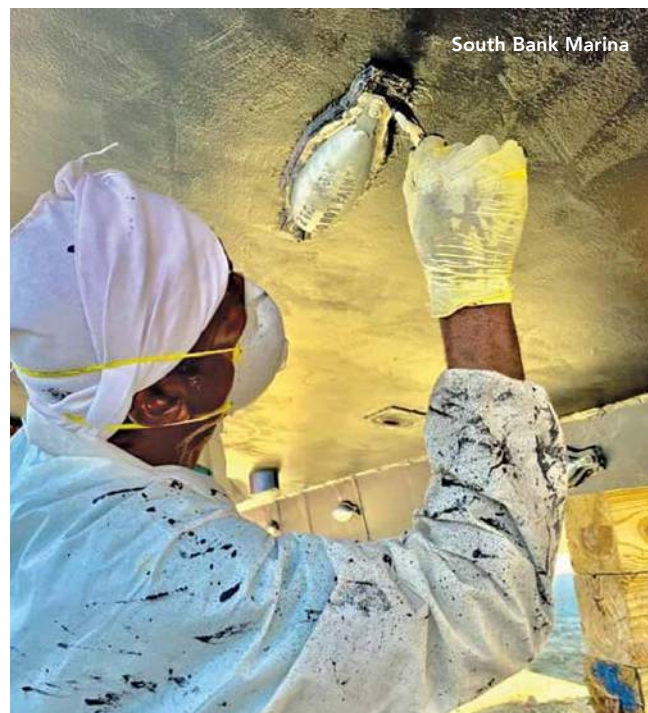
In general, key areas to address when a yacht is out of the water are the steering system, fuel system (fuel tanks), plumbing (waste tanks), electrical grounding and bonding, transmission and controls systems, engine mounts and shaft condition, testing of all valves and thru hulls along the hull, suggests Giovanni Gaudiano, operator of the Shelter Bay Marina's boatyard, in Colon, Panama. "Also, check the hull for any signs of osmosis or premature paint failure."

While on the hard, there should be monthly checks on batteries, an airing out, and a washdown of the vessel, says Sean Devaux, general manager at IGY's Rodney Bay Marina & Boatyard in St. Lucia. "The buildup of Sahara dust over months of storage could cause discoloration in the paint if left for any extended time. In addition, the moisture inside in today's heat could cause mildew, which is why I recommend a monthly opening of windows and doors. Ideally running the AC (if possible) would be best."

LAUNCH TIME

The official dates of storm season in the Caribbean are June 1 to November 30.

"The best time to launch vessels is usually after hurricane sea-

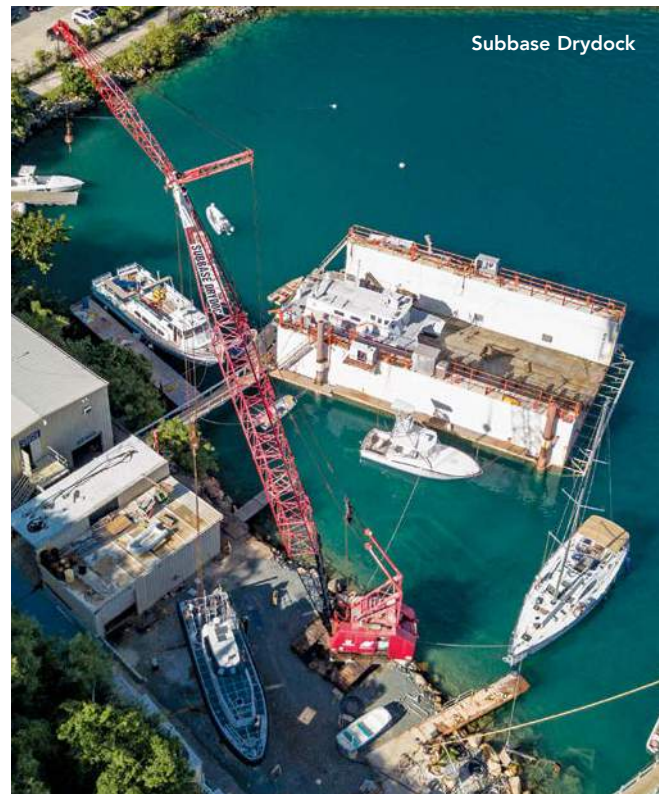




son," says Susan Reece, customer service manager at Peake Yacht Services, in Chaguaramas, Trinidad. "A good polishing and anti-fouling are usually done just before launch, and engines and equipment checked before launch too."

The most common issue with vessels launching after storage is dead batteries, preventing the boat from leaving the haul-out pit on time, and delaying the yard schedule for the day, according to VGYH's Thayer. "Be certain all systems are running before launch day. If you are not on island to prepare the vessel yourself, it's a great idea to hire a yacht management service to ensure your vessel is ready to splash."

At launch time, the boat will be picked up by the yard, and the 'chock spots', the areas where the boat was supported, will be lightly sanded and a coat of paint applied in this area. Once it is touch dry the boat will be launched, explains Mega Yard's Howell. "At this time, the captain and crew need to board and do a full inspection of all areas that were worked on. A complete check for water leaks needs to be done quickly before the belts are released from the boat as it is much easier to lift out again if there is a problem. Once checked and found to be fine, the captain can go to his or her next destination." ☺





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DRONES: WHAT TO KNOW BEFORE YOU GO TO THE CARIBBEAN

BY CAROL M. BAREUTHER, RD

Carriacou

PHOTO BY HUGH WHYTE ON UNSPLASH

One of the most incredible sights in the Caribbean is the beautiful mosaic of blue hues across the sea. It starts with a light turquoise off the beach reflected by the white sand and shallow reefs and moves on to the darker navy of deeper waters offshore. Standing on a hillside or mountain top and looking down is one way to capture this view. Another is by plane, helicopter, and now drone. Drones, technically called unmanned aircraft systems (UAS), are remotely controlled and enjoyed by hobbyists for taking photos. So, it's a no-brainer that since a camera, even a cell phone camera, is a must-have for taking Instagram-worthy photos on vacation, that drones will be next. After all, according to the US's Federal Aviation Administration (FAA), small recreational drones

number over a half-million compared to just over half this number for commercial drones.

FLYING ON AN AIRPLANE WITH A DRONE

Some 4.5 million visitors to the Caribbean this year are forecast to arrive by commercial airline, according to Aruba-based Tourism Analytics. Like a camera, drones can be packed in carry-on or checked luggage. The website uavcoach.com recommends getting a special carrying case to protect the drone from damage while traveling, and to make sure the drone is turned off and switches can't be accidentally activated. The bigger issue on airplanes is the batteries. Drone batteries, based on lithium-ion, must go in carry-on bags. And there's a limit based on size. FAA regulations say it's okay to carry as



many drone batteries on a flight as desired if they are under 100 Wh (watt-hours). However, if the batteries are between 101 and 160 Wh, only two are allowed by flight.

DRONE RULES & REGS

When it comes to drones and the rules and regulations for their safe and secure use, there is no one size fits all in the Caribbean. According to David Jessop, former managing director of the UK-based Caribbean Council, writing on the organization's website (www.caribbean-council.org) about the topic, 'Approaches range from a complete ban to wildly different customs interpretations on temporary imports.'

The best bet is to do some homework before traveling to



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PHOTO BY HUGH WHYTE ON UNSPLASH



Grande Anse Beach, Grenada

a specific island. Contact the island's tourism board and/or the island's airport or civil aviation authority. Online sites like www.droneregulations.info/ can be helpful. For example, in Barbados, those who want to fly their drone must obtain authorization ahead of time. The application for this is online at: <https://barbados.seamlessdocs.com/sc/uasapplication>. In the U.S. Virgin Islands, drones are now required to broadcast their location, which means having an ID number that can be cross-referenced with the device's registration number. Additionally, drones are not allowed to fly in national parks like the Virgin Islands National Park on St. John as it may disturb wildlife. In St. Lucia, visitors must declare their drone with Customs and declare that they will return home with the drone as well.

Some general guidelines are good rules of thumb. First, don't fly a drone near an airport. One of the most common distances cited is to stay at least 3- to 4-miles from an airport or aircraft. Secondly, don't fly a drone further than it can be seen, i.e., keep an eye on it. This means no night flying in some places. Third, common sense and respect, suggest not flying a drone over places where people expect privacy. Or, over crowds where if it crashes, it can hurt people.

DRONE PHOTOGRAPHY TIPS

Taking great photographs and video footage by drone isn't



Grenada


quite as easy as point and shoot. There's a finesse to flying these crafts and practicing before a vacation is wise. That said, many websites offer tips for great shots. One tip is to 'make something out of nothing'. While a huge stretch of the sea might seem beautiful, this image will be even more iconic with something to break up the monotony. Think small island, moored boat, or person on a brightly colored float. Another is using the gesture mode or one that lets an operator command the craft with arm or hand movements, to put the subject smack in the middle. This latter tip is definitely the way to create Caribbean vacation selfies 2.0. 

PHOTO BY HUGH WHYTE ON UNSPLASH

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PLANTATION PINEAPPLE RUM - STIGGINS' FANCY

RUM REVIEW BY CLINT AND TERRY BORAM

We typically steer clear of flavored or infused rums but when we passed a pineapple-infused rum made by Plantation, we knew we had to try it. Alexandre Gabriel, the man behind Plantation, produces rums all over the world using local ingredients. Any Plantation rum we have tried has not let us down so why would we expect anything different here?

Pineapple rum was the drink of choice in 19th century England but like most good things, the love affair came to an end. However, if you're a fan of Charles Dickens' *Pickwick Papers* you know that pineapple rum was the drink of choice by "esteemed" Reverend Stiggins. "Well esteemed" may have been going overboard. While Rev. Stiggins was preaching temperance to his followers, he was sitting at Mrs. Weller's pub sipping free pineapple rum.

With help from historian David Wondrich, Plantation set out to revive the original cocktail from the early 19th century. Using the 1824 *English Journal of Patent and Inventions* and the 1844 *Journal of Agricultural Society* as their main sources, they combined a few traditional techniques they learned along the way, to create a drink worthy of Rev. Stiggins.

Plantation Pineapple Rum is made with ripe Queen Victoria pineapples that are infused into Plantation's Original Dark Rum for 3 months. Once infused, the pineapple rinds are macerated, placed in the rum, and distilled. This bottle was made in Barbados so two columns and pot stills were used. Other distillation sites are Jamaica and Trinidad.

NEAT

A beautiful copper color liquid coats the glass leaving long legs along the sides. The nose is similar to smelling the rind of pineapple to see if it's ripe. Its earthy notes have some raw almonds and hints of pineapple. It's not sweet. The palate gives away its young age; however, once you get past the slight alcohol burn, there are many flavors to explore. The first is butterscotch followed by cloves and bananas. The pineapple comes in late but doesn't dominate the palate. Baking spices



(cinnamon, nutmeg, and cloves) finish this rum in our throat and leaves a very satisfying warmth. We then added an ice cube to help balance the alcohol note. The rum significantly changed creating a hardier mouth feel and opening up the sweetness of the pineapple.

PINEAPPLE DAIQUIRI

2 oz Plantation Pineapple Rum
¾ oz fresh lime juice
¾ oz simple syrup

Shaken and served in a martini glass.



PHOTO BY ANIL SHARMA ON UNSPLASH

Wow, this tastes like a completely different rum. The lime really pulls out the pineapple without making it overly sweet. The biggest change is the baking spices. It's reminiscent of a mulled cider.

OVERALL

As Terry finished the daiquiri, Clint consumed more neat. We both enjoyed this infused rum because of how it changes depending on how you sample. At \$35/bottle, Plantation Pineapple Rum is a wonderful rum to sip alone or share as a cocktail with your book club.

4.25 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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TORTOLA, BVI. This ¾-acre lot offers some of the best ocean and island views from its Belmont Estate location. Perched on a hill between Long Bay Beach and Smugglers Cove Beach, the elevation is high enough for cool breezes but not too far for a swim at either beach. Easily accessible for construction. Electricity supply close by. Price: US \$400,000

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VIEQUES, PUERTO RICO. Oceanfront splendor awaits at Villa Chavaniac, a 7 BR/6 BA residence with Caribbean Sea views to mainland Puerto Rico. At 3,900-SF, the Villa has two separate levels of living and sleeping accommodations. The main suite is at the ocean level, with two additional fully self-contained suites on the upper level. Amenities include a saltwater infinity pool, ample terrace spaces with multiple seating and lounging areas, landscaped gardens, and electronic security. Price: US \$2,500,000

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Access to Little Bay is via two newly constructed docks, the largest of which is approx. 180' long and draws approx. 10' at its deepest point, allowing for the berthing of multiple, sizeable vessels. Arrival via helicopter is also possible. A private sandy beach welcomes you and lays between the two properties presented at this estate.

The main villa, The Beach House, is a newly and beautifully constructed four bedroom, six and a half bathroom home sitting on the beach just a few feet from the water's edge (6,500 sf). It has been designed with precision and the quality of the finishing is breathtaking. White oak floors give a contemporary feel and the minimalist furnishings create a very modern and elegant home. The living and entertaining space is on the lower level as is one bedroom and a further three bedrooms are on the upper level.

The Guest Houses, Camelia Point, is on an elevated clifftop a short buggy ride away from the main villa. This consists of a two standalone and self-contained cottages giving total living spaces of circa 1,500sf. One cottage has a single bedroom plus ensuite and guest bath and the other is a two bedroom, two bathroom cottage. The views from the decks of both guest cottages will take your breath away.

On the western peninsula there is room for another build if desired. The views from there are stunning and include the islands of Moskito Island and Prickly Pear.

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6



TORTOLA, BVI. Set on the eastern hillside of Brewer's Bay, this spacious two-story 4 BR/5.5 BA family home comes with an additional vacation or long-term rental unit. Inside the gated property is a kitchen equipped with stainless steel appliances, a formal dining room, breakfast nook, study/office, and laundry room. Outdoors is a large deck and pool area with a fabulous ocean view, creating a perfect space for entertaining and relaxing. Price: US \$1,495,000

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7



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8



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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	
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Grenada	Whisper Cove Marina www.whispercovemarina.com	473-444-5296	15'	100'	18	●		110/220, 50hrz				●	●	●	●	●	68	●	
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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	●	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●
St. Maarten	Island Water World Marina	+1 721-544-5310	8'	60'	47	●	110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●		●	●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	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 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	14°04' 32" N	60°56' 55" 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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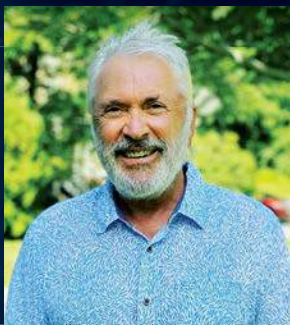
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Meet the Team:



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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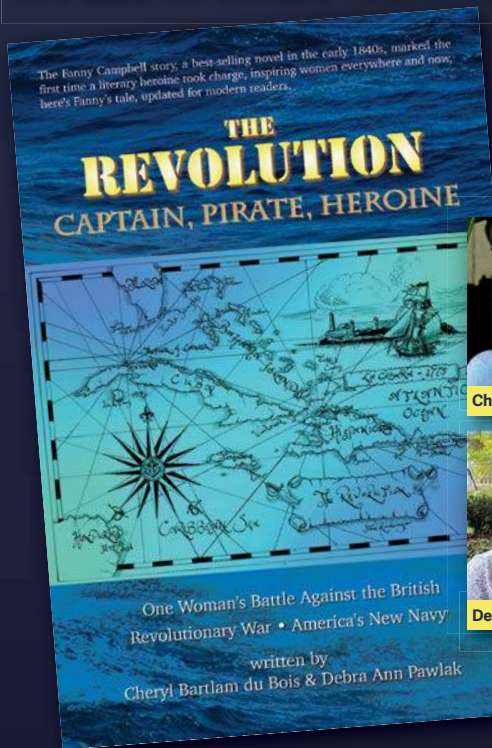
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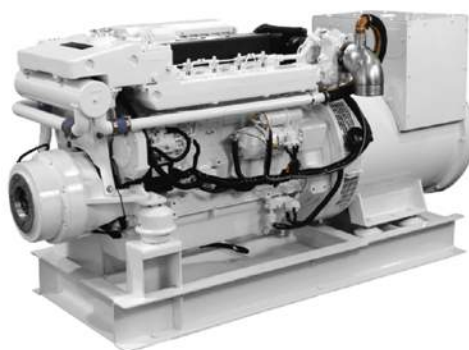
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MOZZARELLA CHEESE WITH A TASTY TOPPING ON A TOSSED SALAD

Prep time: 15 minutes. Cooking time: 5 minutes. Serves: 4

Note: Serves 4 as an entrée or 8 as a side salad

Salad:

4 cups chopped or torn romaine lettuce

4 cups torn baby spinach

1 small jicama, peeled and cut into thin slices (about 1-1/2 cups)

1/2 cup chopped walnuts

Garnish: Toast 4 slices of bread, cut each in half and 8 cherry tomatoes, slightly roasted

Mozzarella Topping:

5 Tbsp. extra virgin olive oil

2 garlic cloves, minced

1/4 tsp. dried crushed

red pepper

1 Tbsp. minced fresh oregano

Coarse salt and freshly ground

black pepper, to taste

2 Tbsp. capers

12oz. fresh water-packed

mozzarella cheese,

drained, cut into

3/4-inch-thick slices

1/2 lemon

Heat 2 Tbsp. oil in small skillet over very low heat. Add garlic and crushed pepper and stir just until garlic is fragrant about 3 minutes (remove if garlic starts to turn brown). Remove from heat; stir in oregano, capers, salt, pepper, and remaining oil. Toss salad with balsamic and olive oil or your favorite dressing. Divide the salad ingredients onto individual plates. Place 2 pieces of toast on each salad and top with cheese, along with 2 roasted tomatoes. Spoon Mozzarella Topping over cheese slices and finish with a squeeze of lemon juice.

BRUSSELS SPROUTS AT THEIR BEST

Prep time: 10 minutes. Marinating time: overnight. Serves: 4 or more

1 lb. Brussels sprouts, cut in half or quartered

Juice of 1 lemon

1 Tbsp. olive oil

Garlic salt, paprika, and pepper, to taste

In a gallon size ziploc bag, combine the lemon juice, olive oil, paprika, garlic salt, and pepper. Add in the Brussels, seal bag and toss around, until well coated. Refrigerate overnight. When ready to roast, preheat oven to 400°F, remove Brussels from bag and place in a single layer on a baking sheet and bake for 15-20 minutes. HINT: I like mine crispy. Feel free to eat the whole pan or share



PHOTO: JOANN CREBBIN

SAUCY RICE STIR-FRY

Prep time: 15 minutes. Cooking time: 15 minutes. Serves: 4

Sauce:

1 cup tamari or soy sauce

1 cup vegetable stock

4 Tbsp. rice vinegar

2 tsp. agave nectar or

pure maple syrup

3 clove garlic, minced

1-1/2 Tbsp. grated ginger

2 Tbsp. arrowroot starch

1 tsp. red pepper flakes

Stir-fry:

4 Tbsp. grapeseed oil

12 oz. mixed shitake and

portobello mushrooms, sliced

2 cups broccoli florets

1 cup frozen peas

4 cups cooked wild rice

5 green onions, sliced

In a bowl, mix together the sauce ingredients and set aside. Heat the grapeseed oil in a stir-fry pan over medium-high heat. Add the mushrooms, broccoli florets, and frozen peas; cook and stir for about 5 minutes. Add the sauce and cook for about 2 more minutes or until the sauce starts to thicken. Add the rice and green onions: stir for another minute or so. Serve and heat hot.

QUICK PARFAIT

Prep time: 10 minutes. Serves: 4

2 cups frozen strawberries

1 cup raw cashews

1/3 cup pure maple syrup

2 tsp. pure vanilla extract

2 cups vegan granola

Garnish: Pomegranate seeds

Blend all the ingredients, except the granola and pomegranate seeds, in a high-speed blender until smooth. Assemble in cups by layering the cream and granola. Garnishing with pomegranate seeds, adds texture and taste.

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