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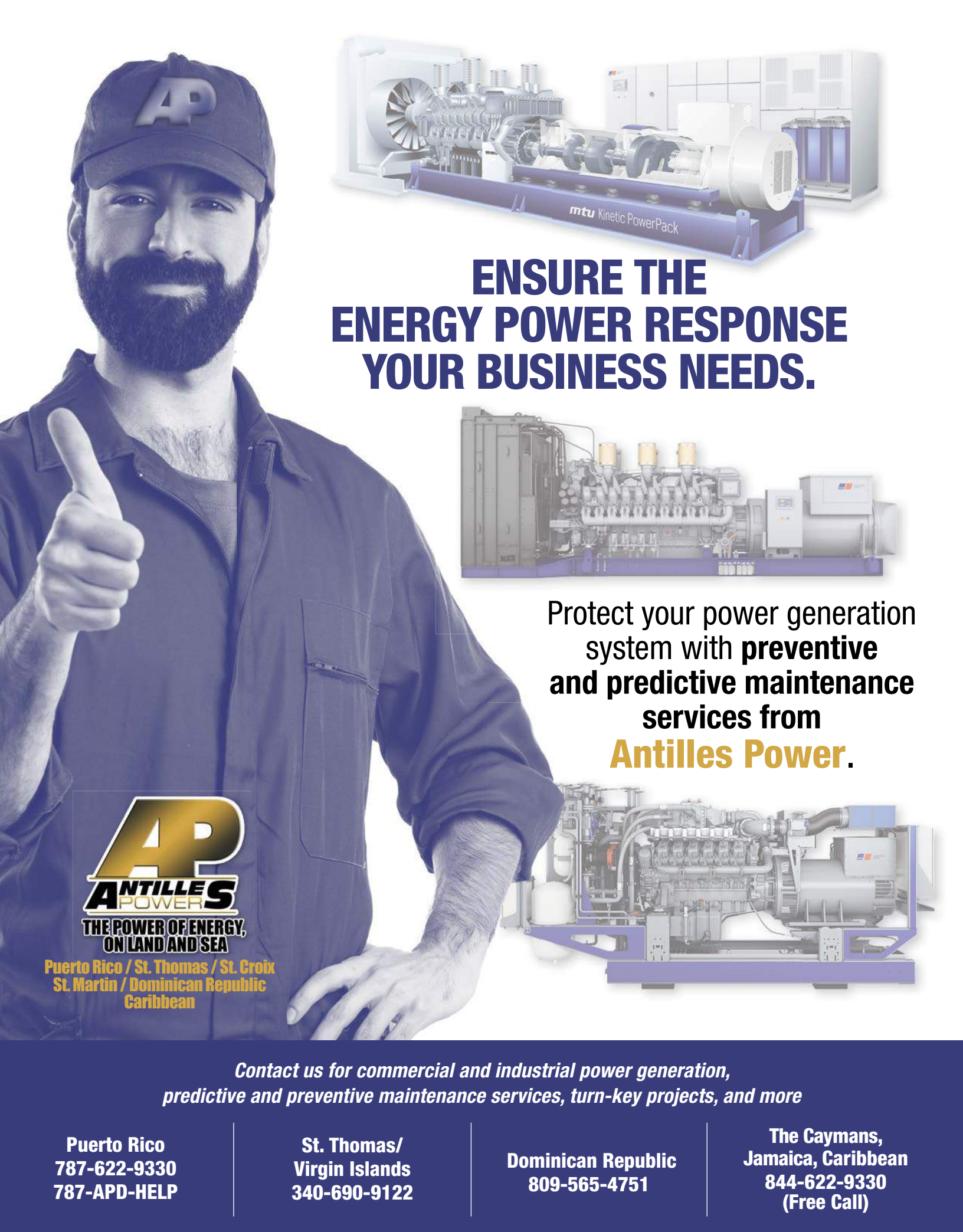
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COVER SHOT: Team Fope - Women's Team Group Waving.
Photo courtesy of Laurens Morel Salty Colors

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Owned and Published by
Kennan Holdings, LLC
382 NE 191st Street #32381
Miami, Florida 33179-3899
phone (410) 929-2248

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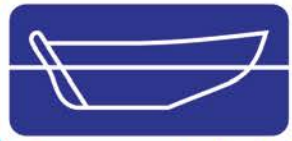
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CARIBBEAN NEWS



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MARINEMAX VACATIONS ADDS NEW AQUILA 42 POWER CAT TO BVI CHARTER FLEET THIS FALL

It's here! And it will be at MarineMax Vacation's charter base in the British Virgin Islands this fall. The Clearwater, Florida-headquartered MarineMax debuted its new addition, the Aquila 42 Power Catamaran, in February at the Miami International Boat Show. The craft, built by Aquila Power Catamaran builder, Sino Eagle Yachts, is giving a whole new meaning to having fun on the water.

"The list of reasons why the new Aquila 42 is a great boat, that also happens to be available in our MarineMax Vacations charter fleet, is very long," says Raul Bermudez, vice president of MarineMax Vacations. "The Aquila 42 offers the largest two staterooms of any cat in the 40' to 42' range. The one we will have in our Vacations fleet will offer a third cabin that can be used for a hired captain, or it can be used for storage."

Bermudez continues, "The single step from the dock to the rear cockpit makes it very easy for boarding and dinghy ac-

cess. The simple dinghy davit system is a great feature for a charter yacht. The Aquila DNA is seen too on the 42 with the easy access step from the flybridge down to the bow making anchoring or picking up a mooring ball a breeze. This model offers built-in bow sun launchers and a great area to sit and watch the sunset. If you prefer to stay in the shade, the large hard top is ideal to hang out of the sun. Two running features of the 42 make her the perfect small family or two couple boat. This includes the high bridge deck clearance, eliminating waves slapping on the hull. Lastly, the 42 is extremely fuel efficient giving the charter guest the ability to explore more." www.marinemax.com/vacations

Congratulations!

Our Carol Bareuther is a Grandmother! Please say hello to the newest member of the ALL AT SEA team! **Bennie!** Mother, Nikki Barnes, and Father are also pretty great...



SEE THE LIGHT! MANTUS MARINE INTRODUCES SOLAR NAVIGATION LIGHT

See and be seen! The Mantus Solar Navigation Light is designed for use on dinghies or small boats as a navigational aid. Coast Guard Approved for 2 nautical miles, the light uses a solar cell to maintain the charge on the battery. The light also features a USB-C charging option and is IPX8 water-resistant. There are two options. One is the bow of the boat or engine cowling mounting choice or the transom pole mounting alternative. The light is a great option in the Caribbean, says Greg Knutson, founder of Mantus



Marine, headquartered in Kemah, Texas. "The Mantus Solar Navigation Light is designed to withstand the Caribbean sun!" www.mantusmarine.com

BRUNSWICK CORPORATION BRANDS WIN 13 AWARDS

Some of the best-loved marine brands in the Caribbean, and the world, enjoyed an award-winning performance at the Miami International Boat Show in February. These major brands of the Mettawa, IL-headquartered Brunswick Corporation earned kudos for marketing excellence, customer satisfaction, and four National Marine Manufacturers Innovation Awards.

Boston Whaler (Best Online Advertising), Crestliner (Best Short Video), Heyday (Best Marketing Innovation), and Sea Ray (Best Integrated Marketing New Product Launch) earned Neptune Awards for marketing excellence.



Brunswick Corporation Award Winners at Miami Boat Show

"Boston Whaler has always been a very popular brand in the Caribbean," says Lee Gordon, vice president of corporate communications, public relations, and public affairs for Brunswick. "Each year, Whaler holds its annual Bimini trip for its customers which is hugely popular and well attended. It speaks to the brand value in that area. Whaler is known for its comfort and amenities which are ideal for fishing in the Caribbean. It was great to see a large crowd of customers and dealers from the region in Miami this year, which speaks to the continued interest and innovation in Whaler."

Five brands were recognized with Marine Industry CSI (Customer Satisfaction Index) Awards for displaying the highest levels of customer contentment. Boston Whaler, Crestliner, Cypress Cay, Harris Boats, and Lund Boats were recognized as receiving customer satisfaction scores of 90 percent or higher.

Brunswick products that won Innovation Awards included the Navico Group's Lowrance® HDS PRO with Active Imaging HD and ActiveTarget 2 (Consumer Electronics, Mobile Applications, and Software). The other three were Sea Ray's SLX 260 Outboard

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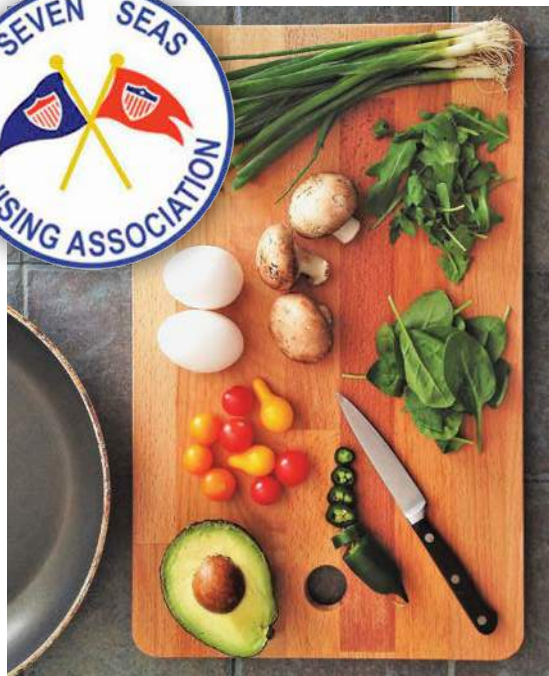


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PHOTO BY KATIE SMITH ON UNSPLASH



Free Online Seminars from Seven Seas Cruising Association

Learn something new for free! The Seven Seas Cruising Association, via its Seven Seas University, will offer two complimentary webinars this month. The first will be on April 6 at 7 p.m. Eastern Time (U.S. and Canada), and it's titled: *Best Practices: Charts, Electronic Charts, Guides* (us06web.zoom.us/webinar/register/WN_RwLejiLYRKakyFKm4CQ2eg). The second, on April 13, starting at 7 p.m. Eastern Time is *Cooking On Board, and Smart Galley ideas* (us06web.zoom.us/webinar/register/WN_rExc4k8rTtGqo8DRZnTb9A).

Register in advance for each webinar by clicking on the link. After registering, you will receive a confirmation email containing information about joining the webinar. The SSCA, founded in 1952, is the oldest and largest worldwide organization supporting the liveaboard cruising lifestyle. www.ssc.org

(Cuddy Cabin, Bowrider, Deck Boats); Mercury Marine's Avator 7.5e Electric Outboard Motor (Electric Motor/ Battery Powered Propulsion/ Hybrids); and the Navico Group's, Fathom e-Power System (Mechanical & Electrical Systems). www.brunswick.com

SUCCESS FOR NEW BAHAMAS CHARTER YACHT SHOW

It was 'be there or be square' for the inaugural Bahamas Charter Yacht Show (BCYS), which took place the last weekend in February. Industry professionals and luxury yachts up to 179-foot LOA gathered across four leading Bahamas Marinas in Nassau and Paradise Island for this trade-only event. These included Atlantis and Hurricane Hole Marina on Paradise Island and Bay Street Marina, Nassau Yacht Haven, and The Pointe Marina in Nassau. The International Yacht Brokers Association (IYBA) launched the first-ever show in collaboration with the Association of Bahamas Marinas.

Bob Saxon, president of Fort Lauderdale, Florida-based IYBA and owner of Bob Saxon Consultancy, provides background on the impetus for the show: "There was a confluence of factors, a 'perfect storm' as it were. The onset of the pandemic had portended doom for the yachting industry, but it had the reverse effect. A plethora of consumers assaulted the market to buy yachts to escape on their own private floating resort and avoid the 'bug.' Inventory depleted rapidly and once the shelves were nearly bare, people turned to chartering. The sales and charter markets were robust with two plus years of record-breaking results. There was also a market shift that took place

and many charterers, chief amongst those the Americans, were looking to charter a bit closer to home during COVID – hence the Bahamas enhanced their presence. When you combine this with the fact that while the other island groups were inconsistent with their pandemic protocols, the Bahamas opened their arms, and they are reaping the benefits."

The importance of the Bahamas Charter Show cannot be underestimated as the Bahamas are amongst the prime charter destinations, Saxon adds. "The presence of 47 yachts and over 100 agents in attendance is a true testimony to the effort."

Participating vessels included the 132' Trident Shipwork's motor yacht, *Package Deal*; the 105' Sunseeker motor yacht, YCM 105; and the 101' Horizon motor yacht, *Sea-Renity*. The show offered a full schedule of social and informational events for both the attendees and crew. bahamascharteryachtshow.com



COURTESY BCYS

NEW RULES FOR PLEASURE CRAFT ENTERING THE TURKS & CAICOS

Submitting information to SailClear (www.sailclear.com), an online yachting clearance system designed to facilitate Customs and Immigration (CI) requirements, is now a 'must' for entering and leaving the Turks & Caicos Islands (TCI). The TCI government announced that as of February 1, 2023, owners or masters of pleasure or recreational craft must use this system to upload info at least 24 hours before arrival or departure.

Registering for a SailClear user account is simple. Once an account has been activated, a user can enter voyage details and other data related to crew, passengers, weapons, and stores. This submitted information is immediately available to CI and other authorities. SailClear allows the user to edit the information if travel plans change. Failure to submit an advance notice for arrival or departure comes with hefty penalties.

Vessels carrying any goods for industrial or commercial purposes are considered 'commercial' rather than pleasure or recreational and different Customs rules apply.

SailClear is currently available in TCI, as well as Anguilla, Barbados, Belize, Bermuda, the British Virgin Islands, the Cayman Islands, Curaçao, Dominica, the Dominican Republic, Grenada, Montserrat, St. Kitts & Nevis, St. Lucia, and St. Vincent & the Grenadines. customs.gov.tc, www.sailclear.com



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APRIL 2023 EVENTS



COURTESY OYSTER ANTIGUA REGATTA

If you have any events to share,
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APRIL 5-8: Oyster Antigua Regatta.

Calling all Oyster yachts. This sailing event exclusive to the brand will be doubly special this year. First, the Southampton, UK-headquartered yacht builder celebrates 50 years since its founding in 1973. Secondly, the Oyster World Rally fleet returns to Antigua on April 4, after a 16-month circumnavigation, with a finish line off Fort Charlotte. As of mid-February, 16 yachts have registered to race. "The regatta begins from Oyster's spiritual home in the Caribbean, Nelson's Dockyard in English Harbour, and soaks up the island's best over four days. Racing will be a

combination of course and pursuit racing and take the fleet up the west coast of Antigua for a night at a secluded anchorage," says Millie Bolingbroke, of Oyster Yachts. oysteryachts.com/events/antigua-regatta

APRIL 5-10: Bequia Easter Regatta.

One of the best Southern Caribbean regattas is back after a three-year pandemic-caused pause. Racing will be in the iconic 'double ender' fishing boats or Heritage Boats, "There will be



Mamzelle - 2022 winner of Barbados Game Fishing Association Tournament

COURTESY BGFA

APRIL 11-16: The Republic Bank Sir Charles Williams International Fishing Tournament.

The Barbados Game Fishing Association's largest tournament of the year is hosted out of the Port St. Charles Marina. The target species are billfish (i.e., blue marlin, white marlin, sailfish, and spearfish), but there are also prizes for species such as wahoo, dolphin (mahi-mahi), and tuna. Last year, the Barbados-based Mamzelle, a 30-foot Bertram, won the tournament with the catch and release of six blue marlin, six sailfish, and a catch of three dolphin and one wahoo. The tournament is a qualifier for the Offshore World Championship, held each year in Quepos, Costa Rica. bgfa.profitfishingtournaments.com

serious competitive racing mixed with fun sailing, social events. The entire island is bustling with activities to fit every age group. You have to be there to absorb all aspects of the weekend. Plans are being developed to expand 2024 to include racing down the Grenadine Islands," says Sayie Ollivierre, regatta organizer and officer of the event host, the Bequia Sailing Club. Spectators can watch the racing from several onshore vantage points such as overlooking Admiralty Bay, Lower Bay, Friendship Bay, and Paget Farm. www.bequiaregatta.com



Bequia Easter Regatta

APRIL 14-16: 30th Annual St. Croix International Regatta.

Hosted out of the St. Croix Yacht Club, in Teague Bay, St. Croix, U.S. Virgin Islands, this year's event will be back to a 3-day format. Entries are expected from the U.S. and British Virgin Islands, with classes for keelboats and beach cats as well as junior sailing on Optimists. New is a return of an 'Overall' Trophy as the event awarded in its early days in the 1990s. "The Overall winner will be determined by the combined score of a boat's place on the last race of each day. The last race of each day will be a long-distance course and the Cruising and Spinnaker class boats will be competing for the overall trophy. The Optimists will be racing inside



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Teague Bay, and the larger boats will race in the Buck Island Channel with final races expected to race to a finish line inside Teague Bay," explains Peter Stanton, one of the organizers as well as racing on his new IC24, Big Island. With the first IC24 on St. Croix, organizers are hoping to attract interest from Puerto Rico, St. Thomas, and the BVI to promote the class here. Also, the beach cat class is expected to grow with greater entries from sailors on St. John. "St. Croix has always prided itself on the hospitality, the beautiful waters of Teague Bay and Buck Island Channel. We're also going to have food trucks and great live entertainment each night," invites Stanton. www.stcroixyc.com

APRIL 16-22:

Les Voiles de St Barth Richard Mille.

Big boats and lots of them have registered to race this cream of the crop regatta. One is the Volvo 70, Pyewacket, owned by Roy P. Disney, the grandnephew of Disneyland founder Walt Disney. So far this year, the San Diego, CA-based Pyewacket took line honors in the Pineapple Cup-Montego Bay Race in January and was the Overall Winner in February's RORC Caribbean 600. Pyewacket will be up

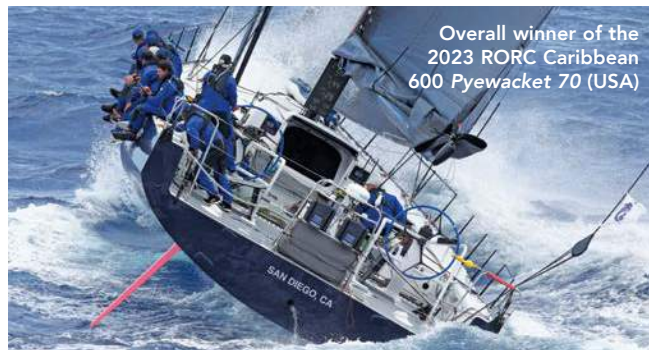


CREDIT TOBIAS STOERKLE

APRIL 19-24:

Antigua Classic Yacht Regatta.

New this year is a team headed by Paul Deeth with the vision to restore the event to founder Kenny Coombs' original concept of 'like-minded people getting together to share their passion in racing stunning yachts in superb sailing conditions'. To that end, there will be a Single-Handed Race, the Concours d'Elegance, Gig Racing, and the Parade of Sail into English Harbour. "It (the regatta) will be mainly located at Nelson's Dockyard, with plenty of opportunities to 'swing the lamp' over a rum punch in that historic venue," says Gilly Gobinet, one of the organizers. antiguaclassics.com



Overall winner of the 2023 RORC Caribbean 600 Pyewacket 70 (USA)

© TIM WRIGHTPHOTOACTION.COM

against other Maxi Class entries like Jens Lindner's Volvo 70, HYPR, in the waters around St. Barths. lesvoilesdestbarth-richardmille.com

APRIL 30-MAY 5:

Antigua Sailing Week (ASW).

Over 60 yachts were set to race this 54th annual 'Granddaddy of Caribbean Regattas', including a host of local and global. New this year, and in partnership with the Caribbean Foiling Championships, the event is among the first of the major regional regattas to take a step into the future with the addition of a wing foil class. The Antigua Wingfoil Championships start May 1. ASW is also one of the most spectator friendly with its Chase the Race program. Day charter company, Wadadli Cats offers 9 a.m. to 3 p.m. day trips to watch the racing, plus sail the West Coast for a beach stop and lunch onboard from April 30 to May 4. sailingweek.com



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DESIGN INNOVATIONS

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I grew up on a large, heavy schooner but my first boat was a 22-foot double-ender—and I've been in love with small vessels (below 30 feet) ever since. But as you grow up, your family grows, and—if you're not careful—your expectations grow as well. Thus, I've owned, besides my 22-footer, a 36-foot ketch, a 38-foot sloop, and a heavy displacement, beamy 43-foot center cockpit, aft cabin ketch, built by Wauquiez in France.

In many ways, *Ganesh* (our 43-foot Wauquiez) is the perfect boat for us at the age of 71. It is amazingly commodious. Our aft cabin is huge—with a desk, a curved sofa, a table, a head w/shower, and a large double bunk. Plus, there's a real feeling of space because you can see from the aft cabin directly into the forepeak—which, when I first saw this amazing, awe-

inspiring vision, made the boat seem more like a 70-footer.

This aft cabin is the perfect place for me to spew books, columns, and articles while my wife putters (or sews) in the main cabin (two heavy, nearly-soundproof doors away).

Ganesh is heavily powered with a Perkins M92 diesel which allows us to go 1,000 miles without hoisting sail. We're also able to power into the teeth of a 40-knot gale at a stately 4 knots. I never—in my wildest dreams—thought I'd own a sailboat that could do *that*!

I've only done that once because I usually heave-to with my storm jib and trysail during heavy weather. It is an option I

didn't need at 50 years of age, but find reassuring now as the Pearly Gates loom.

However, big boats have bigger problems. Scraping *Ganesh's* four-bladed Max prop and her underbody takes forever. And, while the ketch rig is perfect in big air and big seas—here in airless Southeast Asia, she's a bit of a half-tide-rock, even with her asymmetrical and mizzen staysail.

Here in Asia, the locals are against opium 'except for old men to dream.' While I have a dozen opium pipes aboard, I have no opium. Instead I dream about small craft, especially small craft that can be marina-free.

This makes sense as I've swung to my own hooks nearly my entire life. Tying up with a sound track of 'ching, ching!' doesn't appeal.

Sadly, most of the design innovation is currently happening in larger boats, multihulls, and racing boats.

Everyone seems to want more convenience—and can't understand why they're not happy.

One current marine design innovation that wows me, is the scow bows of racing boats such as the 21-foot Mini-Transat boats. Their scow bow looks wrong to my eye but performs well. Why? It maximizes righting moment and prevents the boat from burying its bow (hobby-horsing). This makes it wicked-fast off the wind. The downside is that the boat pounds horribly while sailing upwind.

Of course, it is also ugly—but that's more generational than true. Ultimately, if you're a racer, fast ends up looking lovely. This issue of 'beauty' is only skin deep and will disappear as the fleet grows.

Alas, in 'under-30' cruising vessels, innovation varies between slow and non-existent. Most are 'starter' boats with a large cockpit, vee-berth, head, and minimal accommodations. Sadly, 26-foot sailboats today look quite like those of my youth—with ~~dried~~ ~~not~~ fiberglass replacing the traditional wood.

Thankfully, post-pandemic, this is beginning to change.

Take the lovely, traditional-looking BayCruiser 26 by Swallow Yachts for example. Its design goal was simple and familiar—to make the largest, most fun, most innovative sailboat that can be easily and quickly trailered.

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fiber fractional rig, fathead main, twin rudders, light-weight, deep-draft, low-wetted-surface, and 320 square feet of working sail, the BayCruiser does exactly that.

Yes, she's a mom-and-pop cruiser but there is a real emphasis on performance—especially with a Code Zero at the end of the bowsprit/anchor roller. There's also a sailor's eye for convenience. Thin water, tidal sailors will appreciate the 12-inch draft (with the centerboard up) and the fact that the twin rudders and pivoting 9.8 hp outboard can be linked together (in an instant) for easy maneuvering (and controlled reversing) in close quarters.

Why an outboard instead of an inboard? One; modern outboards are incredibly reliable. Two; an outboard is a fraction of the weight. Three; an outboard coupled with twin rudders make for a highly maneuverable vessel. And lastly; with the lack of weight and lack of drag from prop, shaft, and strut, the boat is a witch in light airs.

Yes, there's standing headroom by the galley and three large hatches for ventilation in the tropics.

Sound too good to be true? That's where the *real* innovation comes in.

The main reason the BayCruiser is so light to pull with a trailer is because it is primarily water-ballasted. Once launched, 1,650 pounds of water—nearly a ton—comes aboard at the turn of a valve, if you're going sailing. If the sailing conditions are light and you're off the wind, this extra liquid weight can be discarded. This is why she's so fast off the wind *and* so easily trailed.

She's also safe. Even if flooded, the hull and all its gear floats because of internal floatation. This not only adds a level of comfort, it also means that a life raft isn't required.

Plus, being able to 'bottom out' twice a day in a mud berth is a huge advantage in certain locations—like England, where the BayCruiser is built.

Ditto—it means that not only are marina fees eliminated—so are shipyard fees. The boat can easily be scrubbed or painted 'on the tide,' even in places without much tide.



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Of course, day-sailing a trailerable boat is silly if it takes all day to rig it.

The BayCruiser takes less than an hour because of its innovative hinged/pivoting tabernacle (which compensates for the cabin height while the mast is lowered) and the aft arc/support over the outboard. This stainless steel arc has a roller that allows the lightweight carbon mast to be slid/rolled forward and then pinned with a drop-nosed pin. Part of the tabernacle stays with the mast and connects via Fast Pins to the bow roller—making the mast instantly a rigid part of the boat without any lines or strings.

Best of all, when on deck, the mast is *entirely* inboard of the boat. If you don't smash the boat into something while on the trailer, you can't damage the mast.

Want more clever thinking? The boom has lazy jacks and a non-standard 'cassette-style' gooseneck. The mainsail, sail cover, and kicking strap always stays on while trailing. All you do to attach the boom is to hoist it by its lazy jacks and 'snap' the cassette/gooseneck onto the custom mast.

Hoisting the mast is so easy that even a 12-year-old girl can and does it in the instructional video on YouTube. (The carbon whisker pole does double-duty as a strut while hoisting.)

This eliminates expensive marina fees. One of the first Euro-

pean owners of the BayCruiser claims he can sail her in the Black Sea, Med, or Atlantic within a day of hitching her to his modest car.

Any other innovations? Well, it's galley, sink, stove, and oven all roller-slide in and out of her interior on the starboard side—hiding under the starboard cockpit when not in use. This makes for a spacious interior with a decent head, four berths and a folding table despite the centerboard trunk. (The trunk adds tremendous rigidity to the hull.)

Drawbacks? I'm sure there are some. I've never sailed her so I can't say. And the mainsheet pod in the center of the cockpit looks too weak to me—even if it looks nifty with the standard cockpit table attached.

Of course, with a price tag of \$145,000 base or \$168,000 all tricked out with the trailer, she ain't cheap. Then again, quality and innovative thinking never is.

Why mention all this?

Because over my lifetime, I've found that small boats are sailed more often than large boats—and give maximum pleasure for minimum money.

I purchased my own 22-foot boat at 15 years-old and started living aboard during summers at 16. I am now in my 63rd year



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of living aboard. Early habits last. And I don't want yachting to become a hobby of the elderly and the rich.

A small vessel is a perfect 'starter apartment' for a young sailor or on the prowl. At 16, I spent a summer cruising the Great Lakes with a wild woman, my best male friend, and exactly 186 pennies. We had the time of our young lives—the height of which was being taken into custody by the Saugatuck police in the middle of a Green Slime festival (No, you don't want to know, dear reader!)

Anyway, such freedoms—once tasted—are forever desired.

That summer changed me forever. I vowed that I'd eventually sail around the world. After all, boats have far, far more room than the backseats of automobiles.

And here's the bottom line—with the utter freedom of chasing the horizon also comes the complete responsibility of being skipper. That summer of 1968 made me the man I am today—a man who realizes that if you're prudent and cautious, you can do amazingly, out-of-the-ordinary, highly dangerous things.

The old cowboy rallying cry was 'don't fence me in.'

So far, the few who own this planet—or think they do—haven't

been able to fence me in. Once offshore I'm not merely an American, Christian, Chicagoan, white guy, or poor person; I'm a citizen of the world, with all the rights, privileges, and responsibilities thereof.

The entire watery world is my oyster and has been almost my entire life. Thus, when it comes to 'take this job and shove it,' I'm an expert!

Right now, at this stage in my life, I think that Singapore offers the highest quality of life on this planet. There's no crime, no violence, no guns; almost zero corruption.

How did I get here? Was I just lucky?

No, this has been the plan my entire life. And the Key to the Kingdom is remarkably cheap—a modest boat and a willing partner.

Good luck. (end).



Fatty writes this while anchored between Ubin and Ketam islands—amid hornbills, wild boar, mouse deer, monitor lizards, and a family of sea otters—in a nation-state of six million peaceful souls.

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SEVEN PLACES BOATERS CAN PLAY PICKLEBALL IN THE CARIBBEAN

BY CAROL M. BAREUTHER, RD



COURTESY SXM PICKLEBALL

It's not tennis. It's not badminton. It's not ping pong. And, it has nothing to do with pickles. Pickleball is a hybrid of these three sports and it's fast taking the world by storm. In fact, there's an International Federation of Pickleball.

"What makes Pickleball popular is that it's easier on the body than tennis," says Nora Scrafford, who lives in St. John, U.S. Virgin Islands, and is the territory's ambassador for Pickleball USA. "Some people discount that Pickleball isn't a real sport. But it's as competitive as tennis. Many people who play tennis, even pros, have converted to pickleball. If you have a tennis background, the learning curve is faster. But it's not hard

to learn. Everyone from kids to seniors can play Pickleball."

Scrafford suggests anyone who is traveling can find places to play at Pickleball USA's website: usapickleball.org/play/places-2-play/. A good place to meet other picklers and set up play is: www.playtimescheduler.com

The sport's popularity has made it an attraction at some Caribbean resorts, especially all-inclusive resorts where courts are just for guests. There's a groundswell of public courts converted to pickle play as well. It's these where boaters, either cruising through or dropping anchor for years, can play.

Here's a sampling of 7 places boaters can play pickleball in the Caribbean:



COURTESY PALM CAY

Palm Cay
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1 PALM CAY, BAHAMAS. The first pickleball tournament in the Bahamas happened at the Palm Cay Marina and Beach Club last September. "We will absolutely have further events," says Jak Hannaby-Cummins, managing director. Guests at the 194-slip marina, Club members, and residents of the marina homes on Palm, located 15 minutes from Nassau, are welcome to play. palmcay.com



COURTESY OF INTERNATIONAL TENNIS CENTER IN CABARETE DR

2 SOSUA, DOMINICAN REPUBLIC. Nine miles west of the Kitesurfing Capital of the Caribbean in Cabarete, on the north side of the island, the International Tennis Center has a covered clay pickleball court. The court is open to the public and available to rent. The starting price is \$18 per hour or unlimited use with a \$120 per person monthly membership. "So far, not too many people are playing pickleball here yet," says Ilya Kislitsyn, founder and head coach. Build it and they will come may be the forecast for the future here. www.internationaltenniscenter.com



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3 PUERTO RICO. “We are Pickleball crazy here on the island and have several places where boaters could sink to their heart’s content,” invited Bill Daly, vice president of the Puerto Rico Pickleball Association (PRPBA). The most promising place, says Daly, is the Palmas Athletic Club (PAC), a fair walk from the Palmas Del Mar Marina in Humacao. The club is open daily from 7:30 a.m. to 7:30 p.m. Open play opportunities are available most mornings and evenings. Book through the Pro Shop (787) 656-3025. PAC hosts the PRPBA’s two biggest events this year. The PAC Pickleball Open happened last month, and the Puerto Rico Championships will be held October 20-22. Picklers of all skill levels are welcome. www.prpba.org



Puerto Rico Pickleball Association at Humacao

4 ST. CROIX, U.S. VIRGIN ISLANDS. Nearly walking distance from the St. Croix Yacht Club in Teague Bay, on the island’s east end, there is one court out of five brand new ones that can accommodate Pickleball at The Reef Golf Course. “I offer free first-time Pickleball lessons for beginners who would like to learn the rules, regulations, and ins and outs of the game,” explains Linda Midlikowski. Currently, lessons are Wednesday mornings at 8 a.m. Those interested can call the Golf Pro shop, located next to the well-known Duggan’s Reef restaurant, to sign up. The active Pickleball community


on St. Croix usually plays mornings at 8 a.m. and afternoons at 3:30 p.m. Rental of paddles available at the Pro Shop are \$10, 2-hour court fees are \$10, as well as a fee for using the courts. The first Pickleball tournament was held in 2021, and the next takes place on April 1, 2023. www.reefgolfstcroixvi.com/pickleball-tennis

5 ST. JOHN, U.S. VIRGIN ISLANDS. Four courts in Cruz Bay are within walking distance from the bay. Since these are public courts, it’s free to play. “We don’t have per-



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SEVEN PLACES BOATERS CAN PLAY PICKLEBALL



COURTESY NORA SCRAFFORD


manent nets, so we try to share. We can rent the use of the nets to visitors as well," says Scrafford. In December, Scrafford organized the Love City Pickleball Tournament that attracted 11 teams from both St. John and St. Thomas. www.places-2play.org/place?id=11961

6 ST. MAARTEN. Cruise into the Yacht Club Port de Plaisance (PDP) in the Simpson Bay Lagoon. The tennis club in this complex currently has three pickleball courts, with plans to increase this number to eight. "We have been on a quest over the past few years to develop pickleball on St Maarten," says Craig Vinje, who runs the stmaartenpickleball.com site. The PDP courts are lit at night until 9 p.m. and are open for play every day starting at 9 a.m. There is also an opportunity to rent the courts during other hours during the week. Clinics and competitions are planned for the future. "Pickleball on St. Maarten has been growing rapidly," says Sabina Robbins, who coordinates the play at PDP. "People off the yachts, crew, and hotel guests have been popping in and enjoying great games! Word has been getting out. It is such a great place to meet new people, a great mix of locals and visitors. It's relaxed play at different levels. At the end of the

games, we head over to the Courtside Cafe or yacht club for lunch and a drink! There's a free app available to share open play times and other pickleball information. Go to *Team-Reach*, *SXM Pickleball*, and the code is *SXMPB*.



COURTESY SXM PICKLEBALL

7 FALMOUTH, ANTIGUA & BARBUDA. The excitement is building for public pickleball courts in Antigua, and Anna Marie Joseph is making that happen with her new Pickleball 268 facility that opened last month. "Located on Farrel Road in Falmouth, we have constructed three pickleball courts and intend to add another three more over the summer, for six total," says Joseph. Those interested can follow the facility on Instagram at @Pickleballantigua. "You will see lots of videos and photos of what's happening in terms of play pickleball in Antigua." Pickleball 268 is open from 8 a.m. to 8 p.m. daily. The cost is \$15 per person, per hour. The rental of paddles and balls is \$10. 

Site in progress of new Pickleball 268 in Falmouth Antigua



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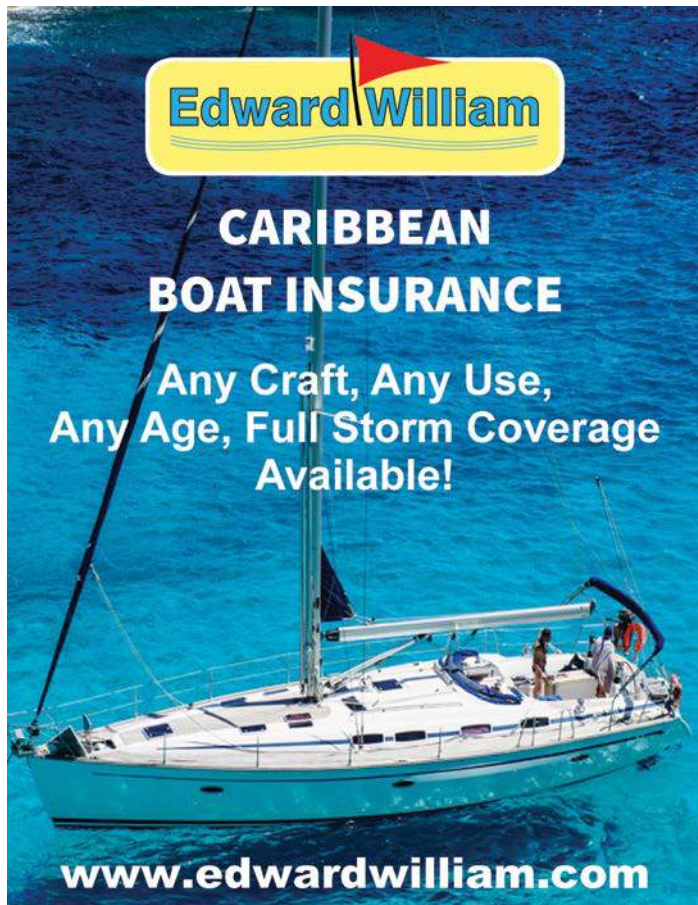
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MERCURY'S NEW V10 VERADO OUTBOARD

BY GLENN HAYES



Mercury is at the forefront of outboard technology and breaking barriers with each new engine introduction. First, with their all-new V12 600hp and all the innovations that go into that motor, and now with the release of the first-of-its-kind V10 5.7L 350 and 400hp Verado outboards. Designed from the ground up as an all-new Verado, these V10 outboards perform unlike other outboards in their class. Quiet and efficient, these outboards deliver impressive power and smoothness that can be

felt no matter where you are on the throttle. Chock full of new technology, they are sure to please any discriminating boater.

Mercury recently released these new outboards to the media at their test facility in Florida known as Lake X. This lake and their R&D facilities on the lake are legendary among boat builders and designers. Mercury has been testing and developing their engines on Lake X since the 1950s, and the latest engines the media saw were a far cry from those running the lake in years



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past. At the lake on the day of the release were a variety of boats, from aluminum lake boats and bass boats from Lund and pontoon boats from Barletta to large multi-engine outboard center consoles from Freeman, Intrepid, Valhalla and SeaVee, among others. All were at our disposal to test and see the virtues of the all-new 5.7L V10 Verados. None of them were disappointing. Each boat is at the epitome of its class and size, and each displayed the capabilities of the new V10 engines in its own way. All were impressive in their performance.

MERCURY'S NEW V10 VERADO OUTBOARD

Mercury released these new naturally aspirated V10s as an alternative to the existing L-400 series. Built from the ground up as an all-new design, these outboards are built on a V10 block, designed and cast by Mercury in-house. Taking cues from their casting of the V12 engines, the block of the V10 is narrow and tall, resulting in the ability to mount multiple engines just 26 inches on-center, just like their V8 engines. This allows for more room at the transom and the ability to hang more horsepower on capable boats. Tall and Narrow, these V10s have a look all their own, and many design details went into the overall look of the engine. From the available built-in hydroelectric steering to the service points access door in the cowling, the design is as practical as it is eye-catching. The all-new electrical steering produces more responsive steering that is certainly noticeable at the helm. For builders and riggers it is also easy to rig due to its simplicity. With the components built into the engine and engine mount, it is much more streamlined, and we are told that this new steering results in more than a 50 percent reduction in energy consumption.

The engine is naturally aspirated and takes full advantage of its 5.7L displacement utilizing a quad-cam producing power throughout the RMP range. There is plenty of power to be had. No matter if I was on Lund's flagship fishing boat, the 2175 Pro-V with a single 400, or the heavy Boston Whaler 380 Outrage rigged with quad 400s, the impressive power was evident at any speed and RPM range. I was particularly impressed when cruising at about 37 miles per hour on the 380 Outrage and being jolted back into the seat when the captain dropped the throttle to get up to speed. Even the hole shot in the Whaler was impressive, as it was in the Freeman and others. They didn't feel like large and heavy center consoles but rather like lighter craft as they jumped up with plenty of thrust throughout the acceleration. There was never a feeling in any of the boats that the engines were struggling or that thrust was impeded. The power was even and smooth throughout the power curve on all vessels. They felt very similar to their V12 brethren in how they handled acceleration, and they certainly did not lack in any way when it came to thrust. Part of this thrust can be contributed to more than just the engine. Mercury's Adaptive Speed Control maintains the engine's RPMs despite external changes in either loads or conditions, aiding in the smooth power band no matter what the boat is doing.

Another power-producing feature is the all-new larger hydrodynamic gearcase, which was designed with performance and efficiency in mind. With a deep gear ratio and combined with










a newly designed series of propellers specifically for these engines, thrust, and performance are achieved at any RPM. These new Revolution X propellers have a larger diameter than other props and wider blades that match the power produced by the engines.

Each of the representatives questioned from the boats provided on Lake X said that while early in testing (at the time), these new outboards were outperforming their predecessors considerably in both power and efficiency. Efficiency is achieved through multiple technologies, including a closed-loop fuel system and Mercury's Advanced Range Optimization (ARO). Weighing in at 695 lbs., these motors are lighter than some comparable horsepower outboards from competitors, helping with efficiency.

These new outboards are also equipped to be powerplants for onboard electrics and electronic systems. Available with either a highly capable high output alternator or an optional dual-mode 48-volt and 12-volt alternator. The latter can be combined with Navico's Fathom E-Power system. When utilized with Mastervolt lithium batteries, this system and the output from these new alternators can replace the need for an onboard generator, even with high-demand electronics, refrigeration, and air conditioning.

Another feature these V10 outboards have that is quite astonishing is their sound level. When you think of V10 engines, images of high-performance and loud Formula One engines may come to mind. While these engines do have a sport mode where you can enjoy the rumble of all 350 or 400 horses, these motors are incredibly quiet. While at idle, you cannot tell if they are running over the wind noise. I found myself straining to see if they were turned on. While running at full speed, the water hitting the hull is much more amplified than the engine's sound. It is quite remarkable how quiet these engines are when onboard. You can have a conversation in normal speaking tones, even while running at full speed. If you prefer the sound of power, switching the engines into sport mode will let everyone know you have the horses.

"We challenged our engineers to improve acceleration and overall performance with the new V10 Verado outboards while also making them quieter and lighter than competitors' outboards in this horsepower range," said Tim Reid, Mercury Marine vice president of product development and engineering. "Once again, they exceeded expectations while also incorporating technologies that make boat operation and maintenance intuitively simple." After testing, I can say that they sure did, and these new engines are definitely worth looking into. 

WOMEN ON THE WATER: Team Fope Finishes 2nd in Caribbean Multihull Challenge

BY CAROL M. BAREUTHER, RD



CREDIT LAURENS MOREL SALTY COLORS

All it takes is a good idea, the tools, and the talent to make it happen. This was the serendipitous scenario that came together in advance of the 5th annual Caribbean Multihull Challenge (CMC), held in St. Maarten from February 3 to 5, and put an all-women crew on the water. What's more, the plan-turned-reality saw the women finish with a podium-placing second in class, and an experience to remember.

GET READY

The road to the founding of Team Fope for the 2023 CMC

started with a boat. St. Maarten Yacht Club President and avid sailor, Frits Bus, announced last fall he was entering his 2007-built Lagoon 38 in the CSA Racing Class with an all-women crew including his daughter, Berit Bus. Next came the sponsor, Fope.

"This is the third year FOPE has sponsored an all-women sailing team at the CMC," says Janelle Coutts, director of business development for Fope USA, based in Boca Raton Florida. "It is a wonderful partnership that amplifies FOPE as an Everyday Luxury brand. Each piece of jewelry is timeless, elegant, and

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comfortable thanks to the flexible nature of the signature designs and FLEX'IT technology behind every collection. FOPE is a perfect fit for an active lifestyle such as sailing."

GET SET

Finally, the third and most important element was assembling the crew. And, doing so from the wealth of talent locally on the two-nation island.

"Historically, the marine sector has been a male-dominated industry and the entry of women was not popular," says Berit Bus, who grew up sailing Optimists and Lasers and is now a full-time Clinical Dietitian who spends weekends on the water often sailing with the Melges 24, Island Water World team. "However, there are numerous women who have contributed to the marine world by breaking the norms and just going for what their hearts desired."


Since the Lagoon 38 had been out of the water for a while, none of the women crew, including Berit, had experience sail-

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CMC Team Fope
Berit Bus - CMC 2023

ing it. That didn't deter Gwen Robic, a Brittany, France-born sailor who started sailing dinghies when young. Her sailing experience includes serving as an instructor for a well-known travel firm in the Mediterranean and Caribbean, working for a major sailboat manufacturer in France, and a position with a yacht charter company in French St. Martin. Today, when not cruising with her husband and daughters, Robic works as a yacht broker for Catamaran Brokerage.




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"I was happy to be part of the event as a member of an all-female crew. I am working as Yacht Broker in a female team which is not common in the yachting industry," Robic says.

Another crew member was Grace Cheasley, who has sailed since she was born, lived on a boat when she was young, and sailed to over 20 countries or islands and across the Atlantic. Cheasley now works full-time at the St. Maarten Yacht Club teaching students from ages 7 to adult five days a week.

"I have sailed and raced many different boats during my time at the yacht club and was excited to race more. I was also

excited to see all the magnificent boats sailing and to be able to race myself," says Cheasley.

Aygeleyn Bregita, Charlotte Hathaway, and Annemarie Saat rounded out the team, along with Kimberly Reyes-Puello, a staff member at the St. Maarten Tourism Bureau, a sponsor of the CMC.

GO!

The first day proved a learning curve for Team Fope, which finished third in class nearly an hour after the winner, the Dominican Republic's Georges Coutu on his Lagoon 50, La No-



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via, and runner-up, St. Maarten's Petro Jonker on his Leopard 47, Seaduction. Day two and three were different stories with Team Fope finishing a solid second to La Novia and besting Seaduction for the trophy.

"I had a very intriguing experience getting to know and understand the basics of sailing," says Reyes-Puello.

Racing was far from a comfort zone for Hathaway, a professional skipper from the UK who captains the local wooden motor schooner, Spirit of St Maarten, and who took the role of Queen of the Starboard Winch. "Since I'm usually single-handed or the skipper, the thought of dealing with the pressure of having to go fast and try and win had always been quite intimidating. But being part of a team with a set job was really relaxing (mentally) and exciting. I didn't need to stress about the strength of the wind or the sea state; it wasn't my

job. I just needed to be alert to where other people needed help, and just grind the winch or ease the sheet. It gave me the confidence to go out in other racing environments."

Saat, a Netherlands native who didn't start sailing until she moved to St. Maarten in 2015, has experience in the SMYC's Keelboat Series and St. Maarten Heineken Regatta and was excited to be asked to join Team Fope.

"It was a very fun experience, and I learned a lot, as it was the first time for me to race on a catamaran," says Saat, who served as mainsail trimmer. "What I liked most was to experience how a group of 'strangers' on a 'new' boat, turned into a well-performing team within only a few days! Even though it wasn't always easy, especially in the heat of the moment. And, I think above our own expectations, we did a good job finishing second in our class. I hope to be part of it again next year!"

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BACARDI RESERVA OCHO SHERRY CASK FINISH

RUM REVIEW BY CLINT AND TERRY BORAM

We knew Bacardi launched the Bacardi Reserva Cask Finish Series in August 2021 but had yet to see one on the shelves of our local stores. Looking for a smoother rum this month, we were surprised to see Bacardi Reserva Ocho Sherry Cask Finish, the first in the series. Terry enjoys a fine sherry now and then, so she couldn't wait to taste this rum.

Bacardi Limited is one of the world's largest privately held, family-owned spirits companies. With the recent increase in popularity of sipping rums, Bacardi saw the opportunity to add to its recently created premium portfolio. While cask finish is most common within the whiskey segment, Bacardi believes that this cask series will appeal to both rum and whiskey enthusiasts alike.

The concept for the new cask series is to feature a new cask annually until 2025. Each series will begin with a base of Bacardi Reserva Ocho, a rum inspired by the family recipe from 1862, which is aged for 8-12 years in American oak barrels. Once blended, the rum is finished for several months in the unique casks for that year. Bacardi Reserva Ocho Sherry Cask Finish is finished in Oloroso sherry casks from southern Spain, paying homage to Bacardi's founder, Facundo Bacardí Massó.

We have only reviewed one rum in Bacardi's premium category; Bacardi Gran Reserva Diez. The rum was good; however, we felt it had too much going on



to truly enjoy. We were curious how the sherry casks influenced the Bacardi Reserva Ocho.

HE SAID

It took a long time for this rum to open up. Once it sat for five minutes, the notes began to express themselves. The nose has toasted coconut, vanilla, and some oak tannins, with a deeper background sherry. The front of the palate lacks any flavor, but once the liquid hits the back of the palate, the same notes from the nose carry through, finishing with a kick of spice. I initially thought this spice was ground ginger that Terry uses in baking, but it could also be nutmeg. I find the rum enjoyable but lacks the complexity I typically seek.

While cask finish is most common within the whiskey segment, Bacardi believes that this cask series will appeal to both rum and whiskey enthusiasts alike.

SHE SAID

For an eight-year-old, the mahogany color rum hugs the glass nicely with slow, thick lacing. Once it breathes, the initial alcohol burn gives way to nuts, nutmeg, and cooking sherry notes. There is also a harsher spice in the background that I can't quite identify. The heavy liquid immediately burns my tongue, then gives way to raisins, nuts, and a subtle sherry note. However, the finish gives me a short jab of ginger and nutmeg before dissipating. I have the same experience with each additional sip.

OVERALL

We have mixed feelings about Bacardi Reserva Ocho Sherry Cask Finish. On the one hand, the rum has some character but is missing the smoothness sherry typically brings to whiskey. We were expecting more for the price point of \$35/bottle.

3.5 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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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-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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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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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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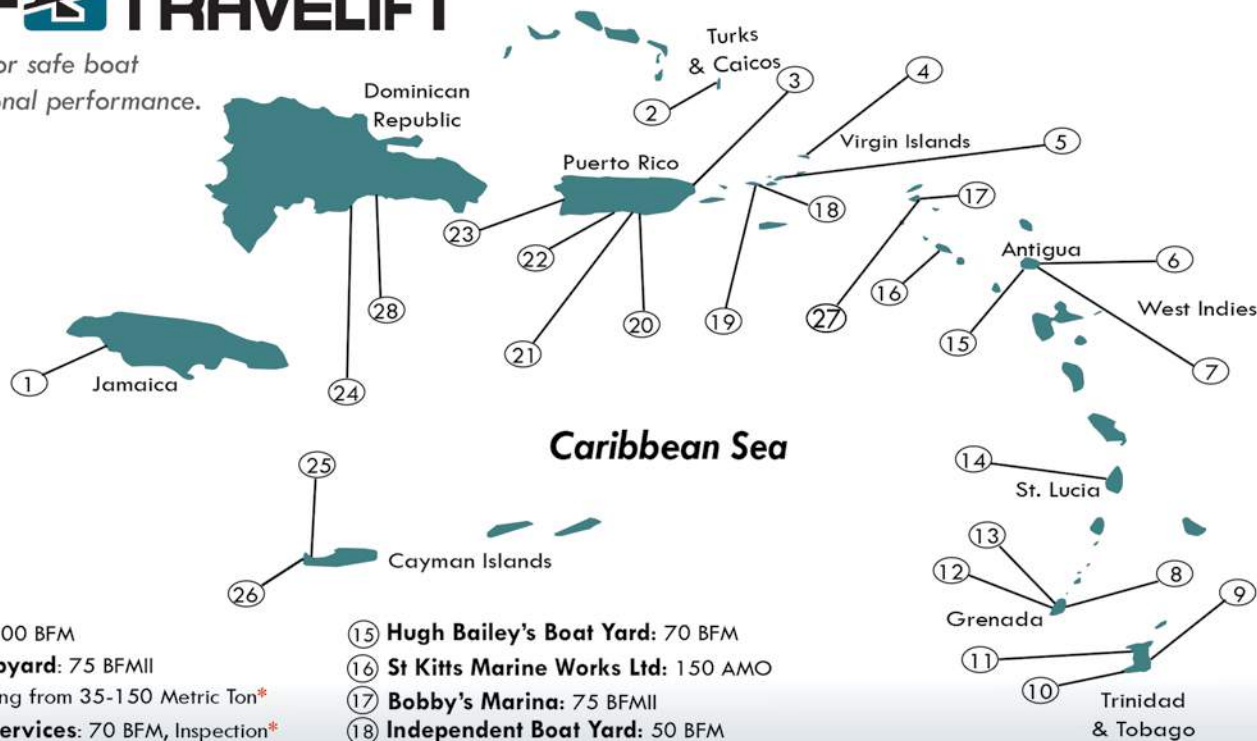
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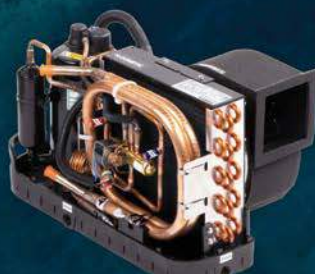
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CHICKEN HEARTS WITH MUSHROOMS, ONIONS, & PEAS

Prep time: 15 minutes. Cooking time: 25 minutes. Serves: 4

1 cup frozen baby peas, thawed and cooked, set aside

2 Tbsp. ghee (or butter, or vegetable oil)

2 medium sized onions, sliced thinly

1-1/2 lbs. chicken hearts, cleaned and sliced in half, vertically

1/2 cup olive oil

2 garlic cloves, peeled and minced

3/4 lb. cremini (baby bella) mushrooms, cleaned and sliced

1/2 tsp. sea salt, to taste

1/2 tsp black pepper

1/2 tsp. dried oregano

Preheat large heavy bottom skillet and melt the ghee. Add the onions, sprinkle with salt, pepper, and thyme. Sauté about 15 minutes over low heat, allowing the onions to caramelize a little. Remove onions to a warmed plate. Add the hearts and mushrooms, in a single layer if possible. Turn heat up to medium-high and allow the chicken hearts and mushrooms to cook undisturbed for a couple of minutes to let them brown a little. Flip over and let them cook another couple of minutes. Add the onions back into the skillet. Stir everything together and allow to cook about 5 more minutes until hearts fully cooked; stir frequently. Add peas, stir again. Serve hot over sauteed spinach or your favorite side dish!

SAUTEED LEMON-GARLIC CHICKEN LIVER AND ONIONS

Prep time: 15 minutes. Cooking time: 20 minutes. Serves: 4

2 Tbsp. Extra Virgin Olive Oil

1 medium sized yellow onion, chopped small

2 cloves garlic, minced

1 lb. chicken livers, de-veined, rinsed, and patted dry

Sea Salt, to taste

1/2 tsp. oregano,

White wine or bone broth for de-glazing



2 lemons, juice, plus one for garnish (cut in wedges)

Fresh parsley, chopped

Preheat large heavy skillet over medium heat. Heat oil, then add onions and garlic. Sauté for 2-3 minutes to soften. Add liver, salt, oregano; cook until golden on all sides, about 5 minutes. Lower heat and add 1/2 wine (or broth) and lemon juice and let it simmer. Loosely cover the skillet and with a wooden spoon stir every few minutes until onions and garlic are caramelized and most of the liquid is absorbed, about 6 or 7 minutes. When all the garlic and onions are mixed in and the liver is cooked, this delicious dish is ready to serve. Sprinkle with parsley. Serve immediately with the lemon wedges to squeeze over the dish. *NOTE: You will probably become a beLIVER. HINT: Serve as an appetizer or main dish (with your favorite green side dish).*

MARINATED FRESH SARDINES

Prep time: 5 minutes. Marinating time: 30 minutes. Serves: 2 - 4

1 lb. fresh sardines, cleaned and butterflied

1/4 cup extra virgin olive oil

Juice of 3 lemons


1 garlic clove, minced

1/4 cup finely chopped parsley

2 Tbsp. baby capers, drained and rinsed

Pinch of salt

Garnish: 1 lemon, cut in wedges.

Combine sardines, oil, lemon juice, garlic, parsley, capers and a pinch of salt in a glass bowl. Cover and chill for 30 minutes or until fish is opaque. Serve immediately with lemon wedges and extra parsley. 

Jan Robinson, Yacht Captain, Health Coach, 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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