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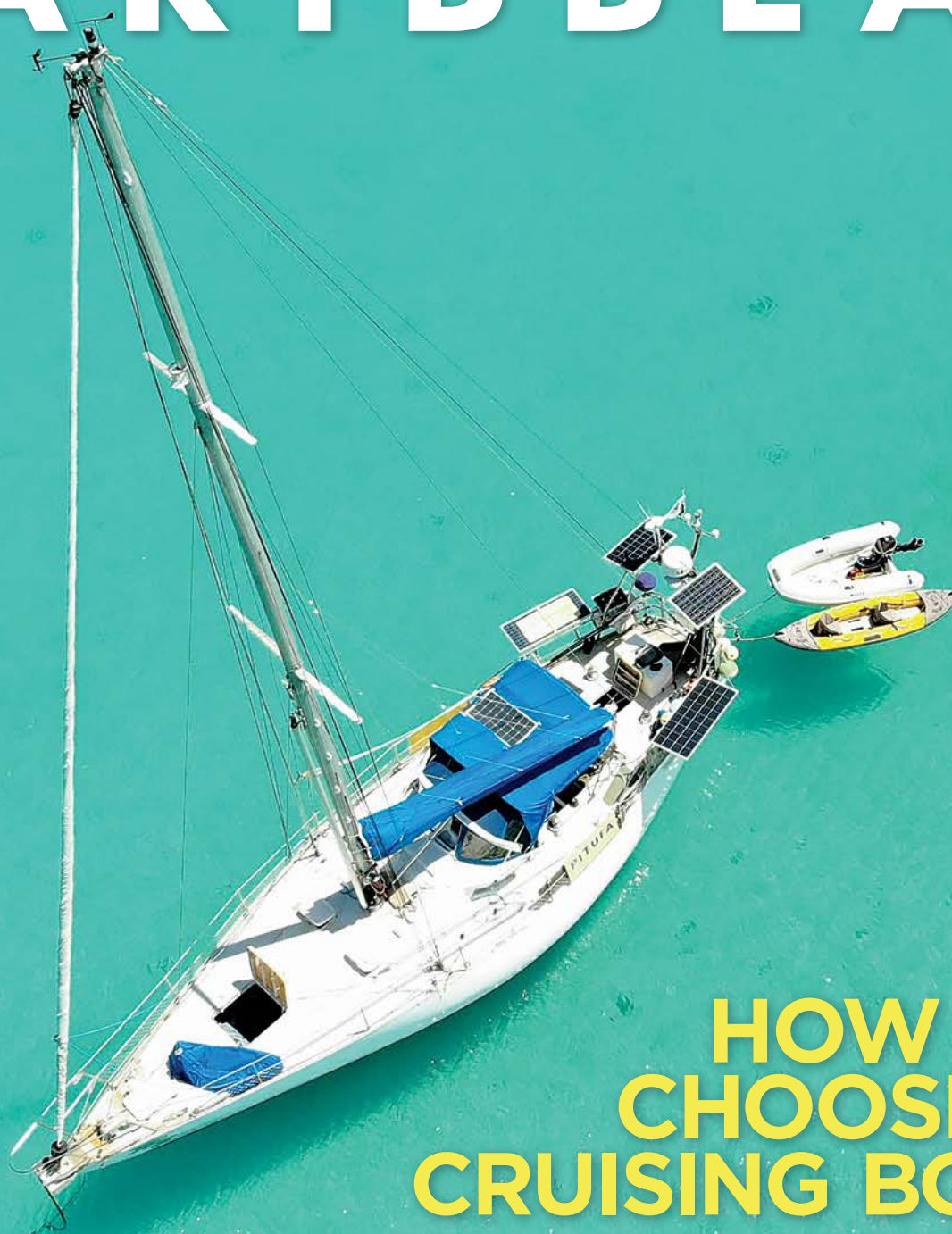
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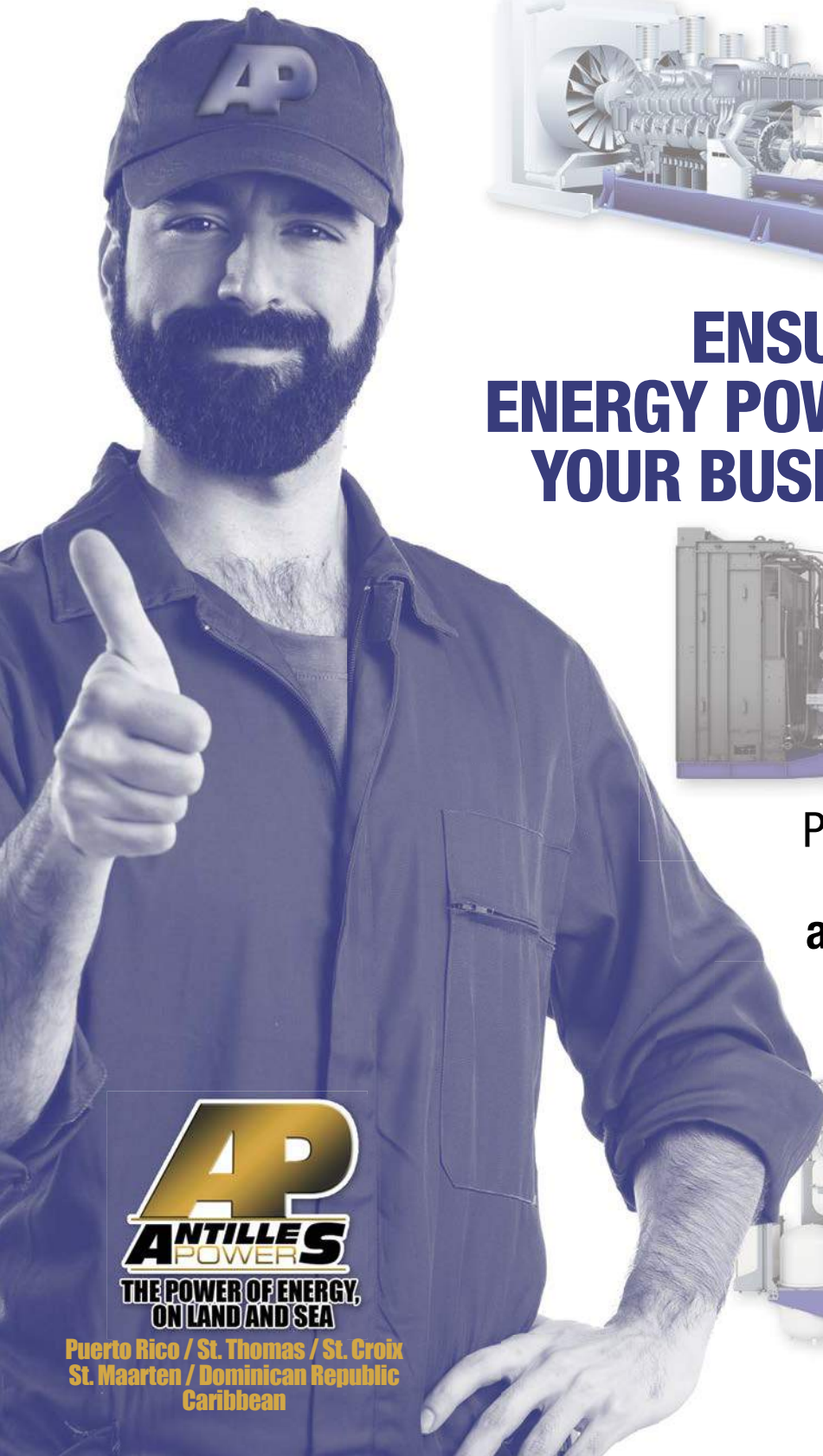
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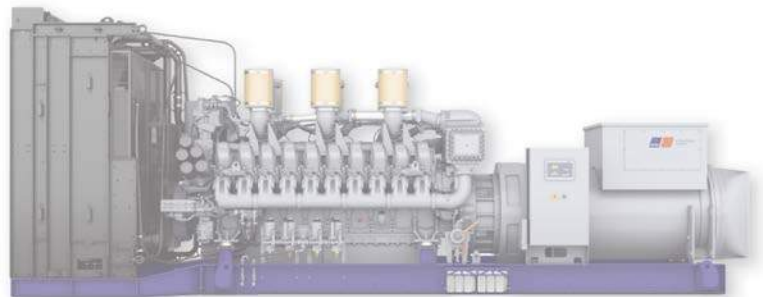


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TOP 10 Good & Bad Things About Cuba
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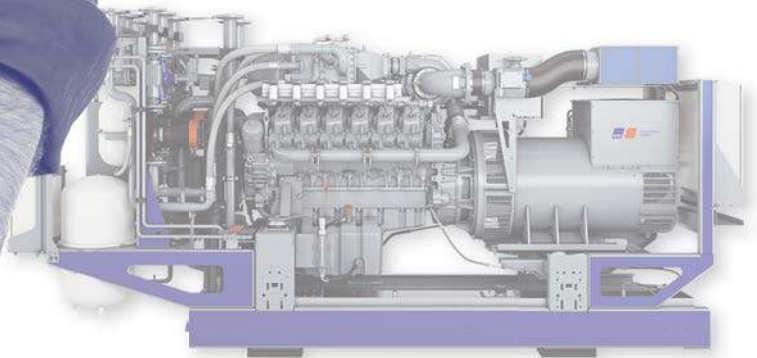
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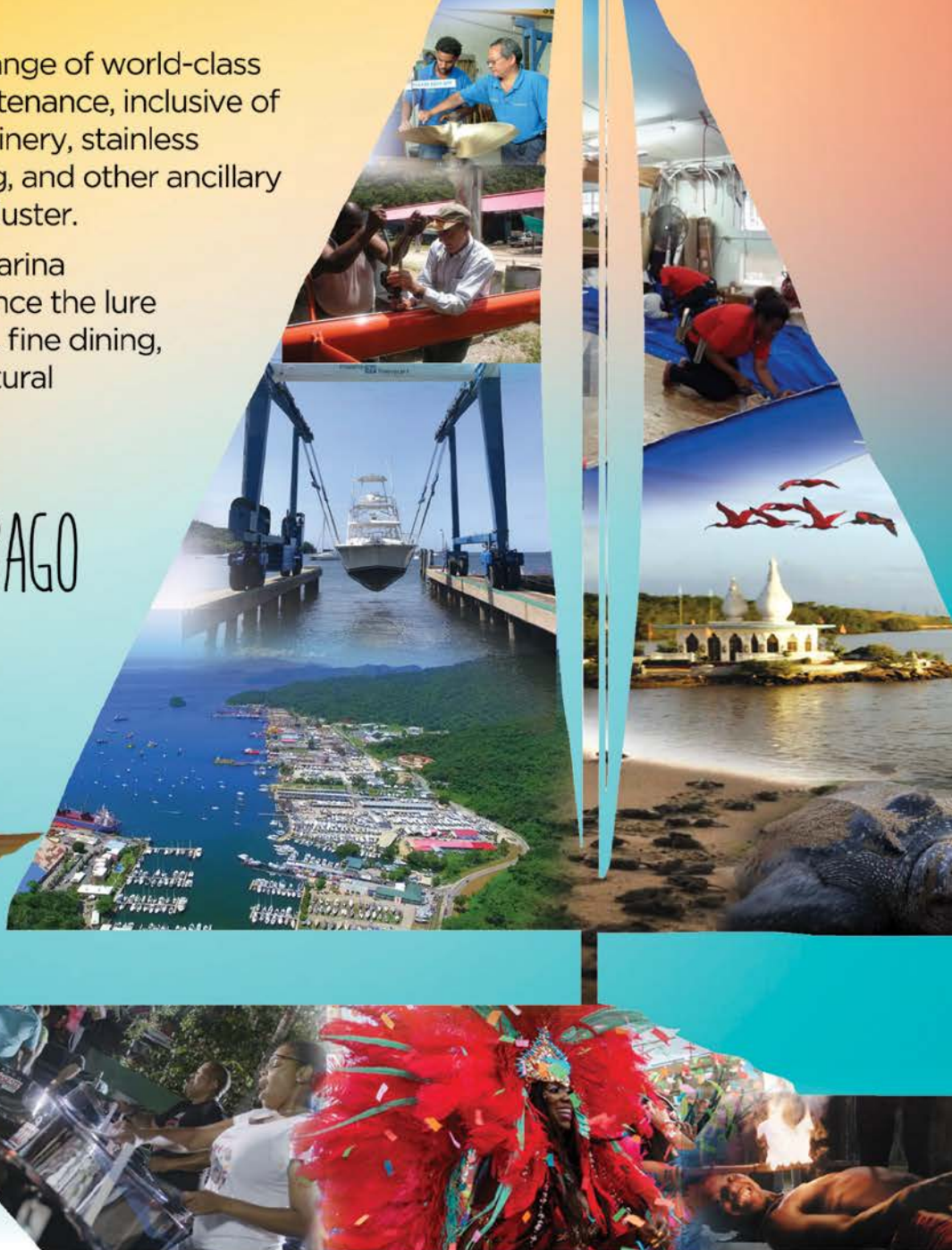
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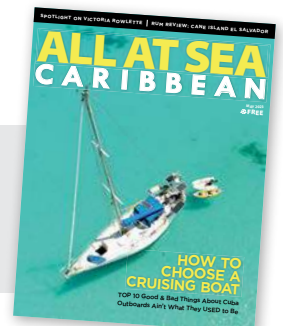
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ON THE COVER: Save for the
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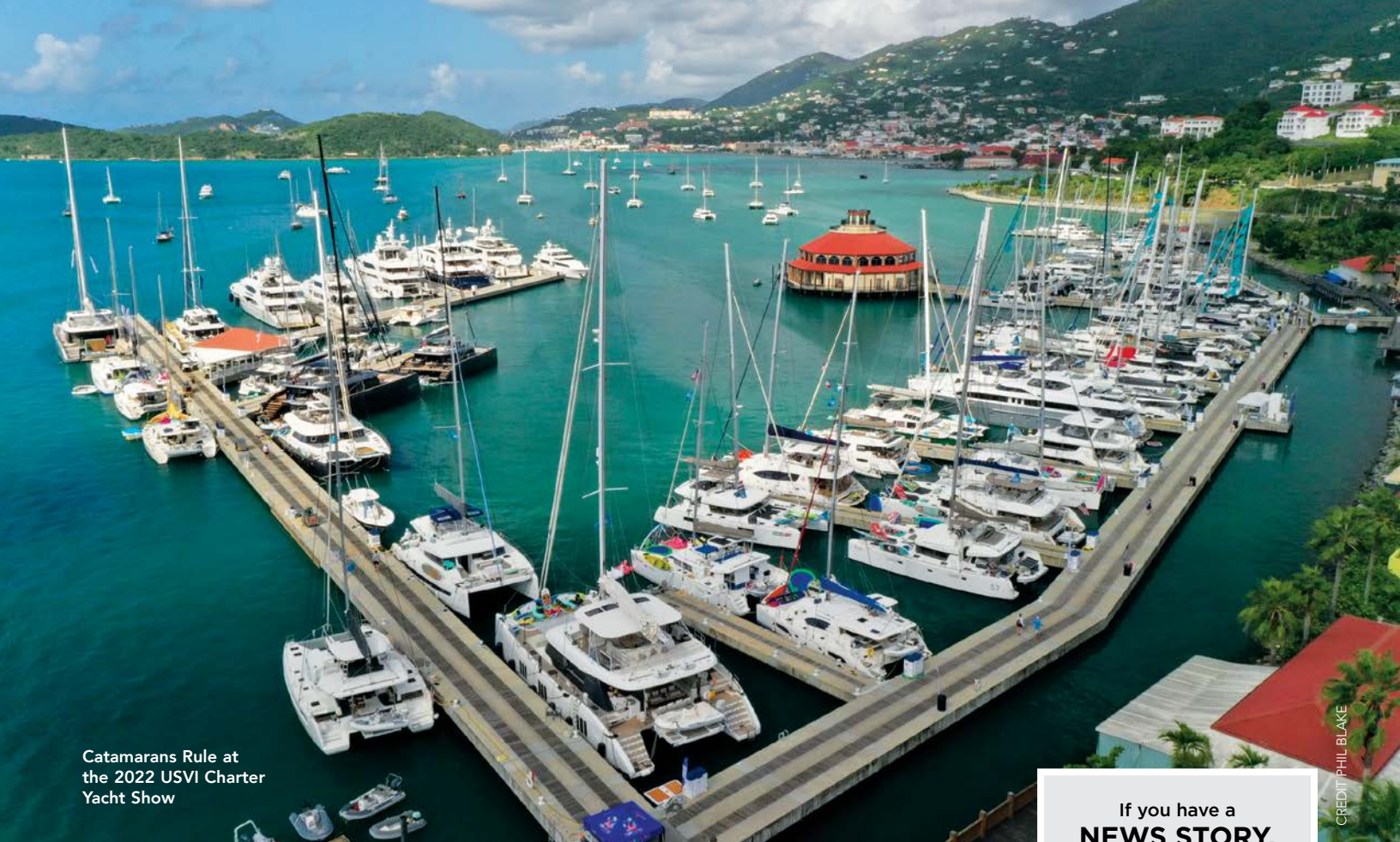
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Caribbean News

GLOBAL CATAMARAN MARKET VALUED AT US \$1.35 BILLION

Cats are where it's at! The global catamaran market size was valued at US \$ 1.35 billion in 2021 and is expected to expand at a compound annual growth rate (CAGR) of 5.8% from 2022 to 2030, according to the Catamaran Market Size, Share & Trends Analysis Report by San Francisco, CA-headquartered Grand View Research, that spans from 2022 to 2023. The increased disposable income of citizens, as well as greater cruising and racing events, are key factors driving the industry's expansion, based on the report.

In terms of product, the market is split into sailing catamarans and power catamarans. Among these, the sailing catamaran segment held the largest revenue share of 54.21% in 2021. The power catamaran segment is expected to expand at a rapid CAGR of 6.2% through the forecast period.

In terms of size, the industry is classified into small, medium, and large. Among these, the medium segment dominated in 2021, with a revenue share of 38.05%. The small segment is expected to advance at the fastest CAGR of 6.4% throughout the forecast period. A medium-sized catamaran is 30-50 feet

long, and a boat of this size has adequate space for a cabin and can easily accommodate two to four persons.

Overall, the overall catamaran market is expanding at a tremendous growth rate owing to the rising marine tourism and users' inclination toward luxurious travels. www.grandviewresearch.com/industry-analysis/catamaran-market-report

PETERS & MAY ANNOUNCE EXCLUSIVE GOLD PARTNERSHIP WITH CAPE 31 CLASS

A renewed partnership may help get even more swift-sailing one-design Cape 31s to the Caribbean for racing next season. Global shipping and logistics experts, Peters & May, announced its continued support of the Cape 31 class by renewing as an Exclusive Gold Partner. The Eastleigh, UK-headquartered global shipping company, which celebrates its 50th anniversary this year, provides unsurpassed logistics by arranging tailored shipping solutions to ensure efficient and professional handling of each vessel.

"Peters and May's Gold partnership with the Cape 31 Class

further cements our commitment to the growth of this phenomenal little racing boat that is showing a huge pedigree across the globe. Recent sojourns by some of the owners and their crews to the Caribbean sailing events in both 2022 and 2023 have showcased how versatile and suitable these pocket rockets are to all forms of yacht racing and a variety of conditions. Peters and May would be delighted to see further shipments in the future to the great Caribbean annual events and continues to work closely with the Class representatives to build synergies,” says Anthony Spillebeen, racing division business consultant for Peters & May.

Spillebeen adds, “If this Peters & May Gold Partnership could be leveraged in some way by the hosts and partners of the Caribbean events, to specifically target the Cape 31 Fleet in the UK to move across the pond for ‘Warm Winter Racing’ each year, we believe you may see a significant upswing in the number of boats coming across.”

In 2023, Cape 31s Flying Jenny, M2, and Adrenaline raced in major Caribbean regattas such as the St. Maarten Heineken Regatta, St. Thomas International Regatta, and BVI Spring Regatta & Sailing Festival. www.petersandmay.com



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at Blue Water Cay on New Providence Island in Nassau brings something all new to yachting visitors at this destination.

According to Rodney Chamberlain, vice president of marina development for Legendary, based in Destin, FL, key marina features include over 800 slips, including 700 slips in the dry storage building and more than 100 wet slips in the protected basin. The dry storage facility, which can store 55-foot boats, will have a Category 5 hurricane rating – something never before permitted in The Bahamas and now with Town Planning Committee approval. The wet marina will have several slips that can accommodate yachts up to 200 feet LOA and one slip for vessels up to 230 feet. There will also be transient dockage available for wet and dry slips on a first-come, first-serve basis. Shore power and water is planned for all wet slips. In-house marine services will be available, as will a large boat yard capable of hauling out 120-foot yachts and placing them on the hard. Gas and diesel are on-site. The 41-acre compound has 24-hour security, CCTV, and perimeter fencing. In addition, the marina will have onsite features like pools, waterfront restaurants, a members' only lounge, a hotel, a convenience store, and more.

"We anticipate breaking ground on Phase 1 as early as Q1 of 2023. Based on an ambitious construction schedule, we are planning to open Phase 1 to the public by summer 2024," says Maria Teresa Picon, sales director. legendary-bluewatercay.com

THE MOORINGS INTRODUCES NEW SKIPPED CHARTER PACKAGE

Book now for charters starting in October 2023 from The Moorings' most popular charter destination in the British Virgin Islands. The Clearwater, FL-based company's newly launched Skippered Charter Package is designed for an easier booking process for guests, with improved transparency regarding both the yacht and the Skipper. Skipper Profiles will now be available online, allowing customers to choose from a selection of professional skippers that are fully qualified, with a wealth of sailing experience to ensure an exceptional vacation. The package includes skipper provisioning, which includes all the skipper's food and drink, as well as Wi-Fi on board as standard.





New Planet-Friendlier Summer Watersports Gear from Zhik

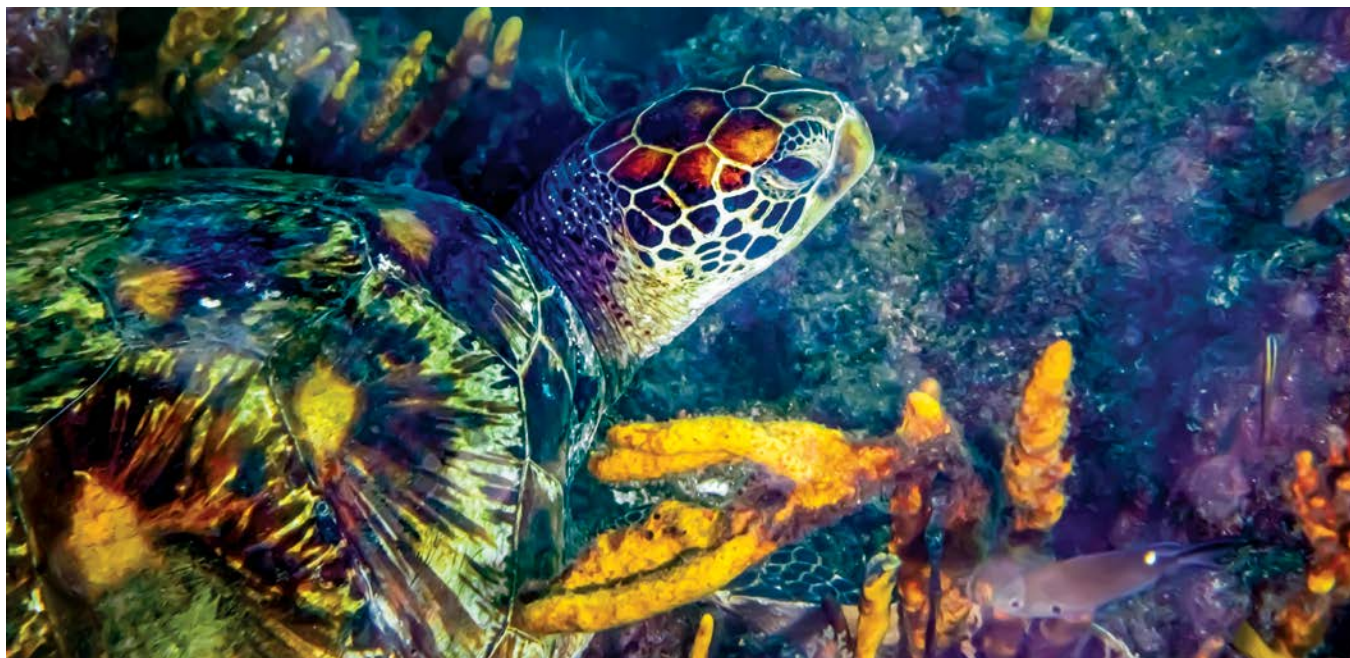
Go green when you're in the blue! The newly launched Spring 2023 collection from Zhik introduces more environmentally friendly watersports and shoreside gear, leading with new ranges of shorts and polo shirts for warm weather activities.

The Zhik-brand recycled Board Shorts are super lightweight and quick drying. Made with a four-way stretch polyester fabric composed of 95% recycled yarns the Board Shorts are coated with XWR®, Zhik's proprietary PFC-free, water-resistant coating that rapidly sheds water splashes and spray, with a UPF50+ protective coating protecting you from harmful ultraviolet rays. Available in Black and Provincial Blue for US \$99.99 each.

The new Elite Polo shirts from Zhik are made for activity and are manufactured with a significantly more sustainable dyeing process. The fabric uses e.dye® Waterless Color System™ which requires 85% less water and 90% less harmful chemicals resulting in 12% less CO₂ emissions compared to traditional piece dyeing. There is no fading or bleeding of the colors, ensuring the garment stays looking great for longer. Available in Black, Navy, White, and Ocean Red for US \$79.99 each.

"Being Australian based, the company is very used to hot weather and sun and the need to keep cool and protect your skin from sun and wind as in the Caribbean. A lot of Zhik's product R&D takes place on round-the-world yacht races, which must keep the crews comfortable and working at their best through the tropical regions as well as in extreme weather regions," says Liz Rushall, public relations consultant.

Zhik dealers in the Caribbean include PappaSurf, The Bahamas; Compass Marine, Cayman Islands; Cruz Bay Watersports, St. John, USVI; and Golden Hind Chandlers, Tortola, BVI. www.zhik.com



"Skippered charters open up this type of vacation to the inexperienced sailor, as well as provide enhanced options to experienced sailors looking for a more relaxing experience when sailing abroad, as your skipper will take control of the navigation in your chosen destination in addition to being a fantastic source of local knowledge. This new Package takes the guesswork out of booking this type of vacation, and we look forward to welcoming travelers new to holidays at sea with this exciting new product," says Josie Tucci, VP of Sales & Marketing for The Moorings.

The Moorings has offered Skippered charters for decades, but there are a few key differences that set this new product apart. Firstly, the new Moorings 4500L 4-cabin catamaran has been selected as the dedicated yacht for this product, comfortably accommodating 6 guests with room for up to 8. Captains selected for this product will live aboard the yacht full-time, similar to The Moorings' all-inclusive Crewed Yachts, which will ensure each captain is personally familiar with the nuances of the vessel and will add an enhanced layer to the yacht's maintenance. www.moorings.com/yacht-vacations/skippered-charter

PANAMA ACHIEVES 50% OCEAN PROTECTION WITH NEWLY EXPANDED BANCO VOLCÁN MARINE PROTECTED AREA

Kudos to Panama! The Central American country, whose eastern shores border the Caribbean Sea, has now protected more than 50% of its total marine area. This move happened in March at the 2023 Our Ocean Conference in Panama City,

when the country's president signed a decree to substantially expand the limits of the Banco Volcán Area of Managed Resources (Banco Volcán AMR) to further protect important marine ecosystems, endangered flora and fauna, and key fishing resources found within Panama's territorial waters in the Caribbean Sea. The expansion increases the size of the Banco Volcán AMR from approximately 14,200 sq km to over 90,000 sq km, with at least half of the total zone designated as a fully protected marine area where no extractive or environmentally damaging activities will be allowed.

"The extension of Banco Volcán does not imply any new restrictions for anchoring in these areas; although we understand that since this MPA is far from the coast, there are few options for someone to need to anchor a yacht within the new limits," says Yelena Rodríguez, Panama's director of communications for the Ministry of Environment. "The increase in the protected marine area means the assurance of protection of important ecosystems. These include underwater mountain ranges that serve as routes for highly migratory species in the Caribbean such as Turtles and Sharks. Promoting marine diversity means the region can be enjoyed for other activities like eco-tourism."

Panama is now one of the few nations globally to reach this 50%-plus milestone and the only one in Latin America. It also significantly surpasses the goal of protecting at least 30% of the country's marine area by 2030, an international target recently adopted by roughly 190 countries during the 15th United Nations Biodiversity Conference. ouroceanpanama2023.gob.pa, www.tourismpanama.com





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May 2023 Events

MAY 9 | Antigua Bermuda Race.

It's back! After a three-year COVID break, sailors will launch off in this thrilling 935 nm ocean race managed by the Royal Bermuda Yacht Club in association with Antigua Sailing Week, the latter of which ends days before the start. The race is designed to suit a wide range of yachts. Already entered are the UK's Jonathan and Michael Hutchinson's Oyster 675, Seabird; the USA's Jeremi Jablonski's Hanse 45, Avanti; Ireland's Louis

Goor's Oyster 655, Irene IV; and Australia's Richard Dumas' Auzepy-Brennuer 72, El Oro. Memorable parties are planned both in Antigua and Bermuda. www.antiguabermuda.com

MAY 10 | Salty Dawg Homeward Bound Rally.

Cruise north in company and on your own hull when the Salty Dawg Sailing Association (SDSA) hosts its annual spring rally from the Caribbean to the USA. In the past, the rally began in



MAY 3-19 | St. Maarten to Newport with OPO.

Sail north for the summer on a Swan with Offshore Passage Opportunities (OPO), the Halesite, NY-based crew networking service that hosts the North American Rally to the Caribbean in the fall. The return passage is a great time experience for crew who haven't sailed much offshore, as the trip takes place in two parts: St. Maarten to Bermuda, then Bermuda to Newport. This year, The Ocean Race (formerly the Volvo Ocean Race) returns to Newport, May 13-21. Therefore, OPO president, Hank Schmitt, is offering passage-makers an option of three additional days of dockage in Newport and a chance to go out and watch the Leg 5 start on May 21. "We did this the last time the Ocean Race was in Newport in 2017 and it was great fun," says Schmitt. www.sailopo.com

St. Thomas, U.S. Virgin Islands, and it will still do so, but this year there are other options. Rally participants can also choose to leave from Marsh Harbor, Bahamas, or from Bermuda. Boats meeting up in the Bahamas and the USVI will head to the USA on or about May 10. The Bermuda to U.S. departure date is scheduled for May 14. The rally includes weather routing by The Marine Weather Center, position tracking by PredictWind, and an extensive level of coordination and support by the SDSA support teams during the offshore passage. Cruisers gathering at the departure points can expect the usual Salty Dawg pre-departure social and security meetups. www.saltydawgsailing.org/east-coast-rally



COURTESY CARIBBEAN OCEAN RACING CLUB

MAY 16 | The NexEnergy Windward 500.

Run by the Caribbean Ocean Racing Club (CORG), it's a regatta geared for a cleaner future. The Skipper's Briefing and Prizegiving are by Zoom, and participating boats can start and finish at the Windward island of their choosing, i.e. Barbados, Grenada, St. Vincent and the Grenadines, St. Lucia, or Martinique. "We expect each boat that enjoyed the Windward 500 in years one and two will participate again," says Steve Kern, CORG commodore and race organizer. "We also expect to have entries for our French neighbors in Martinique and are reaching out to classic boats this year." The Windward 500 is the only Caribbean race to exclusively use the CSA Rating Rule. "We are pleased to report that the Rule scales up very well for medium-distance races like the Windward 500," says Kern. NexEnergy is sponsoring the YellowBrick Trackers so everyone can follow the race boats. www.facebook.com/caribbeanorc/

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MAY 25-28 | Antigua & Barbuda Sports Fishing Tournament.

Pick your division – Marlin or Sport – and go fish. This 55th annual event, hosted by the Antigua & Barbuda Sports Fishing Club, and held out of Falmouth Harbour Marina, will award prizes to anglers and boats in both divisions. “Those in the Marlin Division will be in search of the largest blue marlin, with points also awarded for the releases of blue marlin, white marlin, and sailfish. Sport Division entries will be targeting large pelagics such as wahoo, kingfish, tuna, and dolphin (mahi), with prizes awarded for the largest and second largest of each,” says Robert Hall, tournament director. Several Antigua-based sportfishing companies have boats available to charter for the tournament including Overdraft Fishing Charters, Obsession Fishing Charters, Mystic Amara III Fishing Charters, Pacific Marlin Fishing Charters, Barefoot Charters, and Hardcore Fishing Charters. www.facebook.com/AntiguaAndBarbudaSportsFishingClub

MAY 26 | Parts & Power Open House.

Come help celebrate 50 years of service to the Caribbean with the Parts & Power team, starting at 11 a.m. and on the waterfront behind their facility in Fish Bay, Tortola, British Virgin Islands. The company will feature many of their manufacturers including Perkins, Northern Lights, Kubota, JCB, Dometic, Eaton, Volvo and ZF. Entertainment, drinks, snacks and lots of promotional items will be provided. www.partsandpower.com



COURTESY WEST END YACHT CLUB



MAY 27-28 | Foxy's Wooden Boat Regatta.

The West End Yacht Club will host this 47th annual event, which last year set its fleet on a race around Jost Van Dyke with the start and finish in Great Harbour. Libertas, a Beneteau First 40 helmed by owner Walter Keenan took line honors with a 1 hour and 48-minute circumnavigation. This year, there will be prizes for the winners and a party for all participants! www.westendyachtclubbvi.com

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Outboards of My Youth— and Other Grim Tales

CRUISING | BY CAP'N FATTY GOODLANDER

Once upon a time in America there were five engineering sadists named Louis, Harry, Julius, Clarence (Johnson)—and Ole (Evinrude)—who loathed their fellow boaters so much they engineered a mechanical contraption to seek century-long revenge. The immediate result: Most cruising wives had black eyes from getting elbowed by their frustrated Johnson/Evinrude-owning husbands. And, prior to the invention of the recoil start, all their kids were also whipped, flagellated, lashed, and/or beaten by the flailing starter cord as well.

Ah, yachting—S&M-style!

Historical figures were not exempt. Popeye's misshapen body wasn't from OD'ing on spinach, rather it was a result of his J&E outboard which would almost (but not quite) start!

On the plus side, newfangled outboards could be cranked up in gear. At least early-adapters were able to see the prop spin (however briefly; however fatally). Occasionally, of course, the engines would start unexpectedly—just long enough to toss



their cord-pullers into the water and then run them over. This was affectionately known as the 'red kiss' back in the day—currently it is known as prop-rash.

None-the-less, the Johnson Brothers and their buddy Ole Evinrude laughed all the way to the bank.

"Our engines are perfect," Ole would quip, and the Johnson clan would chant back with, "...as long as you keep them away from water!"

Thus, low humidity (and high humility) were the two keys to happy outboard ownership in the 1950s—absolutely no moisture within a couple of hundred yards! And, sadly, WD-40 hadn't been invented yet.

Even weirder, there was an early-type (pre-Elon Musk) of Artificial Intelligence (AI) that enabled these primitive mo-



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tors to *almost* start, say, every 500th pull!

How sick is *that*?

Teaching my wife-to-be how to operate one wasn't easy. I'd yell, "Pull!" for 499 times with increasing macho volume ... and then... when her outboard would briefly sputter... I'd scream as loud as I could, "Damn it, honey—now you've *flooded* it!"

"Flooding" was something women did to engines that neither sex really understood—which didn't stop a manly-man such as myself from stupidly yelling about it.

Gasoline engines generally need two things to run: spark and gas. Sounds simple, right? Well, it is anything but!

Why? Because if you were trouble-shooting the electrics, the engine would be failing to start because of a carburetor issue—or vice versa.

Sadly, if there was a single, solitary, miniscule, non-assertive *molecule* of water in the gas—the engine would not fire. (Hint: molecules are small and so was the IQ of any sailor owning an outboard back in the 1950s!)

How did water manage to sneak into the gas? I dunno. Maybe an Arab in Saudi Arabia spit or something? Most coastal gas stations had some rain water in their tanks so if you filled your five-gallon gas jug within a month of their getting a fuel delivery (which they received weekly from the tanker truck), your outboard wouldn't start because of the stray atom or two of H₂O stirred up from the bottom of their tank.

Plus, the outboard tank manufacturers were all in on the prank as well. They *designed* their screw vents to leak! Yes, these loose vents tightened down; no, they didn't seal. Clever! Ha ha!

Of course, most outboards were used on open boats which were located in areas where it rained. And those early, top-heavy gas tanks would immediately float, wobble, and then evilly flip over at the first *glimpse* of a rain cloud!

Now, the electrical side of an early outboard was just as tricky as its fuel side. Sure, the spark of a spark plug needs to arc—and not *just* arc—it needs to have a 'big fat blue spark' inside the cylinder where you can't see it. An orange spark simply won't do!

How did a sailor know if his outboard *had spark*?

The husband would hold the spark plug wires in one hand and have his wife pull the starter cord. If he screamed and his

penis inverted—*good news*, the engine had spark!

Best of all, there were things called 'points' which were flat and not 'point-like' at all. These not only had to be moisture-free, they had to be perfectly flat, shiny, and corrosion-free—almost an impossibility! Ditto, condensers and distributor caps! (To set the 'points' I always used the thickness of a match book cover as a crude guide because I couldn't afford a set of pricey feeler gauges.)

Now, occasionally an early outboard would start, sputter anemically...and then quit when you put it in gear. The solution for this was simple: over-rev the engine so that, if the engine *didn't* stop—the transmission/clutch gizmo would be stripped from over-revving; ha ha *again*!

The original outboards had covers engineered so that, if splashed, they would retain the corrosive saltwater within for as long as possible.

Double clever!

These covers had stiff 'lever action' cam-clamps to ensure a (theoretical) tight water seal. These clamps were made out of different galvanically-incompatible metals (zinc and cheap aluminum preferred) so that, unless lubed hourly, would freeze up forever during the first week of ownership.

Thus, a standard method of removing said cover involved the use of one sledge hammer and multiple swear words.

Yes, the J&E engineers really thought of everything!

In fact, in order to force the newbie owner into buying a huge grease gun—the Johnson Brothers or Ole included six faux lube points that looked exactly like other grease fittings (well, sans the actual lube hole).

Oh, *triple* clever!

Which brings us to the sheer insanity of the propeller shear pin. This is an intended-to-break bit of kit that would prevent the engine from working within sight of any floating debris. This is all-too-true—shear pins would shear at the mere *thought* of a jellyfish! And, once sheared, the smirking pins would then smugly claim to be 'just doing their job.'

Grrrr...!

Where could I buy a shear pin? On the opposite coast of whatever coast you were on! How much did they cost? You



don't want to know—but think in terms of 'national debt' size numbers.

Oh, the bastards!

But the carburetors were the very *best* of the be-devilers! These had 'jets' because you'd have to have replacement parts flown in by PanAm daily. The jets had tiny holes in them—holes that would clog at the mere *imagining* of a speck of dirt! Even better, if they were 'turned in' a quarter-turn too much—

or a quarter-turn too little—the engine wouldn't run a'tall!

And how did you know what was too much or too little? You didn't! There were no markings—just a rumor that you were supposed to tighten it down and then back it off 3, 7, or 1,234 turns; take your pick or consult your local astrologer!

Sure, these engines had transom clamps that came from the factory with an early formulation of Lok-tite, because once clamped, the only way to remove the engine was with



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I mean, these early o/b engines had a wicked, wicked sense of humor! While it was almost impossible to get them to ignite anything explosive in the compressed cylinder-head, if the engine was flooded and spilled from the carb, gas would leak/puddle into the case, start to evaporate—and catch fire! Or explode, even!

Here's the sad truth—twice in my life I've intentionally thrown a burning outboard *into* the water to save it from melting all the wires and/or catching my dinghy on fire.

What fun!

These innovative engines certainly weren't PC. Early props were manufactured and marketed under such trade names at Coral Choppers, Turtle Killers, and Swimmer Slicers... how cruel is that!

I remember the early days of water skiing, when there were so few boaters around that we had to ferry out our own victims to run over! (Yes, 'extra points' for scuba or skin divers!)

And, sure, we also played a fun game named *aqua tag*—mostly with manatees or other endangered species.

Eventually, two-cycle outboards were perfected and became dependable. So manufacturers switched to four-cycle models so they could return to the fun-days of zero reliability.

Of course, every marine supply store and fuel dock sold cans of starter fluid back then called "ether"—because "ether it started or it didn't!" (Some greasy, stinky mechanics I knew used ether as a manly, macho deodorant—though never around open fires.)

Why mention all this? Because the single-most improved marine item during my lifetime is the outboard engine. It's currently a model of dependability (if fed clean fuel). I've submerged the same outboard engine in saltwater a dozen times. As long as I attend to it immediately—it cranks right up, if given clean, pure gasoline and a WD-40 doused electrical system. My experience has been that if you take good care of a modern outboard, it will last between five and ten years with daily use in saltwater. *Amazing!* Especially to a sailor who used to look like Popeye and always dated sailor women with black eyes!

(Editor's note: Fatty and Carolyn continue to maintain their outboard and relationship in Southeast Asia.)



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Top 10 Good & Bad Things About Cuba

BY CAPT. SHANE McCLELLAN

Having sailed our Lagoon 410, Guiding Light, to Cuba last year to spend three weeks exploring the southern coast and all it had to offer, we had an amazing adventure....and got frustrated at the same time. After retelling our story countless times, I came up with a list of our favorite and least favorite things about exploring one of the last communist countries still around.

10 BAD: Roads – If you want to do any travel to the interior or opposite side of the island, you will have to hire a local to drive you on the roads. At this point in the lifespan of Cuban roads I think the county is one giant pothole with some flattish stretches in between. Even on the main highway our driver was swerving left and right and we

were hitting potholes often and hard enough that not only was it difficult to read my phone, it even flew out of my hands a couple of times.

9 GOOD: Natural beauty – Cuba is over 600 miles long and filled with beautiful places. This includes Viñales Valley, Alejandro de Humboldt National Park, Valley de los Ingenios, and Desembarco del Granma National Park, all of which are designated as World Heritage Sites. Plus, you have the mountains around Santiago, the beaches all over the island, tropical cays off the north and south coasts, and protected bays that seem to cut right through cliffs and open up in lake size bodies of water. Pretty much everywhere you look you can find nature in all its glory.

Castillo del Morro

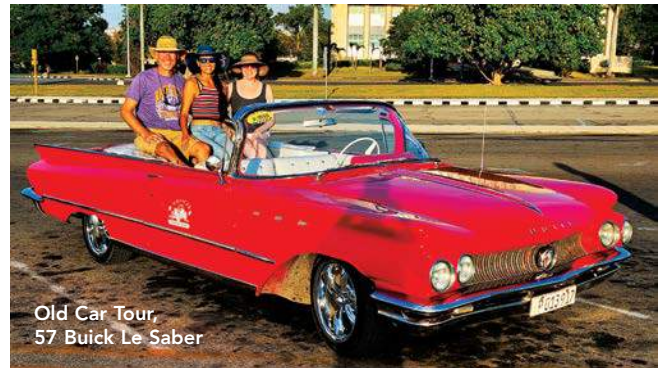


8 BAD: Internet – There are a lot of websites and apps that won't work in Cuba, because they are American companies and are restricted from doing business in Cuba. This was true even for my girlfriend, who is Mexican, trying to use her Apple phone apps. Also, in order to get connected to the internet you have to buy cards for a set amount of time and then go to a location with a hotspot (make sure to log off when you are done to save the remaining time). Stores tend

7 GOOD: Historic sites – Cuba has no less than five cities that are World Heritage Sites (Havana, Cienfuegos, Trinidad, Camagüey, and Santiago) and each one takes 2-4 days to truly explore and see why UNESCO deemed them worthy of such an honor. On top of this you can see the coffee plantations in the mountains around Santiago, the tobacco farms of the Viñales Valley, the San Juan Hill battlefield, and the Old Havana rum factory to name a few more.

to have the best deals and if an individual is trying to sell you one when you first arrive, it is probably an inflated price.

6 BAD: Money – There is nothing wrong with the Cuban Peso (CUP). It has more to do with getting them. Technically foreigners are required to use official exchange houses, but they only give 24 CUPs per US dollar. When we were there in April 2022, we could get 100 CUPs per dollar everywhere else. Another money related issue was the fact that US credit, debit, and ATM cards could not be used anywhere in the country and the marinas would not take US or Cuban cash, Euro cash only.



5 GOOD: Cars – If you love old American cars, then Cuba is your heaven. I estimate around 20% of the vehicles in Cuba are pre-1959 American steel. Some of these cars are in pristine condition and others are day to day beaters. Plus, lots of the work trucks are in this category and still chugging along. Everywhere you look there is another 1940s and '50s American car passing by. In Havana you can have an hour-long tour in your choice of old, beautiful cars.





Malecon

4 BAD: Tourist only stuff – As a cruiser you can only go to official international marinas with your boat. You are not allowed to enjoy any of the islands, bays, or snorkeling for more than an overnight stop. Once ashore you are free to go anywhere, but certain buses and trains are forbidden and you cannot rent a car. Also, the official restaurants have

horrible food. The good news here is that the locally owned restaurants located in private homes serve very good local food. They are called paladares.

3 GOOD: People – The Cuban people are delightful and very welcoming. In Havana Lily ordered a coffee from a little old lady's window and


as soon as she found out I was an American she threw open her door and invited us into her home. She had never talked with an American before and she talked so fast Lily had trouble finding time to translate what she said to me. When we walked out 30 minutes later, I told Lily I think she still has not ever talked with an American, because she was so busy talking TO an American.

2 BAD: Availability – The simple answer is nothing is available, so bring everything with you! We saw our tour guide, Eddy, talking to someone in the alley like they were doing a drug deal. Turns out it was for TUMS and that was



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
Boat Train

the only way to get it. Hearing this we emptied out our medical chest and spare household stuff to donate to several of the churches to give out as needed. We did save a small bag of stuff just for Eddy and he pulled out a bar of soap and said his wife would love it so much he could do no wrong the rest of the month. Another example is when two of the port captains at the international marinas asked if we had any old wire.



Santiago Mountains

1 GOOD: Untouched Culture - Traveling to Cuba is like stepping back in time. It is as if the world in Cuba stopped when the Cuban Revolution started in 1959. I mentioned some aspects of this above when talking about the roads and cars, but it is everywhere. A lot of the charm of Havana is walking among the decaying and dilapidated buildings. Other times you will be enthralled with the slower pace of life afforded with the lack of cell-phones, video games, websites, and mind-numbing TV channels. Instead, you will find Cubans in the park playing dominoes, at the beach relaxing, working on their cars, or other activities we think of when we think about small towns in the 1950s.

Cuba is a very rewarding place to visit, even with the restrictions and communist bureaucracy put in place. The good definitely outweighs the bad by a large margin. Find out for yourself! 

Captain Shane and Lily are now exploring the Bay Islands of Honduras and will be heading to Panama soon. If you would like to join the adventure check them out at [svGuidingLight](#) on the web or your favorite social media

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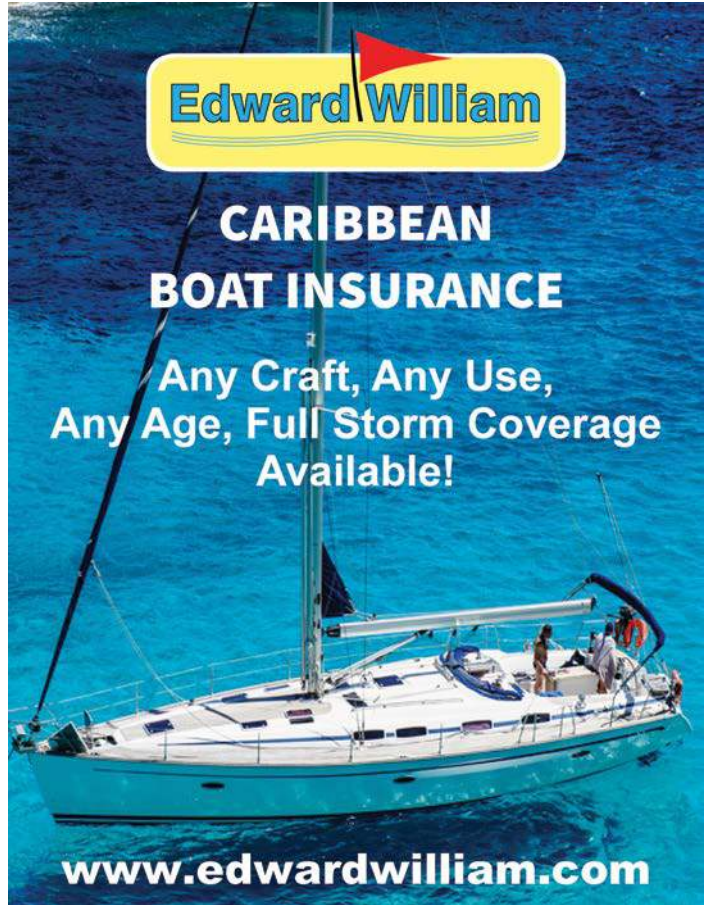
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Choosing a Cruising Boat

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

There is no "right size" or "right design", everybody's different. Just make sure to contemplate all factors before choosing a floating home. Don't go for second-best choices that do not fully convince you, just for financial reasons or because you feel in a hurry. Better wait and do some more searching (and saving) than set out with a boat you're not happy with.

Will you live on the boat all-year-round or just fly in for the season? If you move in for good, you will need more space than if you keep a house/apartment ashore. Will you spend time in marinas? Then you should consider the higher costs of catamaran. Or will you stay at anchor entertaining friends and family? Then the spacious living space on a cat would have its advantages. Or would you like to sail to remote places and brave rough conditions along the way? Then a sturdy mono-

hull's your thing. If you want to sneak into shallow areas, a lifting keel may be a great feature, but if the mechanism fails in a remote place you'll be in trouble. A large boat will be faster on passages and provide you with more space and comfort, but it also makes maneuvers in confined quarters more difficult, cost more in marinas, will limit your choice of anchorages and place a considerably higher burden of responsibility on your shoulders.

Whatever type of boat you choose, make sure she's sturdy and seaworthy. Even if you plan to mainly do short passages in benign conditions you may still run into nasty weather at some point or encounter a drifting container or an uncharted rock. We love our *Pitupa*, even though she's a little bit too small for us and all our gear, because we can rely on her in all situations. She happily bashes into the waves close-hauled to

Great view of the solar panels and
wind generator from above



bring us where we want to go (and not where the wind takes us), makes us feel safe within her thick aluminum hull.

Equipment

The level of comfort people need or want is (again) very subjective. A washing machine, a dishwasher, a microwave oven, a breadmaker—what may seem ridiculously wasteful for one crew, may keep the peace and harmony on another boat. Whatever fits, makes you happy (and can be supported power-wise) should be the maxime for such additional gadgets. Other devices add to the independence of a boat, like a watermaker to ensure drinking water underway or in remote areas and a fridge to be able to store fresh food for a prolonged time (and let's be honest: what's a sundowner without cold drinks??). Purists may still happily cruise without such equipment, but then there are a few essentials no responsible skipper can relinquish:

A well-sized and well-designed anchor. It seems incredible what toys are blissfully hidden in anchorages, but shamefully revealed in marinas and mooring fields. Even large, heavy boats set out with tiny, old-fashioned anchors—maybe because they go well with the design of the yacht, or maybe

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A reliable engine. Of course a sailboat should sail, but there are moments when only a strong engine can keep a yacht safe, e.g. entering a pass with currents, or maneuvering in confined quarters in heavy winds.

A sturdy rig and a set of sails for all conditions. Everyone prays that they'll never have to use their storm sail and try sail, but they should still be aboard (like an umbrella to keep away the rain). Lightwind sails will reduce your fuel consumption (i.e. hoisting the gennaker in very light winds instead of turning on the engine).

Tools and spare parts to do emergency repairs underway and the knowledge how to use them. You don't have to be a trained specialist, but doing some courses in preparation and watching experts closely is a must before setting out safely towards remote areas.

Solar Panels and Wind Generators. As cruisers we live close to mother nature and should be trying our best to reduce our carbon footprint. Everybody's talking about the energy crisis at the moment, having our own alternative sources of energy aboard makes us autonomous and independent. Installing solar panels may mean some initial investment, but they keep

going for a long time. Diesel generators are not cheap either and you'll be constantly buying fuel for them and when they fail (which they frequently do) they cause lots of grief and quite often the battery bank goes with them (as the batteries cannot cope with the energy consumption without a daily generator boost).

Keep Improving the Boat

Despite all our efforts to prepare our *Pitufa* well before setting out, we discovered lots of deficiencies underway. The same will probably happen to you—it's perfectly normal. Every boat, no matter how expensive, will have features that are annoying to one crew while acceptable to another. Unsolved problems, no matter how small they seem at first, drain the fun out of cruising in the long run. A leaking hatch, a toilet seat that keeps slamming on your back in rough conditions, a rattling locker door—such tiny issues can lead to arguments, frustration and ultimately the end of cruising. The important thing is to try and solve these issues, so we keep on makeshifting and improving our floating home to keep on cruising happily! ☺

Birgit and Christian have been sailing and repairing their S&S 41 "Pitufa" from the Med via the Atlantic and Caribbean to the Pacific. Check out their blog www.pitufa.at or read their book "Sailing towards the Horizon" to learn more about their journey!



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Women on the Water – Victoria Rowlette

BY CAROL M. BAREUTHER, RD

There are not many people who can say they've had a bucket list of sailing experiences by the age of 15. Yet, this describes BVI-born Victoria Rowlette. What's more, the liveaboard baby, transatlantic teen, and now competitive dinghy sailor who's currently attending school in the Cayman Islands is just getting started.

"I came straight from the hospital in Tortola to the Lakota, which is the 96-foot tugboat my dad (Kevin Rowlette) still runs as a marine salvage company. When I was little, we would go out, tow around boats, and do the jobs. It was definitely a unique start to life," says Rowlette.

The family, with Victoria's mom Becky Paull, moved off the tugboat when she was a toddler, but continued a way of life

on the water. Rowlette says she remembers both parents sailing on the weekend, spending time with them in the boatyard, and sailing with her grandparents too when she visited them in England on vacations. Life in, on, and around the water was a natural part of family life. Soon, Victoria started making her own wake on the water when her parents enrolled her in Optimist sailing lessons at the Royal BVI Yacht Club in Tortola when she was age 7.

Skipper at Age 7

To be honest, says Rowlette, "I found it scary when I first started sailing by myself. I was a small kid, and even though I was sailing with a friend, I worried about keeping the boat upright. Slowly I learned more, gained confidence, and started to enjoy it. Looking back, I'm really glad I stuck to it."



Guppy



Cleaning the bottom of Guppy

Summer sailing camps, paddleboarding, and exploring the islands made for an idyllic childhood afloat. Competition came later when Rowlette sailed in her first Optimist regatta at the St. Croix International Regatta, in tandem with her father racing in the event's keelboat class. She certainly made a splash, winning the Optimist Green Fleet with seven first-place finishes in 15 races.

"I remember thinking 'whoa, that's cool'. I realized that I could do this and do well at it too. After that, we went to the Pan Pepin Regatta in Puerto Rico. That was my first big, big event. That's when I first saw how big the sailing world could be," she says.

During this same time, Rowlette raced bigger boats as well as dinghies. She first cast off as crew on her father's Olson 30, *Rushin Rowlette*, sailing and winning both in the BVI and regattas in neighboring islands. In 2019, her father purchased the Corsair 27 trimaran, *Whoop Whoop*. Driving her in the Virgin's Cup and Willy T Race, an event where women take the helm and the men crew, Rowlette took line honors in both 2019 and 2020.

In addition to racing, Rowlette got her feet wet in offshore




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Celebrating Christmas halfway across the Atlantic on *Guppy*



sailing when after Hurricane Irma in 2017 she helped her father deliver a sailboat from the BVI to Florida for repairs. They leap-frogged north, stopping to see the Dominican Republic, Turks & Caicos, and Bahamas along the way, creating the foundation for what would become an even more incredible experience.

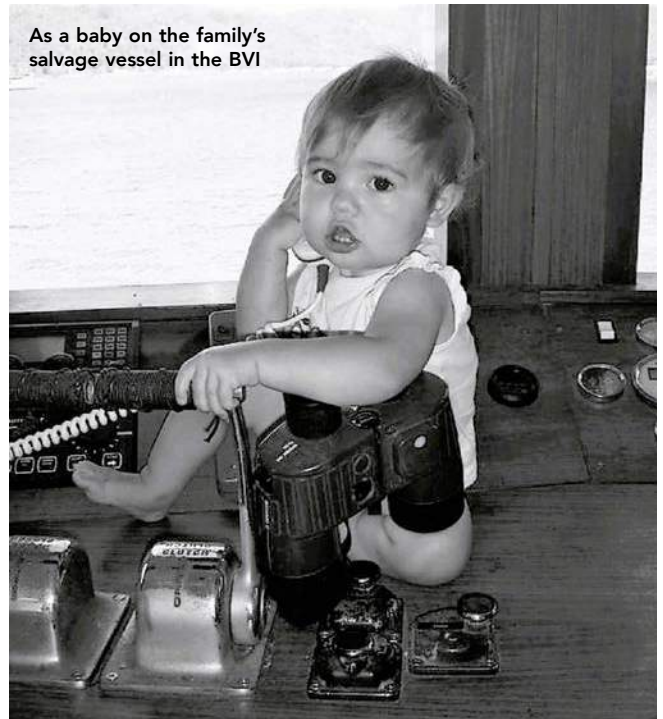
From Quarantine to Sailing Transatlantic

It was during the COVID quarantine that Rowlette started to think about forging her own path in sailing.

"I had followed Laura Dekker, the youngest person to solo circumnavigate the globe, and watched her movie, *Maid-entrip*. I started searching the internet to find and watch the movie again when I stumbled on Laura's Sailing Foundation page. I saw that they were going to do some trips on her boat, *Guppy*, and thought it would be amazing. After I talked to my mom, I sent an Email and asked if there was a spot open on the trip and received a response saying 'yes'," Rowlette says.

In November 2021, Rowlette joined the crew aboard the *Scorpio 72, Guppy*, in Portugal for a six-month transatlantic sail to the Caribbean and back to Europe. Preparation, logistics, and arranging to homeschool, took nearly as long beforehand. Although it all seemed surreal, Rowlette says that when she stepped on the boat in Lisbon and met the other teens and Laura, she knew instantly this was where she wanted to be and what she wanted to do. They cruised from Lisbon to Madeira,

As a baby on the family's salvage vessel in the BVI



the Canary Islands, Cape Verde, and then a transatlantic sail spending Christmas in the middle of the Atlantic until they made landfall in St. Maarten.

"Before the trip, I thought crossing the Atlantic seemed like this massive hurdle. Something full of danger. But, the atmosphere on board was very relaxed. Laura had sailed across

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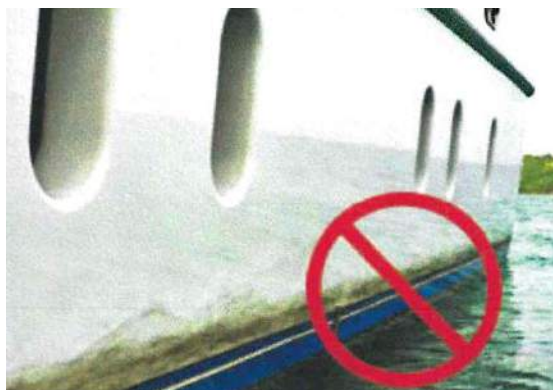
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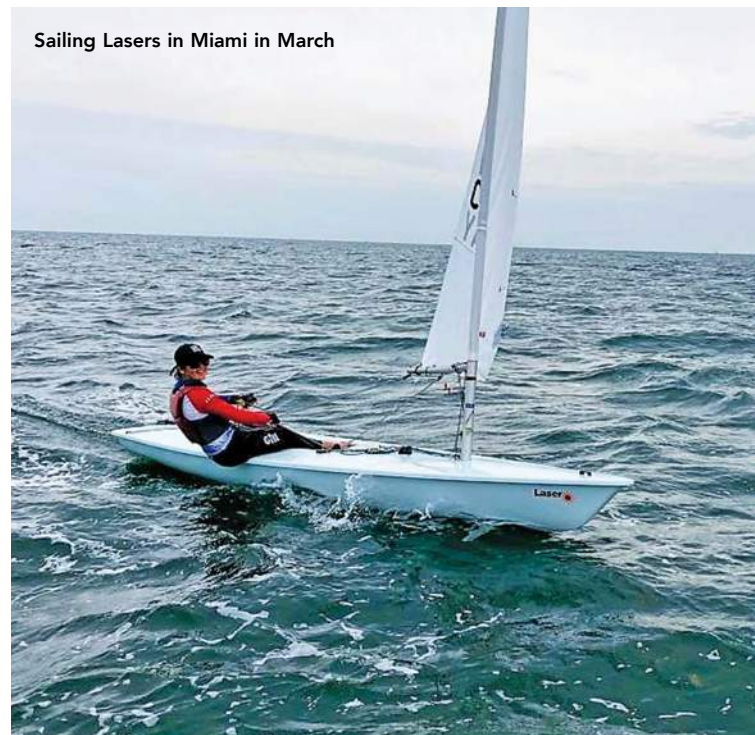
Some of the Guppy Crew

the Atlantic numerous times. There was no fear. We were well prepared, and the whole way across seemed just like another sailing day. Actually, in the days that we were nearing St. Maarten ending the passage, we all wished it would keep going. We were so into the rhythm of being together, doing our chores like making meals and standing watch, doing our homework, and not having Wi-Fi, that it all seemed very normal," she says.

The *Guppy* made stops in St. Vincent and the Grenadines, St. Lucia, Martinique, and Rowlette's home island of the BVI before cruising north to Bermuda for a transatlantic sail to the Azores and finally ending in the Netherlands.

The biggest takeaway from this voyage that's now a part of Rowlette's DNA is confidence, she says. "I grew up in a small community, everyone knew everyone, and I was generally a shy person. All of a sudden, I'm on this boat with people I didn't know, who had come from all over the world, and who didn't speak English as their first language. We all had dif-

Sailing Lasers in Miami in March





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ferent sailing experiences and different interests. Knowing how to act, getting comfortable outside of my comfort zone, learning to take responsibility, and realizing my capabilities matured me a lot. It gave me independence, the ability to face new challenges, and to also see the world from a different perspective."

The Horizon is the Limit

Now in school in the Cayman Islands, Rowlette's attention is focused on completing her education and competitive dinghy sailing. In March, she raced in Miami Sail Week – Youth, finishing 9th in a fleet of nearly 30 ILCA 4 sailors.

"In the future, after I graduate, I'll definitely have my own boat. And I want to travel more. I'm looking at all these different aspects. I'm following the Ocean Race, and looking at Sail GP. Then there are all the cruising boats taking their time to see the world, and then the charter companies. Everything looks like such a good opportunity. I want a taste of all of it," she says.

Finally, what might Rowlette's advice be to other young sailors who'd like to follow in her bucket list wake? "If you really enjoy something, do it. Sailing is an amazing hobby, but it can also teach you a lot, open so many doors and change your life." 🌊

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Cane Island El Salvador – Aged 8 Years

RUM REVIEW | BY CLINT AND TERRY BORAM

Of all the rums we've reviewed, none has been from El Salvador. Heading down the rum aisle of our favorite store, we immediately saw Cane Island El Salvador 8-year-old, but Terry continued to search. There wasn't another El Salvadorian rum around. Why? After some research, it became clear as mud.

The Cane Island is branded as a "Single Island" or "Single Estate" rum. Single Island is a blend of rums from distilleries on the Island, whereas Single Estate is from only one distillery. The producer chooses countries with "a long history in rum production, with their own styles and traditions." When we reviewed Cane Island Venezuela Single Estate in October 2022, we had no idea which of the 13 distilleries in Venezuela it was from.

Cane Island El Salvador is also a Single Estate rum,

but there is no mystery what distillery the rum is from since El Salvador only has one distillery - Ron de El Salvador Cihuatán. Founded in 2014, Ron de El Salvador Cihuatán uses a 100-year-old distillery and is 100% hand-crafted by Salvadorian hands.

Cane Island is produced by Ingenio La Cabana of El Salvador, the parent company of Licorera Cihuatán, which produces Cihuatán. The rum is molasses based, distilled in a column still, and is tropically aged at the distillery in ex-bourbon barrels. They say the Caribbean heat intensifies the rum and wood interaction. Unlike Cihuatán, which used the solera method for bottling, Cane Island is a single-barrel product making this an authentic 8-year-old rum.

HE SAID

My first thought was, "Is this a rum?" Even keeping my mouth open, allowing the bouquet to fill my senses, yields an unremarkable nose. After a bit, I get an undertone of molasses with some orange blossom and tobacco leaf. On the palate, there is a tiny bit of sweetness before the liquid rushes to finish with a burst of vanilla, orange blossom, and an earthiness from the barrel that is rich and hardy. The finish is smooth and lingers, leaving me wanting more.

SHE SAID

In the glass, the golden color rum coats the glass leaving tiny trails of lace. I agree with Clint that the nose is so subtle I needed to take more time to contemplate it. I, too, am getting orange blossom and an ever-so-slight hint of vanilla. The palate has a bite of baking spices before being smoothed by orange and subtle vanilla notes. Then, like for Clint, the liquid rushes to finish. The difference for me, though, is I don't taste or feel the finish until it hits the upper chest, where it explodes with a warm, slightly sweet, satisfying finish that lingers. I, too, can't wait to have another sip.

OVERALL

We are surprised by how much we liked Cane Island El Salvador 8 years. While the nose was subtle and the palate unremarkable, the finish experience left us wanting more. At \$30/bottle, this rum will definitely be in our cabinet.

4 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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2 VIEQUES, PUERTO RICO. Situated at the end of a half-mile private driveway, Lionheart is a 7 BR/8 BA 4000-sq.ft. residence set on 6 acres that offer complete privacy and spectacular views of the Caribbean Sea, the village of Esperanza and her cays, as well as the east end of Vieques. A grand staircase leads to an extensive pool deck around a 40-foot-long pool, complete with a bar. Includes a gatehouse/caretaker's cottage. The property is completely off-grid and self-sustaining with solar power and large cisterns. Price: US \$2,400,000
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3 **ST. THOMAS, USVI.** Stunning down island from this residential lot in Estate Mandahl. It also overlooks the pond and towards Hans Lollick. There is already a flat spot for building in this well-established neighborhood. Owned by a USVI Realtor who also lived in the same neighborhood for nearly two decades. Fabulous location. Price: US \$149,000
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4 **ST. CROIX, USVI.** A rare offering. A private compound consisting of three homes and a maintenance facility on 4.55 acres with sandy beachfront Teague Bay to the north and road frontage to the south. A total of 13 bedrooms, 4 kitchens, two swimming pools, and a dock. Each home has total privacy from its counterparts. A stone's throw from the St. Croix Yacht Club. The compound boasts a staggering list of amenities including a reverse osmosis plant, wine cellar, game room, gym, dive room, watersports storage room to name a few. Price: US \$8,000,000
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5 **GREAT CAMANOE, BVI.** Dock your yacht on this private island and head to your home at villa Kokomo, situated on a nearly 3-acre lot with views of the sea and surrounding islands. This 3 BR/3 BA home features natural local stone walls. The living room leads out onto the generous covered terrace that allows for outdoor dining or simply catching the breeze and chilling. Kokomo is one of around 23 homes within the island's Indigo Plantation Estate. Five minutes by boat to the Beef Island Airport on Tortola. Price: US \$1,125,000
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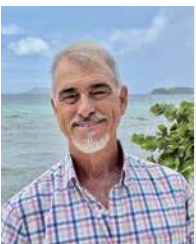
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6



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St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16		FREE
St. Croix	St. Croix Marine www.stcroixmarinecenter.com	340-773-0289	11'	150'	23	●	110/220 - 30A, 50A, 100A		●	●	●				●	16/06		FREE
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 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

ALL A7 SEA 3 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

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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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 and RYA Instructor. 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. **He is based between the London and the Caribbean 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. **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**



GLEN HURD is a Canadian born, American expat who has been based out of the Virgin Islands as a professional USCG Master Captain for 25 years, and calls his world circumnavigating sailing yacht home. Extensive charter yacht management, design, refitting, and outfitting has developed exceptional insight and skill set with intimate knowledge of all boats systems, on a broad range of vessels from power to sail, including most major brands of catamarans from Lagoon, Leopard, Fountaine Pajot, Voyage, to Sunreef's. His diversity ensures an ability to understand and identify particular features and attributes that meet client's individualistic needs and desires. **He is based between the US Virgin Islands office and the Mediterranean, and may be contacted directly: glen@virginislandsyachtbroker.com or phone +1 340 474 1759**

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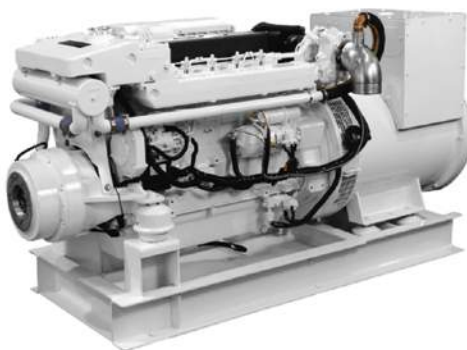
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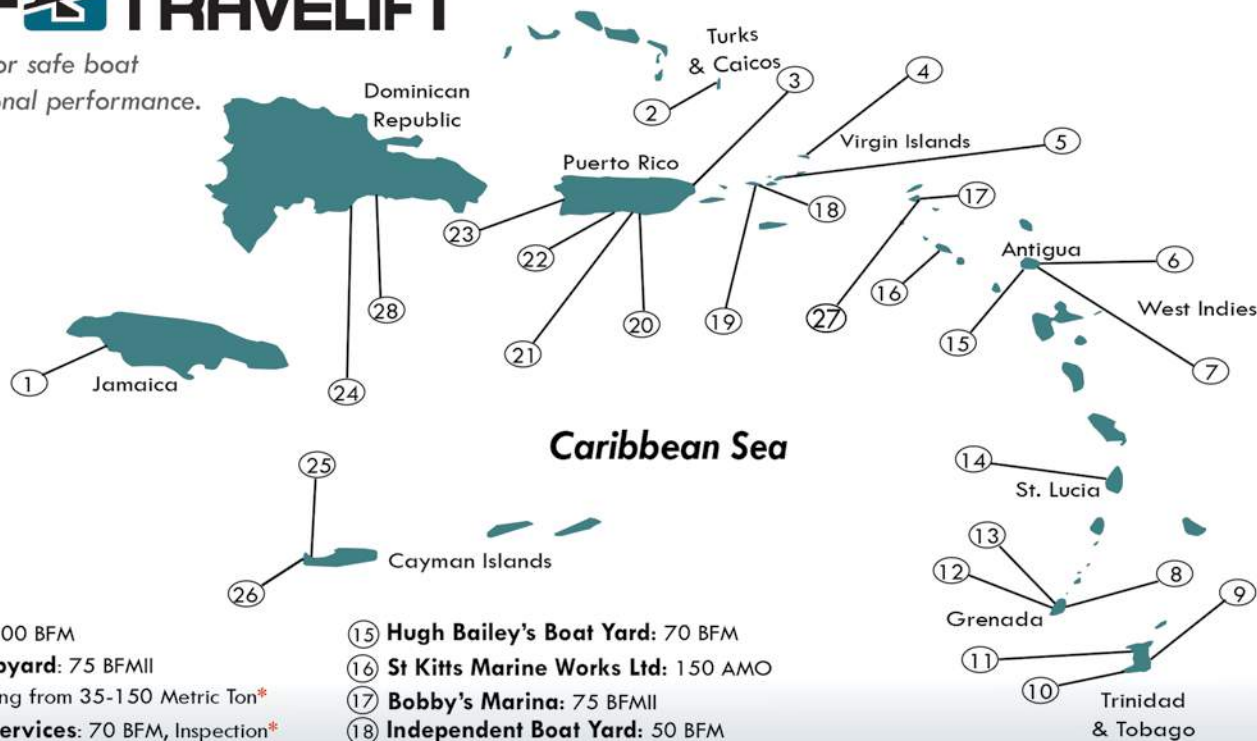
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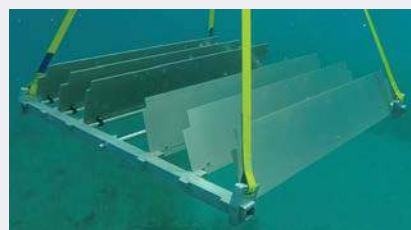
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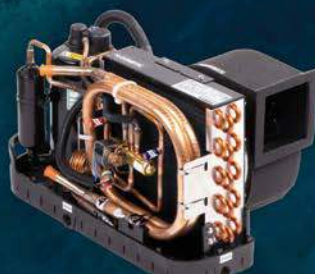
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GRILLED CALAMARI

Prep time: 15 minutes. Cooking time: 6 minutes. Serves: 4 - 6

1-1/2 lbs. whole calamari, cleaned, (thawed if frozen)	2 Tbsp. freshly squeezed lemon lime juice
5 Tbsp. olive oil	Salt and pepper, to taste
Salt and Pepper to taste	Freshly cut parsley

GARNISH: 2 limes or lemons, cut in wedges for serving.

Wash calamari and slice the bodies crosswise into 1/2 inch slices, pat dry with paper towel. Preheat grill. Season both sides with salt and pepper. Grill over medium-high heat for 4 minutes each side or until edges slightly charred. Drizzle olive oil over cooked calamari, squeeze lemon or lime over and top with parsley. *HINT: This dish is also great for dinner. Serve with a large salad. Delicious! The secret to tender calamari is high-heat and fast-cooking. Be sure to serve with plenty of lime or lemon wedges. Serve on a bed of lettuce with sliced mango, optional.*

SIMPLE SUMMER SALAD

Prep time: 25 minutes. Cooking time: 10 minutes

Marinating time: 3 hours. Serves: 4 - 6

1 Romaine lettuce, washed & dried	1 red onion, thinly sliced
1 (11 oz) can mandarin oranges	3/4 cup walnut or
DRESSING: Vinaigrette Dressing	pecan pieces
of your choice	Salt to taste

Take Romaine lettuce, wash and pat dry with a towel. In a large bowl, tear lettuce into bite size pieces; refrigerate (if you have time). When ready to serve, drain mandarin oranges. In a small pan, melt a little butter and sauté walnut pieces, sprinkle with salt; remove and place on a paper towel to drain. To serve, add mandarin oranges, red onion, walnut pieces, and the dressing of your choice. Toss altogether and serve on chilled plates.

STEAK AND VEGETABLE KEBAB RECIPE

Prep time: 25 minutes. Marinating time: 3 hours

Cooking time: 10 minutes. Serves: 4 - 6


MARINADE:

2-1/2 Tbsp. Worcestershire sauce	1/4 cup olive oil
2 tsp. prepared Dijon mustard	1/4 cup soy sauce
2 Tbsp. minced garlic	1 Tbsp. honey
1-1/2 Tbsp. fresh lemon juice	Salt and pepper to taste
1-1/2 Tbsp. red wine vinegar	

KEBABS:

1-1/2 lbs. sirloin steak, thick cut	16 chunks of red onions,
8 oz. cremini mushrooms,	cut in 1-inch pieces
halved if necessary	16 cherry tomatoes
3 bell peppers (1 green, 1 yellow,	2 Tbsp. olive oil
1 red) cut in about 1-inch chunks	3/4 tsp. garlic powder

Wooden skewer sticks, soaked in water for at least 30 minutes

MARINADE: In a bowl mix together all the marinade ingredients. KEBABS: Skewer beef, mushrooms, onions, tomatoes, and bell pepper pieces alternating evenly, on 8 wooden skewers. Place the kebabs in a 9-inch x 13-inch baking dish and pour the marinade over them. Refrigerate for at least 3 hours and up to 8 hours. Preheat grill to medium-high. Remove the kebabs from the dish; discard the marinade. Grill the kebabs, turning once, to desired doneness, about 6 minutes each side or until the meat is cooked to your liking, about 15 minutes total for medium. 

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