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CARIBBEAN NEWS

COURTESY BAJÍO

Bajío Sunglasses
Temple of Change
Coral Reef Project

BAJÍO SUNGLASSES LAUNCHES CAMPAIGN TO CONSERVE CORAL REEFS

It's one thing to see, and yet another to commit to saving coral reefs. The latter is what Bajío, producer of blue-light filtering, sustainably made, performance sunglasses did in August when the company kicked off its Temples of Change campaign. The New Smyrna Beach, Florida-based shades maker teamed with Oceanus, A.C., a non-profit organization based in Quintana Roo, Mexico, that develops projects for coral reef conservation, and artist and fisheries biologist, Piper Nunn, to help save the coral reefs of Xcalak, Mexico, in the Western Caribbean.

"In Xcalak, The Great Mayan Reef is only a few hundred yards from the beach and is a critical part of the habitat we fish. A healthy reef means a healthy fish population, so we want to do our part to protect and renew it," said Al Perkinson, founder of Bajío Sunglasses.

The Oceanus, A.C.-developed coral restoration program that Bajío is using for Temples of Change includes the construction of coral nurseries and the transplantation of thousands of colonies a year. To fund this, every purchase of the limited-edition Nata Permit Tail or Balam Coral Reef frames from Bajío's newly launched Temples of Change collection results in a \$20 donation to Oceanus, A.C., and one coral colony is planted and maintained. Each coral will grow up to five square meters, helping to restore vital ocean populations critical for fish habitat. www.bajiosunglasses.com



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news story to share,
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THE EDITOR:
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Dream Caribbean
Blue Yacht Charter
Company - Island Kisses

DREAM CARIBBEAN BLUE OPENS AT BVI'S SCRUB ISLAND RESORT

New is Blue in the British Virgin Islands. The all-inclusive Dream Caribbean Blue charter company will make the Scrub Island Resort, Spa & Marina its official operating base in the BVI effective January 1, 2023. The company's fleet of 14 sailing catamarans, all built either in 2019 or newer and from 48 to 58 feet in length, will base at Scrub Island's 55-slip marina. Each yacht is crewed by a seasoned commercial captain and skilled culinary chef to offer year-round, luxury crewed experiences designed to impress guests.

"The upscale offerings and amenities at Scrub Island Resort and its Marina Village are a perfect complement to the exceptional sailing experience we deliver," said Gregory Clum, co-owner

and CEO of Dream Caribbean Blue. "Our guests know they can count on us for a superior sailing experience; now, at Scrub Island, they can expect the same level of outstanding service and exceptional amenities before and after every voyage."

Dream Caribbean Blue also has charter bases in the Bahamas and St. Vincent and the Grenadines. www.dreamcaribbean-blue.com, ScrubIsland.com

NEW ANTIGUA & BARBUDA YACHTING & MARINE INDUSTRY SHOWCASE

Career, leisure, and/or sport. Antiguan and Barbudans can learn what the yachting and marine industry can offer them at this inaugural showcase, hosted by the Antigua & Barbuda Yachting & Marine Association (ABYMA). The event is set for November 9-10, from 10 a.m. to 8 p.m. at the National Sailing Academy, in English Harbour.

"The purpose of the event is to expose our industry to the citizens of Antigua and Barbuda and the career opportunities within it; give members access to potential new employees; and offer networking opportunities between businesses," says Alison Sly-Adams, ABYMA Head of Secretariat and board member. "The long-term objective is to inspire more people to consider the industry as a career. We hope to also encourage people with transferable skills to think about making the move to yachting. These roles include superyacht, professional racing, and charter skippers and crew; marine service organizations such as riggers, sailmakers, engineers, communication specialists, varnishers, divers, etc.; administration roles such as event organization, marina management, environmental services and analysis; and the list goes on. The industry has big growth potential."

Businesses onboard to participate as of the end of September include Ondeck Antigua, Falmouth Harbour Marina, Seagull



English Harbour Antigua from Shirley Heights

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Captain's Mate App Nominated for British Yachting Awards



A nomination by Sailing Today with Yachts & Yachting for the 'Equipment Innovation of the Year' at this year's British Yachting Awards tells you there is something special about the London, UK-based Cruising Association's (CA) Captain's Mate app. The app, developed by CA members and exclusively for members, provides an unrivaled wealth and breadth of information.

Captain's Mate has worldwide coverage across 77-plus countries, reflecting the CA's international membership, with 20,000-plus member contributions and reports providing first-hand insights and practical knowledge on locations and local interest. Cruising reports cover 6,500+ locations around the world providing up-to-date, accurate, and informative location data on anchorages, marinas, ports, harbors, boatyards, and quays.

Captain's Mate provides cruising information across many locations in the Caribbean islands and surrounding coastlines. Captain's Mate provides a variety of information depending on the type of location, which may include pilotage advice on approaches to a harbour, anchorage or marina, information on the onshore facilities and arrival/departure protocols or personal insights on the locality. Captain's Mate is updated by our members and free from commercial influence," says Lucy Hyslop, CA general manager.

Available on iOS and Android, once downloaded the app works offline, without internet or phone signal. For those who prefer a keyboard and a larger screen, it is integrated into the CA website. www.theca.org.uk/public/captainsmate

Inflatables, North Sound Marina, A & F Sails, National Sailing Academy (host venue), Antigua Sailability, Antigua Sailing Week and Ultra Refit. These companies will provide information on career opportunities that span from entry-level to upper management, from on the water to administration ashore, and more. abma.ag

NEW WEBSITE, NEW PROGRAMS FOR SECOND STAR SAILING'S ANTIGUA BASE

Easier ways to navigate on the web and the water are new for Second Star Sailing, a Pisa, Italy-headquartered RYA training center that opened a school at Jolly Harbour Marina, in Antigua, three years ago.

"The new website for our Antigua sailing school features everything divided by level of experience and easier navigation around our courses. Each course has an 'Important details' section where students can read what is included and download what to bring with them. There is now an online Enrollment form, so no need to print and scan documents. Soon there will be many interesting blog entries from our instructors and students, about useful tips and tricks for starting sailing and for experienced sailors," explains Margo Ogolceva, public relations manager.

Two new programs upcoming this season are Regattas and Women at the Helm. Second Star will participate in four Caribbean regattas (Grenada Sailing Week, RORC Caribbean 600, St Maarten Heineken Regatta, and Antigua Sailing Week), providing professional training to students before the events. For Women at the Helm, the school selected two Antiguan women from among 25 applicants to intern. This internship in-



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cludes learning about the school and jobs at the base, as well as taking sailing courses with other students to jump-start the women's own sailing careers. The company will run all-female sailing courses as part of the program every month, to promote female sailing and empower more women to become skippers. secondstarsailing.com

ZF MARINE HIRES NEW HEAD OF PRODUCT LINE COMMERCIAL-FAST CRAFT

Several vessels are running on the Caribbean Sea with a ZF Marine gearbox, thruster, or propeller. In September, this Miramar, Florida-headquartered company named **George Lewis**, as the new head of produce line commercial-fast craft for North and Central America and the Caribbean.

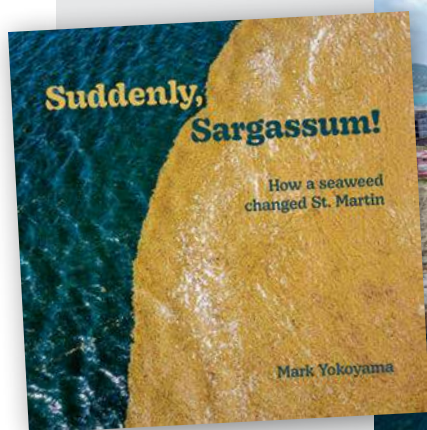
"Our transmissions, propellers, and thrusters are used both on private and commercial vessels, the likes of large motor

yachts, sportfishing vessels, and express yachts/cruisers or on the Commercial side with search and rescue, ferries/water taxis, tug and supply vessels. Most recently, we completed a series of High-Speed Ferries using ZF transmissions," says Lewis, who previously worked at Sea Ray Boats, where he held the positions of senior naval architect and naval propulsion supervisor for sport cruisers and sport boats.



He adds, "As the area recovers from the pandemic and visitors increase, it's likely that new vessels will be built to meet the demand and needs of the market. I look forward to working with those customers on new solutions or modifications to existing vessels to help with operational capability. Our well-established aftermarket support team will continue to work with our dealer and distribution network in the regions to provide support for any of our customers 24/7." zfmarinepropulsion.com/

New Sargassum Book Launched by St. Martin's Les Fruits de Mer



CREDIT MARK YOKOYAMA

Seaweed is everywhere and a new book tells why. *Suddenly, Sargassum!*, written by Mark Yokoyama, co-founder of the Les Fruits de Mer association in St. Martin, tells the story of why so much sargassum has been washing up over the last decade. Also inside are facts about this unusual seaweed, the process that brings sargassum blooms to St. Martin, the creatures that depend on it both in the sea and on the land, its

impacts, and even how this seaweed inspires art. Vivid photos reveal an entire world of life that is hidden in the sargassum, from microscopic sea creatures to birds that have learned to hunt and forage in it. The book is available in English and French.

"Interesting things in the book for sea-oriented folks are the mechanics of how the sargassum started coming here and why it comes back each

year. Also, the marine life that lives on and around it. We're still learning about the ecology of this tropical sargassum, so anyone on the water could make important observations about how it is being used by fish and birds," says Yokoyama.

Suddenly, Sargassum! Is available on Amazon (www.amazon.com/dp/B0BBFLNSTS) for \$19.99. www.lesfruitsdemer.com



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NOVEMBER 2022 EVENTS

COURTESY BARBADOS GAME FISHING CLUB



The target species, an atlantic sailfish, released boat-side

If you have any events to share,
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editor@allatsea.net

NOVEMBER 4 – 6: Brian Manning Memorial Billfish Tournament.

This relatively new addition to the Barbados Game Fishing Association's calendar is held to honor a past president and avid fisherman. It's billfish only, with awards for the top three boats based on points scored for eligible species caught and released. There's a Top Junior Angler award too. "Before its introduction in 2017, the only billfish tournament in Barbados was hosted during April. This meant that the state of billfishing in the September-November period was relatively unknown. Since that first tournament, it has become clear that the fishing at this time is excellent, and the sea conditions generally calmer," says organizer, Paul Hamel-Smith. New, the 2022 event will be held at the Barbados Yacht Club. Spectators who would like to cheer the winners can attend the prize giving on November 6, 6-8 p.m. www.facebook.com/BarbadosGameFishing/

NOVEMBER 5: SXM Wahoo Tournament.

Keen competition and friendly camaraderie are what make this event special, says Sergio Hodge, president of the St. Maarten Sport Fishing Foundation. "This tournament attracts boats from the neighboring islands such as Antigua, St. Barths, Nevis, St. Kitts, Statia, Saba, Anguilla, and even as far as St. Croix. These teams, along with many local fishermen,

2019 Wahoo Champions: Three Little Birds from St Martin

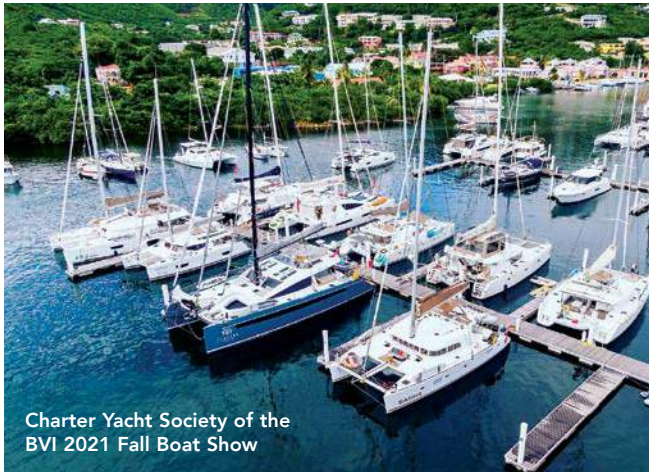
COURTESY SMSFF



gather during wahoo season for a weekend packed with good fun, hardcore fishing, and great parties. Over the years, the tournament has earned the reputation of a well-attended fisherman's pelagic showdown and rated as one of the best in the region." Skippers briefing November 4, fishing November 5 with weigh-in at 4 pm, and prize giving at 6 pm, all at Bobby's Marina. The tournament is a qualifying event for the Offshore World Championship, held annually in Costa Rica. www.sxmsportfishing.com

NOVEMBER 8 – 11: Fall Charter Yacht Show.

Hosted by the Charter Yacht Society of the BVI, over 30 crewed charter yachts will be open to show to brokers at Nanny Cay Resort and Marina. A business expo, culinary competition, a day trip to Anegada, and a visit to a local brewery gives attendees a taste of the industry. Nanny Cay is offering 25% off the dockage rate between November 1st and November 12th for show participants. www.crewedyachtsbvi.com



Charter Yacht Society of the
BVI 2021 Fall Boat Show

COURTESY CVS

NOVEMBER 12: Nanny Cay Round Tortola Race.

Racing around Tortola is a rite of passage. This race has been a staple in the BVI racing calendar for 50 years. "The 2022 edition of the Nanny Cay Round Tortola Race is open to entries



2021 Nanny Cay
Round Tortola

CREDIT: WWW.NANNYCAY.COM

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CREDIT PHIL BLAKE

USVI Charter Yacht Show 2021

NOVEMBER 12 – 15: USVI Charter Yacht Show.

Nearly 50 crewed charter yachts will be on show to brokers at Yacht Haven Grande St. Thomas. New this year is a 'Charter Yacht Professional Excellence' certificate training for crew taught by Seven Seas Preparatory Academy. Culinary and mixology competitions, marine vendors expo, informative seminars, and nightly parties round out the event. Yachts showing pay only \$1.65/foot/day for berthing from one week before to one week after the show, and additionally on arrival receive a 5% fuel discount. usviyachtshow.org

in racing, cruising, and multihull classes," invites Tamsin Rand, manager of the Royal BVI Yacht Club. The race starts and finishes off Nanny Cay. In addition to the race honors on the day, entrants may also opt to contest the Nanny Cay Challenge (NCC). The NCC stipulates an anti-clockwise circumnavigation and leaves Beef Island, Scrub Island, Great Camanoe, and Guana Island to port as well as Tortola. The afterparty will be at Peg Legs, at Nanny Cay. www.royalbviyc.org

NOVEMBER 18 – 20: Jolly Harbour Yacht Club (JHYC) Annual Regatta.

CSA (Caribbean Sailing Association handicap) Racing and Cruising monohull yachts are welcome to set sail. "Registration will be on Friday and racing will take place on Saturday and Sunday inside the Five Islands Bay area," says David Ross, JHYC commodore. Social events for the regatta will be held within the Jolly Harbour area. www.jhycantigua.com



Jolly Harbour Yacht Club Annual Regatta

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COURTESY SMYC



SMYC Optimist Regatta

NOVEMBER 19 – 20: 17th Sol St. Maarten Optimist Championship.

Exciting sailing, excellent prizes and trophies, and lots of fun are on tap at this St Maarten Yacht Club-hosted junior sailing event, sponsored by SOL. The regatta is an AHO qualifier for the Optimist World Championships, next held in June 2023, in Spain. www.smyc.com/optimist-championship

NOVEMBER 25 AND/OR 26: Coral Bay Thanksgiving Regatta.

Race boats to liveaboards sail in this classic regatta. "This is such an incredible event because it captures so much of the spirit and legacy of Coral Bay sailing. It's simply a blast, and always feels like a throwback to older times," says Leah Randall Hanson, commodore of the Coral Bay Yacht Club. The best spectating is at the Salty Mongoose or WOK on the Beach to see boats leaving and returning to the harbor. www.cbystj.org

Coral Bay Thanksgiving Regatta



CREDIT LEAH RANDALL HANSON

COURTESY MANGO BOWL REGATTA



Mango Bowl Regatta 2021

NOVEMBER 26 – 27: The Mango Bowl.

Entrants from Martinique, Grenada, Barbados, and Trinidad & Tobago are expected for this 10th anniversary event. "J24s, Surprise, other racing classes and cruisers all welcome and all race in Rodney Bay," invites Lily Bergasse, regatta director. Spectators can watch the action on the water from the balcony of the St. Lucia Yacht Club on Reduit Beach. The Club will also host the prizegiving. www.facebook.com/stluciyacht





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LAUGHING INTO THE PREVAILING WIND

CRUISING BY CAP'N FATTY GOODLANDER



Up until 2000, a Caribbean sailor with a fair breeze would have been insane to be depressed—now, with our current state of world affairs that same sailor would be delusional *not* to be. Yes, our cup runneth over with international worry—of worldwide financial depression, mental depression, rising suicide rates, and shrinking expectations.

I mean, even the *Queen* gave up!

Let's aim this marine column directly at the younger generation—no matter how dismal, difficult, or limiting your parents' tawdry, pointless little existences were, your life is gonna be far worse... assuming you survive for, say, half as long.

Oh—and don't forget the nuclear worry. Not that I have any doubt my noble country of US of A could *handily* win the Mutually Assured Destruction (MAD) tossing game. That's right—when it comes to making the planet uninhabitable for the next 5,000 years, I believe in American exceptionalism!

Worse—the standard solutions of getting drunk, getting high, or getting laid no longer seem to apply. Liquor is bad for the liver. Drugs are not only illegal—but nowadays they auto-arrest you (with a robot from Boston Dynamic, no less) for chemical-coping-in-any-form.

As far as sex goes, forget it—not only are STDs rampant, partners increasingly prudish, and licentiousness now frowned on—but the sperm counts are falling worldwide (should procreation be your sick, sick, *make-my-offspring-suffer-horribly* kink).

Polar bears are gonna strip down and go naked on Orient Beach, St. Martin? Will Eskimos trade in their snow-mobiles for jet-skis? Will snow cones become lukewarm drinks? Will Canadians be prevented from getting drunk and going clubbing... their seals?

And the increasingly vocal incels blame all this on, *of course*, on any woman with enough criteria not to sleep with them!?!

Why bother getting (it or yourself) up?

I dunno.

On the positive side, Russian mega-yachts are dirt cheap right now—the docks of St. Thomas, Sint Maarten, and Antigua are cobwebbed with 'em. On the downside, Ukrainian marine engineers in Mallorca are finding employment scarce—I mean, why pay a talented grease monkey like the 55-year-old Taras Ostapchuk to sink your boat before it is seized by a Western country that is suddenly-pretending-to-have-a-conscience?

What do the yachts *Lady M*, *Lena*, *SY A*, *Dilbar*, *Ragnar*, *Crescent*, *Sechin*, *Valerie*, *Lady Anatasia*, and *Royal Romance*... all have in common? They're jailed/impounded. All around the world. With all their water toys.

It's enough to make a hedonistic sailor weep!

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Hey, don't get me wrong—I'm totally in favor of stealing vessels obtained with stolen cash—it is just that I'm shocked this is suddenly a *socially-approved*, NATO-sanctioned ting, mon!

Oh, I remember the glory days of the Yacht A (the stinkpotter, not that ugly \$800,000,000 blow boat) when we envied Andrey Ignorevich Meinichenko's Whoopie Room with all its whips, chains, and video cameras... ah, the carefree, healthy, fun international yachting scene, ruskie-style.

I'm not joking about the Whoopy Room—the most notorious cabin on that decadent vessel. While it was anchored off Moorea, my wife and I sailed close alongside on port tack. I shouted, "Just let us use the whoopie room for half an hour!" while my wife, less prone to exaggeration, shouted, "Two minutes will do!"

Do any circumnavigators really think that islands that used to charge \$3 to clear-in—and during the pandemic started charging three thousand dollars (combined charges)—are ever going back to three bucks?

This reminds me of another Randy Andy—whose press secretary informed me when I inquired how he was doing, "No sweat!"

But isn't that new three-master of Andy M's (we're good enough friends that I call him by his adorable nickname) full-ugly or what? Somebody told me it was stark—hey, it is waaaaaay beyond stark. That freak'n thing is an insult to every French curve in existence!

And to think that just six months ago the United Caribbean Marine Industry were welcoming sleazy Oily Arks into the dock with open arms, steel drum bands, and dollar signs in their industrial eyes. What could go wrong? So, what if Putin was poisoning innocents in England and Europe—most of 'em didn't own mega-yachts that needed spare parts, did they?

I mean, so what if the Ruskies were killing Syrians, right? How many Syrians buy Harken blocks or Rule Bilge Pumps—very, very few! Why didn't Syrians just shut up and take their lumps, right?

To phrase it another way, can't the poor people who 'elected' to be on the wrong side of genocide stop constantly complaining? I mean, choices have consequences, right?

Whenever I start to chuckle about the overheated antics of a boiling population on a warming planet, I quench my giggles with the sobering thought of how many polar cruise ship companies will go bankrupt when the melting glaciers have literally 'went south' forever.

What's gonna happen as a result? Polar bears are gonna strip down and go naked on Orient Beach, St. Martin? Will Eskimos trade in their snowmobiles for jet-skis? Will snow cones become lukewarm drinks? Will Canadians be prevented from getting drunk and going clubbing... their seals?

While constructing igloos, will the Eskies have to leave holes for the Carrier air-con units?

Admittedly I'm old but back-in-the-day, when a sailor wore a mask, he was going *snorkeling*! Speaking of breathing air—why is it still free? Think about it! Sure, in classy marinas maybe—but in public anchorages? On public beaches? For the hoi polloi? Do we really have the wealth to continue subsidizing the poor to this degree?

The trick, of course, is to *make a profit* while hotting-up the oceans—then buy a used air conditioned mega-yacht and install ever *more*, ever *bigger* air-con units... not only will you get cooler, the poor folk outside become warmer, ha-ha-ha! That's a two-fer, dude.

Of course, in the Caribbean, hurricane season is never very far away—and the NOAA news that storm categories will remain the same for the first one-through-five categories is reassuring... that the additional 95 stronger categories will just be tacked-on to the top end.

Fine, why not?

Future sailors will brag about surviving 'boom-caine' storms—those with winds in excess of the speed of sound. Hey, just think of the waterspouts of the future—hell, it could *rain* Oily Arch boats just outside the harbor of Monte Carlo!

One thing I really dig (from a PR angle) is when the builder of one of these 'over one bil' mega-yachts decide not to put an additional birthday candle on the owner's kid's birthday cake—and then buys a full-page ad in BOATING INTERNATIONAL about how his 'latest build' is *more energy-efficient* than ever!



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Hooray, we're saved!

Or when Jeff and Elon get together, form an organization, and lobby that consumers should not be *given* straws... that straws should be *rationed* by being priced very, very expensively, ha-ha!

That's right—they can have 'em, we can't!

...how 'green' is that?

Which brings us to the subject of whales—they poop in the sea, you know. (Well, according to a nasty press release by some very hungry Japanese people, they do.)

Why, for example, is everyone against the Great Pacific Garbage Patch? When we transited, a container of flip-flops had gone overboard during a blow—and we 'boat-hooked' up a dozen pairs of size 11 conveniently zip-tied together.

I personally believe in trickle-down. If the wealthy want to feed the poor, they just feed their thoroughbred racehorse corn... and then grin as the penniless follow behind the horse, hoping to get lucky.

How cool is that?

Do any circumnavigators really think that islands that used to charge \$3 to clear-in—and during the pandemic started charging three thousand dollars (combined charges)—are ever going back to three bucks?

I doubt it. Perhaps in the parallel universe but not on this earth.

Oh, I long for the days of celestial navigation when, while shooting the evening stars, I might see a falling meteor to make a wish upon—and not wonder if it was an incoming ICBM.

Of course, I don't know what I'm talking about—hell, I can remember, after 2021, thinking that 2022 *could not be worse*. Ah, the naivete!

As a writer, I know enough to put a positive spin on things—for instance, why have your life raft inspected just before the apocalypse? There's a *saving*! Or, maybe not. With inflation

headed for double digits—perhaps waiting to pay in tomorrow's shrinking dollar isn't such a good idea?

During the two-year pandemic when almost everyone alive lost money, billionaires in the US saw their income skyrocket up 57%.

Fair is fair, I guess.

I personally believe in trickle-down. If the wealthy want to feed the poor, they just feed their thoroughbred racehorse corn... and then grin as the penniless follow behind the horse, hoping to get lucky.


Hey, I'm for capitalism—*what's not to like*?

What am I really trying to say during all these sophomoric ramblings? That I've based my entire watery life on the idea that this planet is a smorgasbord of endless delights—and that a small sailing vessel was the perfect way to inexpensively enjoy it. If Thailand is the current Garden of Eden, then sail to Thailand—or Tahiti, New Zealand, or Madagascar. That universal brotherhood was just around the corner—if everyone just voted with their keel. If the monetary competition was for happiness, equality, and justice—not pain.

Now, suddenly, all of that's in doubt.

Where I used to clear-in in Southeast Asia for twenty bucks and twenty minutes, now takes weeks and costs \$3,000 (before bribes). That's depressing. Especially with an empty purse. And a ravenous, pent-up appetite for an open horizon. On the other hand, I currently live in the world's most expensive, safest city for pennies a day—something I'd never be able to do if I didn't live abroad.

So, I truly don't know whether to laugh or cry. So, I inappropriately giggle at evil and cry with compassion while witnessing good deeds... one confused sailor adrift on the sea of his own mixed-up philosophy.

On the other hand, yesterday I had a spanking good sail between Malaysia, Indonesia, and Singapore. The wind is still free. For the moment. Until Jeff Bezos figures out how to blister-pack it. 

BIO NOTE: Fatty and Carolyn are still 'aground on their coffee grounds' in Southeast Asia.



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DINGHY MISADVENTURES

TEXT AND PHOTOS BY RUTH LUND

Dinghies at dusk in Grenada

challenge any experienced boater to say they've never had a ditsy, dangerous or close to drowning moment in their dinghies. And inevitably you are in full view of a crowded anchorage or marina full of gleeful watchers as you execute a truly stupid move. However, it may be preferable to have a bad dinghy day within sight of human rescue than way offshore.

BE HONEST NOW, HAVE YOU EVER -

Gone round and round in circles because you let the tiller handle of your outboard go and it swung out of reach developing a mind of its own?

Left your dinghy unattended on a dock during a huge down-pour/big tidal change, or at the mercy of those using it as a steppingstone to get across to their own transport? And there is no recourse for flooding, entrapment or saltwater engine damage that ensues.

Lost your cell phone in the dinghy and found it two years later -

during which time it has been trapped under the seat and morphing into flaky layers?

Bought a second-hand inflatable that has been in storage for years to save a few bucks – only to find that after you launch air is escaping from a hundred pinholes faster than can be pumped back in?



Threatened to put someone in the dinghy and untie the painter - bad dog/child/crew member/first mate/guest from hell?

Drowned the dinghy? An easy way to do this with a hard dinghy is to lose your balance, step on the gunwale, and hang on too long when alighting from the mother ship.

Had a large fish land in your dinghy and thrash around violently, snapping at ankles and toes with bloody results. Crew depart overboard for self-preservation.

Had a dinghy stolen while onboard? Late one night we were chatting down below when a swimmer silently untied and

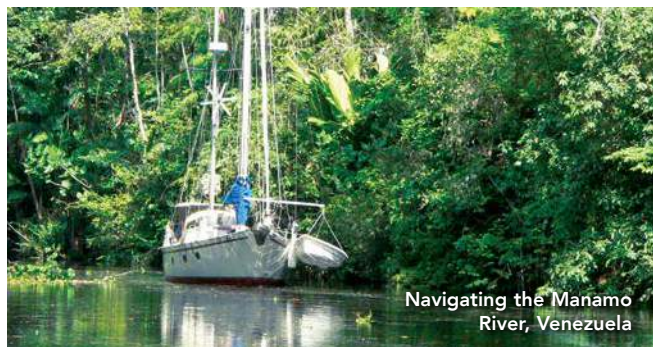


PHOTO BY ALEX NEBE



towed ours away – and how can you chase after him without your dinghy?

Forgotten to put the bung in - only realising this as your crew/charter guests step into rising water? On our first 36-foot yacht the baby stay prevented the dinghy from fitting on the foredeck, so a hole was made to pass the stay through the dinghy when stored while sailing. A cap sealed it before launching – provided we did not forget to screw it in.

Overloaded the dinghy to the point of no return? Racing in the live aboard class in Tobago our hard dinghy was left on the buoyed anchor precariously loaded with spare anchors, chain, water bottles, canvas, rope and cat litter - heavy stuff that was obviously stopping us from winning!

Towed a large, wooden dinghy between islands in a big following sea? When we did this, waves kept slamming it into the transom eventually breaking the bridle. We then tried to get it on deck without major damage to ourselves or our yacht as it swung in and out from the toe rail at great velocity. We were forced to let the dinghy go altogether rather than lose a leg or bash a hole in the hull.

Misjudged the speed of an oncoming vessel as you slowly row or putt-putt along with your tiny outboard across the path of a fast powerboat or massive cruise ship? To add to the danger your flashlight batteries are flat, or worse still, you did not bring a light as you weren't intending to stay ashore beyond sunset.



Put an overly powerful engine onto a tiny, light dinghy? The buyer of our first yacht did this and thought a heavy crew member in the bow would balance things. Luckily, we managed to change his mind before they left the dock.

Ended up drifting helplessly in the wrong direction? A yachting once left a lively party in Trinidad, fell asleep in his dinghy, lost one oar, and drifted for days to the coast of Venezuela, where thankfully the coast guard picked him up.

Almost destroyed your dinghy while maneuvering in a tight space? Reversing out of a marina we lost sight of our dinghy tied alongside. Sandwiched between our heavy displacement boat and the mooring pile, it folded into half its width before popping out when pressure reduced. Remarkably, because it was an almost indestructible injection moulded plastic Walker Bay dinghy, it returned to normal shape and functioned perfectly for years.

Rescued your dinghy when the knot you thought you tied correctly somehow came undone? The skipper dived in clothes and all and swim a marathon in the dark as the little boat swiftly disappeared towards the open sea. When he did not reappear after a very long time, I raised the alarm. The cruising friend who kindly came over to assist (just as exhausted skipper and wayward dinghy reappeared) had only one comment: "Silly bugger!" And I totally agreed. The Trini rigging team my husband worked with used to say: "Tie the knot loose – meaning untie it." Makes sense, doesn't it? If you can tie it tight, you should be able to tie it loose, so that must have been what inadvertently happened.



Swum back to your boat towing your inflatable as other means of propulsion weren't working? Feisty single hander on her yacht Lady Charli did just that in her seventies, but wisely warned us to "never say never" when laughing at other sailors' mishaps.

Those new to cruising have many of these adventures yet to come, but not all are dire or dismal. Look forward to lively dinghy concerts and sunset raft ups, exploring colourful reefs, and discovering astonishing fauna and flora up the narrow "canos" of giant rivers. ☺

BIO: Ruth and Niels Lund lived on a yacht in the Caribbean for many years, working in the marine industry and cruising and racing whenever work allowed.

2022-2023 CARIBBEAN RALLY UPDATES

BY CAROL M. BAREUTHER, RD



ARC - Tortuga (Dockside GTA)

Sailing offshore with company continues its popularity as rallies from the U.S. and Europe will bring nearly 500 yachts to the Caribbean for the winter season – or longer. Here's the scoop on what's happening, when and from where:

North American Rally to the Caribbean (NARC)

Offshore Passage Opportunities (OPO)

DEPARTURE: October 29, 2022

Newport, RI to St. Maarten

www.sailopo.com/NARC_2022.aspx

Twenty boats are sailing as part of the Newport NARC fleet,

says Hank Schmitt, NARC founder, and chief executive officer of OPO, based in Halesite, NY. "There will be another 20 boats planning to arrive from the Chesapeake Bay as part of the new options going forward to allow boats to make an official stop in Bermuda. There are benefits to sailing east first and then reaching down to the Caribbean. I am excited to have more boats stopping in Bermuda."

In St. Maarten, festivities include the NARC Party at IGY's Isle Del Sol Marina on November 19. This kicks off a special week of activities that includes a bus tour of the island, Topper's Rum Tour, Casino Bingo, and closing Thanksgiving Meal.



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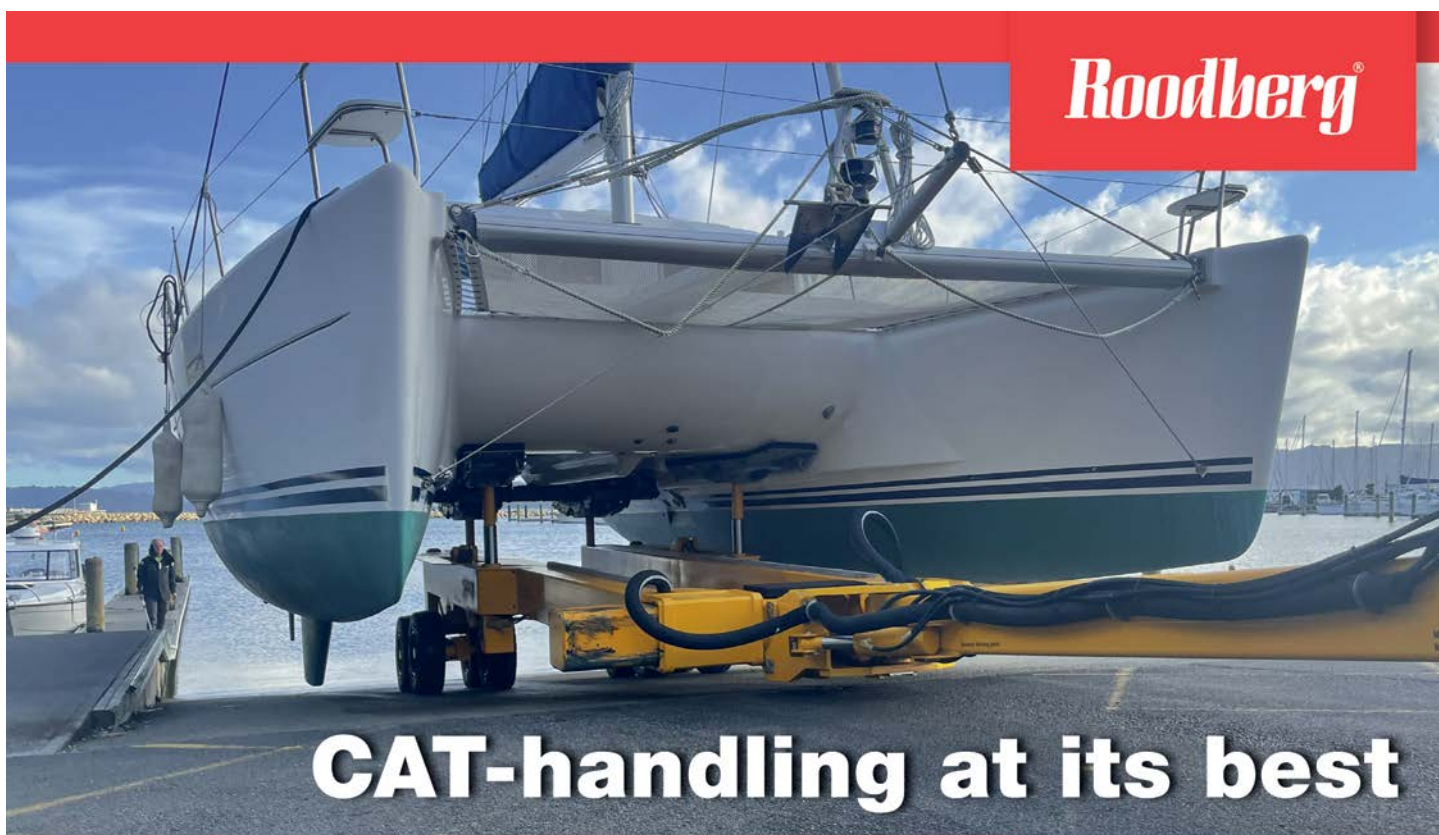
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ARC Prize Giving - (Aquarium)

Caribbean Rally

Salty Dawg Sailing Association

DEPARTURE: November 1, 2022

Hampton, VA and Newport, RI to English Harbor, Antigua

www.saltydawgsailing.org/caribbean-rally

"The rally is a sell-out with over 125 boats. Most will leave from Hampton but a number, along with those in the NARC fleet will be heading out from Newport," says Bob Osborn, president, rally director, and Antigua port captain.

This is the first year the SDSA has had two start venues. One reason is the number of participants. The SDSA Caribbean Rally is now the largest organized flotilla of cruisers leaving from the U.S. East Coast en route to the Caribbean in the fall. Those leaving from Newport will make a short stop in Bermuda on the way.

"We welcome all cruisers that wish to learn more about Salty Dawg to join us at our events in Antigua. We'll host nearly 20 of them during the arrival period beginning on November 12th," invites Osborn.

Many of these events are free, low-cost, or reasonably priced.

They include an arrival dinner, cocktail and pool parties at the Admiral's Inn, a hike around Nelson's Dockyard guided by a naval historian, Pigeon Point beach get-togethers, a Shirley Heights BBQ and steel pan evening, and a special ceremony with a dram of rum for all adults in attendance hosted by the Royal Navy Tot Club of Antigua and Barbuda.

Atlantic Rally for Cruisers (ARC)

World Cruising Club (WCC)

ARC+ 2022

DEPARTURE: November 6, 2022

Gran Canaria to Grenada

ARC 2022

DEPARTURE: November 7, 2022

Las Palmas to St. Lucia

ARC January 2023

DEPARTURE: January 15

Las Palmas to St. Lucia

www.worldcruising.com

Three routes, one rally spirit is how Sarah Collins, communications manager for the Cowes, UK-headquartered WCC describes the upcoming ARC. "Each fleet for the three de-



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partures features the classic ARC mix of old-hand and new ocean sailors.

Cruising couples, hardy racers, family boats, and crews of friends all feature, with the international flavors of the ARC, maintained with multiple nations coming together for the shared ocean crossing experience. With a proportion of participants forced to delay their Atlantic adventure due to the pandemic in previous years, the atmosphere of excitement before the start in Las Palmas, and warm welcome in the Caribbean will be as electric as ever!"

The participation statistics are astounding and underscore the popularity of the ARC, which first started nearly four decades ago. Combined, 295 yachts are registered of which 75 are multihulls. The smallest is Oberoi, a Vancouver 28, sailing on the ARC, while the largest, Australian Marcus Blackmore's Southern Wind 96, Ammonite, is also sailing in the traditional ARC. Crews range from age 2 to 80, representing 32 nationalities.

The newest of the ARC events is ARC January 2023.

"This new route option was launched in response to unprecedented demand," says Collins. ARC January allows crews to enjoy Christmas and New Year in Europe before setting off on an Atlantic adventure. ARC January will follow the

classic tradewinds route and boats can expect a fast passage in well-established trade winds, with less risk of calms during the crossing."

Viking Explorers

DEPARTURE: January 6, 2023

Gran Canaria to Grenada

www.vikingexplorersrally.com

The Viking Explorers rally hit capacity this past summer with 25 boats, 17 monohulls, and 8 multihulls, with crews from 15 nationalities. Nineteen entries are already signed up for 2024. The January timing is due to more reliable tradewinds.

"The big announcement of Viking Explorers 2023 is that Clarke's Court Rum from the Grenada Distillery has become the third official arrival host/sponsor together with the Grenada Tourism Authority and Camper & Nicholson's Port Louis Marina," says Carlota Texeira, who handles public relations. "Once in Grenada, participants will enjoy several activities organized in collaboration with the Grenadian Authorities and local businesses. The Grenada Yacht Club offers a welcome party. We also have a visit to Budget Marine, the official supplier of the rally, and the boatyard Spice Island Marine. To finish the event, the Official Welcome party and fun prize giving will be held in True Blue Bay Resort and Marina." 

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INSURANCE & LIGHTNING STRIKES

BY WILLIAM J. COATES

PHOTO BY MICHAŁ MANCEWICZ ON UNSPLASH

Lightning is defined as 'a naturally occurring electrostatic discharge during which two electrically charged regions in the atmosphere or ground temporarily equalize themselves, causing the instantaneous release of as much as one gigajoule of energy.'

QUICK FACTS:

Lightning strikes are commonplace as are opinions on protecting your property from damage. Signs of a strike can range from a minor blemish to sinking. Research shows your chances of a lightning strike are about one in a thousand. The further South you are, the greater the likelihood of a strike. Sailboats are more attractive than powerboats, but powerboats are not immune.

There are gizmos you can install on your yacht. Some do better than others. Ask around. Lightning is unpredictable and there is no guarantee your solution will keep lightning away or divert it to the boat in the next slip.

The American Boat & Yacht Council (ABYC) has standards to reduce lightning damage. Check out www.abycinc.org for more information. The idea is to get the charge to ground quickly. A minimum resistance, direct path is preferable.


Sailboats particularly and power boats occasionally may be affected by nearby strikes. We have seen claims where a boat several slips away was hit and neighborhood boats were damaged by the pulse or stray current.

You may not be immediately aware Zeus, the Greek god of lightning, has visited. His calling card could include electri-

cal, electronic, or mechanical equipment malfunction or unexplained whiskey compass inaccuracy. Or bits of masthead gear are found on deck or have vanished.

Whatever the clue, to prevent sinking, you must check your bilge pumps and battery chargers to ensure they are functioning properly. If you are connected to shore power, examine the connection for signs of damage.

Lightning claims are straightforward. Address immediate concerns to save your boat. Emergency repairs should be done to ensure she stays afloat. If you are taking on water, haul your boat or plug the leak and monitor bilge water levels. Report the event to your insurer as soon as possible. Obtain written estimates to repair the damages and submit them to your representative. If you paid emergency repair costs, get a written receipt, and present it with your claim.

After repairs are complete and your yacht is seaworthy, do a sea trial and vigorously exercise all equipment to ensure all claim issues have been addressed. 

William J Coates is a Marine and Aviation insurance broker, underwriter, claims examiner and marine surveyor. Born and raised in Nova Scotia, Bill has been in the insurance business since 1972. He is well known as a helpful and innovative insurance expert and welcomes your questions and comments. Bill and his wife Susan live in Cocoa, Florida. Find out more at offshorerisk.com.

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Tips for Before, During & After Passage to the Caribbean

BY CAROL M. BAREUTHER, RD



There are no service center stops with fast food outlets or small towns with restaurants on the waterway highway from the U.S. or Europe to the Caribbean. Plus, supermarkets on the islands don't have the selection or same brands as on the mainland. That's what makes provisioning well before you cast off so important.

Overall, "my biggest piece of advice is to have food that you and your crew enjoy and will eat. A well-fed crew is a great asset and provides something that everyone looks forward to. I query the crew beforehand as to their dietary preferences and try to make sure I include that in my provisioning. I provision based on two different scenarios. The first is while on passage and the second is essentials during our time in the islands," Jo Ella Barnes, secretary of the Salty Dawg Sailing Association's (SDSA) board of directors and longtime cruiser aboard the Hallberg-Rassy 43, Starburst.

BEFORE PASSAGE-MAKING

A good rule of thumb is to provision 1.5 times the number of passage days, according to the SDSA-written pamphlet, *Provisioning for a Happy Passage*. For example, this translates to 15 dinners for a 10-day passage. As for a timeline, buy non-refrigerated food items, toiletries, cleaning supplies, food wraps, etc., weeks or months before departure. The week before, stock up on ingredients for pre-planned meals and frozen foods. Lastly, buy fresh foods the day before casting off.

"We will visit the market in Las Palmas for fresh produce, oranges, green tomatoes, bananas, onions, etc.," says Kathryn Taylor, who will be sailing the ARC 2022 aboard the Beneteau 411, Pelagria. "White Bimbo brand bread may not look very appealing, but it does last for weeks. We also take flour for bread making but need to balance up against the use of gas.

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Storage:
Provisioning
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A pressure cooker is good for doing stews/veggie curries, stock cubes, garlic, and chili. It saves time and gas."

Before a rally, Barnes spends time in her kitchen at home preparing and freezing meals. "These are the main meals of the day. This is for several reasons. It is easy to heat a meal. And, if the chef is down or the seas are extremely high, there is no food prep necessary. You can still have a hot meal. You can lay out your meals for several days without having to decide what to have that day. And, even if you catch a big fish and have fresh fish during the trip, those frozen meals are still available if needed."

Some cruisers like Bob Osborn, SDSA president who with his wife Brenda sail their Aerodyne 47, Pandora, prefer not to pre-prepare and freeze dinners. "I don't generally do that as it means running the oven a lot and that heats up the boat. I tend to prepare for the first 4 to 5 days in that way, but after that, it's simple pasta, meatballs, chicken and I make it up as I go."

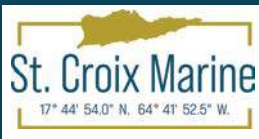
Still, others do a bit of both. "For the first night out, I pack a family-size frozen lasagna to put in the oven, along with two loaves of garlic bread. "Beyond that, my wife 'volunteers' to make meatloaf and chicken cutlets so it is heat-and-serve," says Hank Schmitt, founder of the North American Rally to the Caribbean (NARC), and chief executive officer of Offshore Passage Opportunities. "Another thing I pack is Zatarain's box Jambalaya or Etouffee meals. Three boxes



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Catching Fish on Passage

feed six hungry people. All the spices and rice are in one box. Throw in anything else you need. A good one pot meal to make underway."

Storage is the most important thing during the pre-rally stage, says Carlota Texeira, who handles public relations for the Viking Explorers rally. "Know which items can be stored together and which will not make the food last longer. For example, potatoes and onions can't be stored together. Another good tip is to put bay leaves in the Tupperware of the rice and pasta to prevent the appearance of insects. Also recommended is to wash every piece of fruit and vegetables before bringing it on board to avoid insects."

MEAL-MAKING AT SEA

Some of the things that are important to have on passage are oatmeal for an easy and filling breakfast, saltines to ease the stomach in case of seasickness, a favorite electrolyte powder (for example, Gatorade) to add to water again for seasickness, rice for stir-fries and to eat for upset stomachs, and oranges and apples for snacking and kept out of the refrigerator, recommends Barnes. "Have treats that your crew will like. I keep a big box of all types of things that the crew can access whenever they want. It contains everything from granola, nuts, and ginger candy, to crackers."

Grilled cheese sandwiches are easy to make and sit in the belly well, suggests the NARC's Schmitt. "Same for Pan-

cakes. Hot dogs are easy to boil and serve."

There are lots of ways to dress up a soup with extra meat to make it different, adds the SDSA's Osborn. "Eggs are a great way to prepare interesting meals. Nothing like an egg sandwich. I also use lots of cold cuts, canned tuna, and chicken."

"We always fish on our trips, so fresh fish is always a treat," says Barnes. "I keep lime juice around to make ceviche which is always enjoyed by everyone."

ON ARRIVAL & CRUISING THE CARIBBEAN

Fresh food such as meat, vegetables, and fruits are the first things needed on arrival to the Caribbean, according to Viking Explorer's Texeira. "We arrive in Grenada, and you can find almost everything at the main supermarkets like Foodland and IGA. But, of course, the prices are higher as most items are imported from the U.S."

Depending on what island she's on determines where Barnes shops. "For example, in Dominica, there are wonderful fresh produce vendors to restock your vegetable supply. The French islands have wonderful bakeries for fresh bread and pastries. Antigua has several supermarkets with many carrying gourmet items. You usually won't have as many choices or find the same brands as you do in the U.S. But remember, this is a fun trip and part of the fun is experiencing the ambiance of each country and its food." 

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CARÚPANO 12-YEAR OLD – VENEZUELA

RUM REVIEW

BY CLINT AND TERRY BORAM

Whenever we pick up an opaque bottle of rum, we wonder, “What are they hiding?” Part of the experience of tasting an aged rum is noticing the color the aging process gives the rum. For a 12-year-old, we hope to see no lighter than an amber hue, displaying all the glory the oak barrel can give a rum. Let’s hope this Ron Anejo Carúpano 12-year-old wasn’t hiding its age.

Ron Carúpano was founded in the Macarapano Valley of Venezuela in 1762 by Spanish captain Félix del Fierro. The hacienda on the farm soon became known as Hacienda Altamira - Carúpano. By 1889, the rum produced at the hacienda was receiving acclaim and winning medals abroad. But it was in 1896 that the key ingredient in their rum-making process, the pure spring waters in the Chuare River, became exclusive to the owners of Hacienda Altamira. The spring water ensures the greatest purity against any undesirable odors or flavors in the rum.

Today, Distileeria Carúpano produces a molasses-based rum using column stills. The rum is aged onsite in a microclimate created by the high degree of humidity from the Caribbean Sea breezes and the high air temperatures. This unique microclimate helps to accelerate, optimize and intensify the rum as it ages. Ron Anejo Carúpano 12-year-old is aged in white American Oak barrels “without replacement



of annual angel's share and special reserve of up to 12 years" indicating this is a single barrel aging process.

HE SAID

The nose has a slight hint of orange with oak, dark cherry, and a rich earthiness. The earthiness reminds me of walking in a forest post rain. There is a slight alcohol burn that hits my eyes while I'm enjoying the aroma. The palate is very pleasant with a strong oak note followed by very subtle orange zest and dark cherry. That earthiness is still on the palate but dissipates on the finish. The finish is short, with florals and orange zest. This is a very nice 12-year-old.

For a 12-year-old, we hope to see no lighter than an amber hue, displaying all the glory the oak barrel can give a rum. Let's hope this Ron Anejo Carúpano 12-year-old wasn't hiding its age.

SHE SAID

The amber color hugs the glass providing plump, lazy lacing. The nose is sweet with vanilla, orange, and caramel. The liquid has a hearty mouth feel that is subtle at first then explodes on my tongue. The notes of vanilla, almond, and caramel quickly give way to a citric burst of orange peel creating a tingling on my tongue and the back of my palate. Then, just like that, the notes dissipate leaving no lingering notes to contemplate. I go back for more, looking for the notes on the nose but all I get is orange peel.

OVERALL

Clint likes Ron Anejo Carúpano 12-year-old but wishes it finished a little better. Terry likes the idea of this rum but feels the orange peel is overpowering. At \$36/bottle, it's a good rum to debate with friends over your individual experiences.

4 OUT 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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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	Clarks 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 an  IGY destination™	+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	●

			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-rodneymarina.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 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	8-4:30, Mon-Sat	40	•	•	•	•	•	•	•
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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SOUTHEAST U.S. MARINAS


All At Sea's Southeast U.S. Marinas Guide

					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
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an  IGY destination™	301-749-1582	Call	160'			•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30		•	30/50/100 Amp		•	•	•				•	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7'	150'	240		•	30/50/100 Amp		•	•	•	•	•	•	•	16/78	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an  IGY destination™	754-701-4020	40'	150- 800'	8		•	100 single & 3 phase/ 200/480/600 Amp	•	•		•	•		•	•	11/16	FREE
Marathon	FL	Marlin Bay Yacht Club www.marlinbay.com/marina	305-731-2207	7'	60'	28		•	30/50 Amp			•			•		•	16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an  IGY destination™	727-867-1102	8'	110'	300		•	30/50/100 single phase	•	•	•	•		•	•	•	6/16	FREE

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SOUTHEAST U.S. BOATYARDS

All At Sea's Southeast U.S. Boatyards Guide

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
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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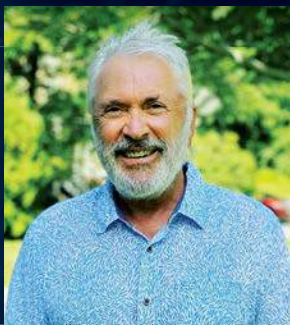
We are a company built by sailors for sailors, pure and simple we are not salespeople, all brokers at VIYB Ltd are professional mariners with extensive blue-water miles. If you are looking for guidance and support on your path to become a successful yacht owner with no high pressure sales tactics, we would be happy to help you achieve and exceed your goals and expectations.

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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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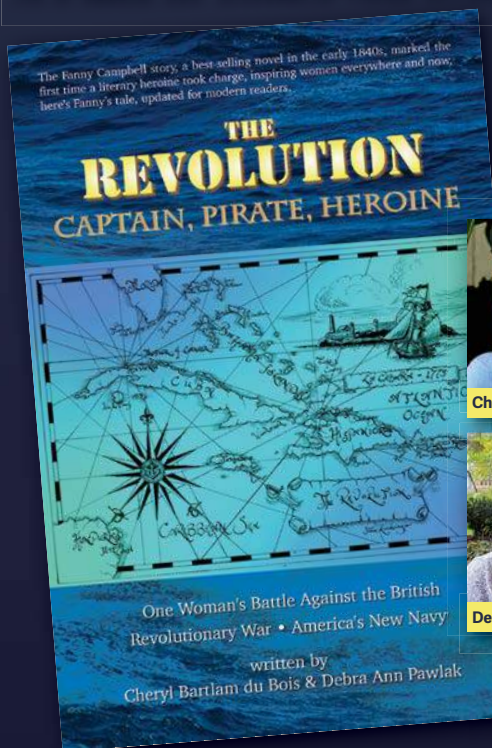
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HAVING FUN COOKING WITH FUNGI

CARIBBEAN COOKING

BY CAP'N JAN ROBINSON

Mushrooms are a fungus, but they are also very good for us. Mushrooms bring a savory flavor to meals without adding much fat, calories or sodium. The health benefits don't stop there. Researchers continue to uncover how mushrooms can ward off chronic disease and improve your everyday health. It is also true that functional mushrooms, like maitake and shiitake, have been found to increase energy and lower stress. Here are some of our favorite healthy mushroom recipes.

CRISPY MUSHROOMS WITH CREAMY WHITE BEANS AND KALE

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

6 Tbsp. extra-virgin olive oil, divided

4 oz. maitake mushrooms, broken into large pieces

4 oz. shiitake mushrooms, but into ½" slices

Kosher Salt

1 (14.5 oz) can cannellini beans, rinsed, drained

2 Tbsp. fresh lime juice, plus wedges for serving

4 medium size garlic cloves, divided

4 scallions, cut into 1" pieces

1 bunch kale, center ribs and stems removed, leaves torn

1 Tbsp. toasted sesame seeds or pine nuts

1 cup cilantro leaves

In a large skillet over medium-high heat, add mushrooms and cook about 4 minutes, toss and cook other side until browned and crispy about another 3 minutes. Transfer to a warm plate and season with salt. Meanwhile, purée beans, lime juice, 3 Tbsp oil, 2 garlic cloves, and 3 Tbsp. water in a blender until smooth, adding more water by the Tbsp. as needed to loosen mixture. Season. Heat 1 Tbsp. oil in same skillet over medium-high. Add scallions and remaining garlic. Cook, tossing, until just beginning to brown, about 1 minute. Add kale and cook, tossing often until wilted and crisp tender, about 3 minutes. Transfer to plate with mushrooms. Divide bean purée between bowls. Top with greens, mushrooms, sesame seeds, and cilantro. Serve with lime wedges.

ROASTED MUSHROOMS WITH THYME AND SMOKED SALT

Prep time: 5 minutes. Cooking time: 10 minutes

Cooling time: 10 minutes. Serves: 4

1 lb. assorted mushrooms, cleaned of dirt

2 Tbsp. EVOO

2 cloves garlic, smashed

2 sprigs thyme



Kosher salt

1 Tbsp. ghee (or salted butter)

1 Tbsp apple cider vinegar

2 Tbsp. grainy Dijon mustard, optional

1 tsp. dried thyme

Chop the mushrooms into 1-2 inch pieces and if small, leave them whole. Heat a large cast iron pan over medium-high heat. Add olive oil, garlic, and thyme and cook for one minute to flavor the oil. Add mushrooms stir and leave for a minute. Proceed to cook until caramelized. Do not overcrowd pan. Cool about 10 minutes. Season with salt and stir. Add butter, vinegar, and mustard. Stir and let reduce for one minute. Serve immediately.

THAI COCONUT MUSHROOM SOUP

1 (13 oz) can coconut milk


4 cups of vegetable stock

3 pieces root end lemongrass (bottom 3 inches) bruised

6 oz. white button mushrooms, sliced

½ cup chopped cilantro

2 Tbsp. lime juice.

In a medium sized pot, put the coconut milk, vegetable stock, and bruised lemongrass and simmer over medium-low heat for about 15 minutes, until the liquid is infused with the lemongrass flavor. Remove the lemongrass and discard. Add the mushrooms and cook for another 5 minutes, until just softened. Remove from heat and stir in the cilantro and lime juice. **NOTE: You can store mushrooms in a loosely closed brown paper bag in the fridge, where they should stay fresh about a week.** 

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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