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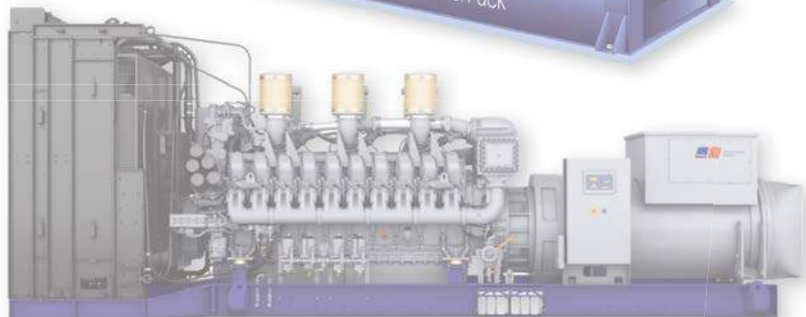
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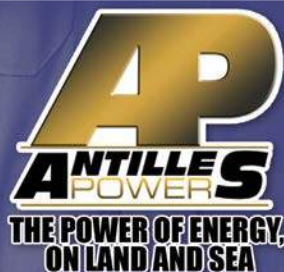
CHOOSING YOUR CRUISER'S DINGHY

Belize Top 10 | Antigua's Emily Gaillard
Boat Names - The Good & Bad

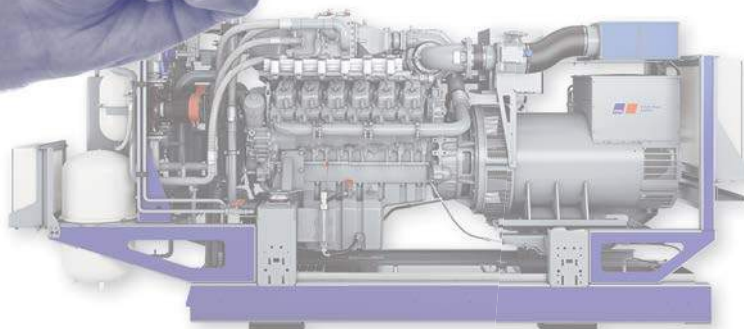


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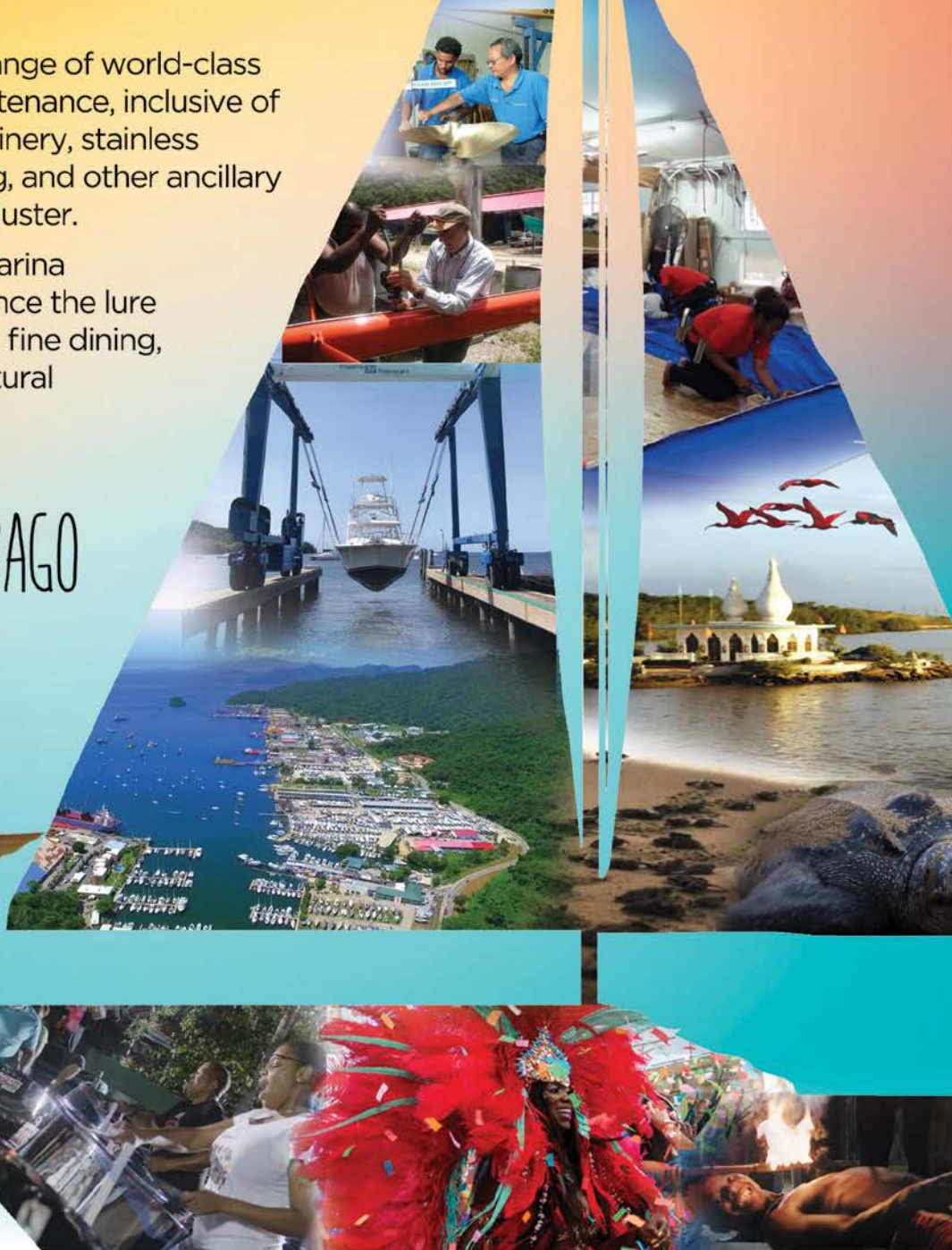
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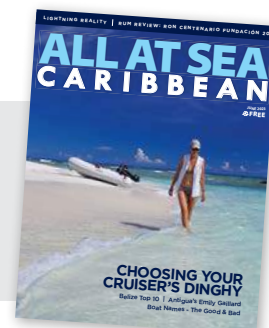
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ON THE COVER: Choosing the Right Dinghy for Your Cruiser Lifestyle: A Comprehensive Guide. *Image Courtesy of Birgit Hackl*





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ALL AT SEA CARIBBEAN

Publisher:

CHRIS KENNAN

publisher@allatsea.net

Editor:

editor@allatsea.net

Art Director:

AMY KLINEDINST

amyk@allatsea.net

Advertising Inquiries:

advertising@allatsea.net

(410) 929-2248

Client Relations:

publisher@allatsea.net

Accounting, Subscriptions:

accounting@allatsea.net

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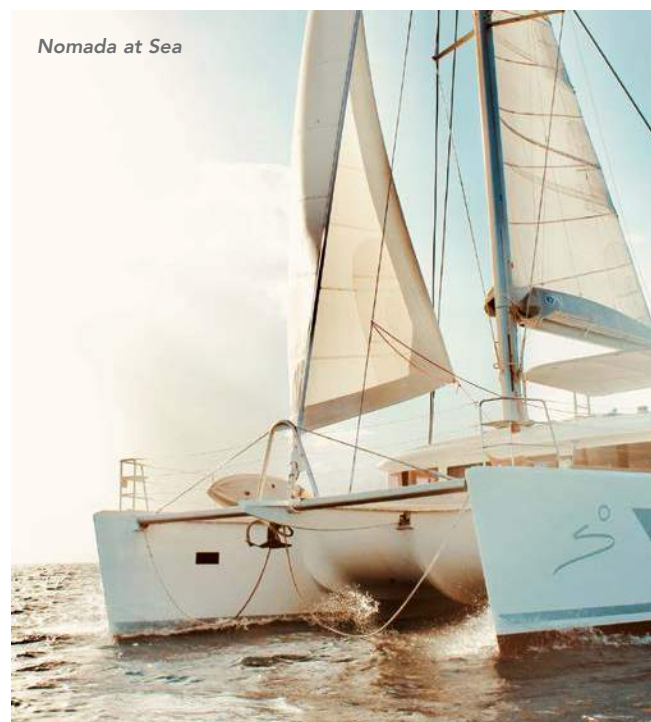


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Caribbean News

NOMADA AT SEA ADDS A TWIST TO HOTEL MEETS CRUISING TREND

Move over Carnival, Royal Caribbean and Norwegian Cruise Lines, luxury hotel groups are launching their own mega liners. These include the Ritz-Carlton, Four Seasons, and Orient Express. However, the California USA-headquartered Nomada Hotel Group, with three land-based properties, has decided to do something a little different. Its luxury *Nomada at Sea*, a 62' Lagoon catamaran, is now available for one-week crewed charters around the British Virgin Islands. The vessel is outfitted for luxury. The five en suite guest cabins feature queen beds fitted with Matouk linens, Waterworks bathroom fixtures, La Maison Pierre Frey upholstery, and a collection of shampoo, conditioner, and lotions in custom Black Tea & Mandarin scene by FableRune. Outside flourishes include a flydeck Bimini that's custom-made with double canvas and integrated lighting and a custom stern platform with a shower. There's a full fleet of water toys too including Seabobs, SUPs, and an underwater Go-Pro Camera. Meals are made by a certified Superyacht Culinary Chef. Weekly rates start at \$53,000 for 10 guests. www.nomadaatsea.com



ANCHORING BAN AT PETIT TABAC IN TOBAGO CAYS

Not to be confused with Trinidad's sister Island, the Tobago Cays are a collection of five small islands and coral reefs on St. Vincent's southern Grenadine Islands. It's a must-see cruising destination. Yet, the popularity is also causing problems. Case in point: damage to coral reefs. For this reason, Tobago Cays Marine Park officials announced in February an immediate ban on anchoring around Petit Tabac. Instead, officials encourage yachts to anchor in the lagoon area of the park and use their dinghies or local water taxis to ferry to Petit Tabac. The half-mile-long cay, with its white sand, fringe of green palms, and surrounding blue seas, is definitely a draw. Nicknamed Jack Sparrow Island, this is the film location where Sparrow and Elisabeth Swann are left on 'Rum-runner's Island' by the villainous Captain Barbosa in the 2003, *Pirates of the Caribbean: The Curse of the Black Pearl*.



COURTESY OF MIKE TOY - SVG TOURISM AUTHORITY

On a related note, last year the Tobago Cays Marine Park implemented an E-commerce system on its website with the tagline 'TCMP PAY'. This makes it easy for park visitors to pay in advance their mooring and user fees online and by credit card. Fees include Park Entrance at US \$5.50 per day, and a Mooring Fee of US \$22.20 per day. Data generated from this system, designed and hosted by Reef Support LLC, will also document usage reports for the park's continued management and protection. The system was designed and hosted by Reef Support LLC. www.tobagocays.org, tcmp.reefsupport.org

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CREDIT PHIL BLAKE

USVI Charter Yacht Show 2022

VIPCA TO LAUNCH 1ST VIRGIN ISLANDS BOATING EXPOSITION JANUARY 12-15, 2024

Goodbye to big shows, hello to smaller, more intimate boutique-style destination boat shows. That's the draw of the inaugural Virgin Islands Boating Exhibition (VIBE), which will take place January 12-15, 2024, at IGY's Yacht Haven Grande Marina St. Thomas. This highly anticipated event will showcase cutting-edge sail and power yachts, conveniently located within a demo-drive distance of the world's best cruising grounds. VIBE is organized by the Virgin Islands Professional Charter Association (VIPCA), renowned for its successful USVI Charter Yacht Show. VIBE's 2.0 style show has been curated based on feedback from industry stakeholders, including dealers, manufacturers, charter companies, and vendors, to ensure a bespoke experience that addresses their needs.

"The U.S. Virgin Islands enjoys a vibrant marine tourism sector and is eager to build on this with the first Virgin Islands Boating Exhibition," says Albert Bryan Jr., Governor of the U.S. Virgin Islands. "To that end, VIPCA has hired Boat Show Consultant Kevin Murphy, former Strictly Sail Shows Manager for the National Marine Manufacturers Association. Murphy has a proven track record of bringing together exhibitors, sponsors, and attendees at boat shows throughout the U.S. Our territory offers benefits such as EDC (Economic Development Commission) incentives, a strong financial infrastructure, and reliable airlift and marine repair services to support the boating industry. We take pride in providing an environment that fosters business growth and development, and we welcome all those interested in investing in our thriving maritime economy." virginislandsboatingexposition.org

CORNELL RESEARCH - MYA BREITBART
COLLEGE OF MARINE SCIENCE

PARASITE DISCOVERED THAT CAUSES CARIBBEAN SEA URCHIN DIE-OFF

It's amazing something so little could do such large damage. Over 40 scientists, working on research funded by a National Science Foundation RAPID (rapid response research) grant and other organizations, have discovered that a tiny parasite is behind a titanic die-off of long-spined sea urchins (*Diadema antillarum*) in the Caribbean Sea. The *Diadema* deaths were first reported in the U.S. Virgin Islands in January 2022. Two months later, urchin fatalities were found across the Lesser Antilles, Jamaica, and the Mexican Caribbean. By June of the same year, the die-offs were detected in most of the Greater Antilles, Florida, and Curacao.

The problem is that without the herbivore-eating urchins, algae grows unchecked and covers, blocks life-sustaining light and eventually kills corals. The researchers found that the culprit is a microscopic protozoan called *Philaster apodigitiformis*, an organism known in fish. As of December 2022, it seemed the urchins had stopped dying and new ones were repopulating.

BVI's Bitter End Clubhouse Restaurant is Back

So the story goes, visitors who wanted to dine at the original Clubhouse, one built by the Bitter End Yacht Club's first owner, Bahamian-born Basil Symonette, had to approach a long wooden pier and sound their boat's air horn. If salty-tempered sailor Symonette felt sociable, he'd megaphone back inviting the guests ashore for a strong drink and quick meal. The evening lasted until Basil decided it was time for the lights to go out and he shut off the generator. Today, all visitors need to do to eat at the Clubhouse 2.0 is walk in at dinnertime. Although, reservations are a good idea in season.

Symonette, an eccentric sailor himself, built the first Clubhouse from the wreck of legendary helmsman Sumner 'Huey' Long's ketch, Ondine. The yacht's mainmast served as the structure's primary center post. Today's Clubhouse was built of modern materials, with no yachts used in its making. Yet, with its open-air dining room, seating indoors and out, and the resort's breathtaking anchorage beyond, it's still a need-to-dine destination. The nautical theme extends to the sea-to-table menu, featuring yellowfin tuna tartare as an appetizer, an Anegada spiny lobster entrée, and signature key lime pie for dessert. beyc.com/the-clubhouse/





Catamarans in Barbados

However, this April, new reports have come from the U.S. Virgin Islands and the Cayman Islands of urchins dying. The bad news is that scientists don't know how to treat *P. apodigitiformis* infections. But they hope that discovering the parasite's identity may put them one step closer to keeping *Diadema* sea urchins healthy and the coral reefs they live on.

GLOBAL CATAMARAN MARKET FORECAST TO REACH US \$2.23 BILLION BY 2030

Long gone are the days when monohull sailing yachts ruled the bareboat and crewed charter fleets in the Caribbean. Today, cats are where it's at. Case in point, the BVI's Fall Charter Yacht Show and USVI Charter Yacht Show are both almost all multihulls. Even predominantly superyacht shows like Antigua Charter Yacht Show and the new Caribbean Charter Yacht Show have multi's among their number, 18 to 20 percent of yachts on show, respectively, in 2022. Two and three hulls are growing in race circles too. Witness the Caribbean Multihull Challenge, a multihull-only event that set its 5-year record of over 30 boats, both racers, and ralliers. Looking ahead, as of the end of April, 60 of the 197 boats registered for the 2023 Atlantic Rally for Cruisers are multihulls.

This Caribbean phenomenon mirrors a global growth in the popularity of multihulls. More specifically, the worldwide catamaran market was worth US \$1.35 billion in 2021 and is projected to grow at a compound annual growth rate (CAGR) of 5.8 percent to US \$2.23 billion by 2023, according to the August 2022-published report, *Catamaran Market Size, Share &*



Trends Analysis Report By Product (Sailing Catamarans, Power Catamarans), By Size (Small, Medium, Large), By Application (Sport, Leisure, Transport), By Region, And Segment Forecasts, 2022 – 2030, by Grand View Research, based in California, USA.

This report underscores that the roomy comfort and stability of catamarans combined with advancements in design features by manufacturers producing faster and more fuel-efficient yachts are a few factors driving the multihull industry boom. Others, on the owner's side, are a boost in disposable income, the rebound in the marine tourism market in the wake of the pandemic, and more cruising and racing events.

Looking ahead, while the 30 to 50-foot segment dominated in 2021 with a revenue share of over 38 percent, moving forward its small catamarans, under 30 feet, will have the fastest CAGR of 6.4 percent through 2030. The leisure catamaran market led in 2021, with nearly 38 percent of dollars, but it's the sport segment that will grow the fastest (6.6% CAGR). Europe sees the largest revenues from catamarans, at over 36 percent of the market, and the Asian Pacific region is growing fast (7.1% CAGR), but North America, South America, and the Caribbean were all tagged in the report as fast-growing markets. www.grandviewresearch.com/industry-analysis/catamaran-market-report



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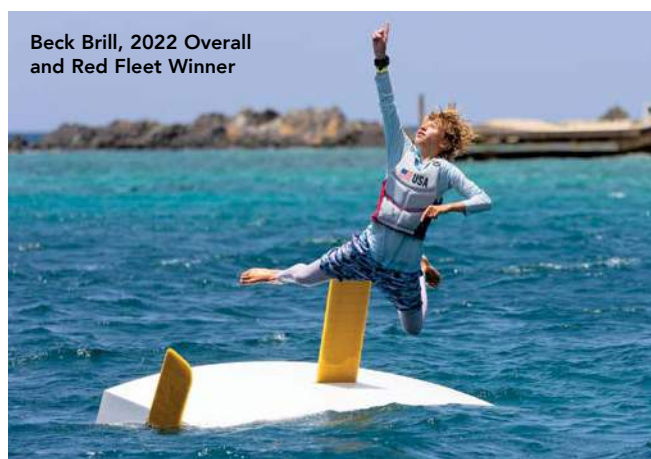
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June 2023 Events

JUNE 1-4 | Martinique Boat Show.

Nearly 80 exhibitors and 4600 visitors attended last year, and more are expected for the show's third edition held at the Etang Z'Abricots Marina, in Fort-de France. "Especially exciting is an opportunity for individuals to buy or sell their catamarans," says Sophie Jugniot, one of the organizers. "With a variety of offerings available, including pre-owned boats, attendees can find the perfect vessel to fit their needs. Sellers will also find the Show offers a great platform to connect with potential buyers." In addition to the sales aspect, visitors can connect with boat builders, brokers, motor dealers, insurers, and bankers to learn about the latest industry trends and developments. "The destination-based show also provides a chance to explore the beautiful island of Martinique with its unmatched expertise in gastronomy, heritage, and spiritual tourism," says Jugniot. Show hours are 10 a.m. to 6 p.m., giving ample time to explore the 1.2 acres of land exhibition space and nearly 1,000 feet of linear pontoons afloat. www.martinique-boat-show.fr

Beck Brill, 2022 Overall
and Red Fleet Winner



CREDIT MATIAS CAPIZZANO

JUNE 12-18 | International Optimist Regatta.

This biggest annual small boat regatta in the Caribbean celebrates 30 years. It's the trio of events, for both beginners and championship sailors, all in one week that makes it special. The TOTE Clinic kicks off June 12-14, led by some



COURTESY MARTINIQUE BOAT SHOW



of the best Opti coaches in the world, with the TOTE Team Race on June 15, and IOR on June 16-18. "We have sailors registered representing the U.S. Virgin Islands, Puerto Rico, and several states in the U.S.A.," says Emily Zimmerman, regatta director, and STYC Commodore. "The combination of a clinic, team race, and regatta has proven successful, and it's become a sought-after event to prepare sailors for upcoming regional and international events." This year, the IOR is the perfect tune-up for the Optimist North American Championships, July 2-9, in English Harbour, Antigua. Plus, another strong point to set sail is that past entrants over the past three decades read like a Who's Who of college all-Americans; national, continental, and world champions; America's Cup sailors, and Olympians. www.regattanetwork.com/event/25798, stthomasyachtclub.org/sailing/regattas/international-optimist-regatta

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JUNE 21-24 | Elbow Reef Classic Fishing Tournament.

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JUNE 23-JULY 1 | Regattas in The Abacos.

In the wake of Hurricane Dorian and the pandemic, this much-loved week-plus of sailing and parties formerly called Regatta Time in Abaco is back with a new name to signify its new chapter. "First started in 1980, the wonderful folks who put on the races had to move on. Four years later, we are relaunching with new branding and a new energy but it will still be the same sun and fun everyone looks forward to. We look forward to seeing old faces and new ones on the course and ashore," invites Dwayne Wallas, commodore, and president of Regattas in The Abacos. Sailors can register in Spinnaker, Non-Spinnaker, and Multihull classes. Festivities kick off with the launch party at Pete's Pub in Little Harbour on June 23. Courses feature a mix of round-the-buoys and island-to-island racing, from Elbow Cay to Great Guana Cay and Green Turtle Cay, with the Awards Ceremony hosted at Bluff House Beach Resort & Marina on Green Turtle Cay on July 1. regattasintheabacos.com



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Illuminating Lightning

CRUISING | BY CAP'N FATTY GOODLANDER

I spent many years of my life living aboard in Tampa Bay—the lightning capital of America. My boat has been hit by lightning while offshore between Thailand and India. And I currently live aboard on a mooring at the east end of Singapore, where you are seven times more likely to be struck by lightning than, say, in the U.K. or the US of A.

Here's the truly sad part. I, a marine expert who has written a dozen books on every aspect of cruising and cruising yachts, know almost nothing about lightning—other than it is to be avoided.

How to avoid it, however, is beyond me.

What do I do in a severe lightning storm in the Indian or Pacific Oceans? I pray. And, worse, I don't believe in God.

How stupid is that?

And it isn't as if I can pretend that lightning doesn't exist. It

does. And shipyards in Phuket, for example, are littered with fiberglass hulls that have been struck. I've investigated those hulls—and learned zip. A few of the hulls have huge melted wounds, others a faint rash. A sizable number have dozens of softball-size holes blown in them radiating out from the chain-plates/ Supposedly, as molecules of water trapped within the laminate are superheated, they explode. (Living trees struck by lightning instantly begin to burn from the *inside* out!)

First of all, what is lightning? The descent of the uterus into the pelvic cavity? The transiting of a color from dark to white? A movement downwards? Can a mood be lightening?

No, no, and no. That's lightening—with an E. We're talking about thunder and lightning—a naturally-occurring electrical event during which there is an electrostatic discharge of short duration and high voltage between a cloud and the earth.

Actually, there are four main types—inside a cloud, cloud to



PHOTO BY ZOITAN TASI ON UNSPLASH

cloud, cloud to air, or between a cloud and the ground.

Of course, any electricity has the potential to jump. If you shut off the lights and short out a 1.5-volt AAA battery, just before the wire touches the terminal, you might see a faint spark. Ditto, if you've walked across a rug in a low humidity area—a common problem in Chicago in apartments with radiators.

How high a voltage is required to make that spark jump one inch? Well, in the neighborhood of 50,000 volts. How long are some lightning strikes? Good question! Answer; 25 miles. That's a lot of inches—and that's a lot of volts as well.

Lightning is common. It moves at 200,000,000 mph and strikes the earth about 100 times a second. It gets hot—like, five times hotter than the surface of the sun. How many volts? Nobody knows for sure because anything over one billion volts isn't easy to measure. So scientists just say, "...more than one billion, give or take."

About 2,000 people worldwide are reduced to cinders annually. The average American has a one in a million chance of getting killed by lightning—with men four times more likely to be struck. Your chance of being struck as an American is around 1 in 15,000.



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PHOTO BY FORREST MORELAND ON UNSPLASH



Unless, of course, you own a sailboat like the Hughes 38, the one we sailed twice around the world—and you're wet, barefoot, and holding onto a metal wheel connected to an aluminum pedestal with your back touching the backstay—yikes!

Does any of this help us? Not a bit. Especially with ball lightning.

A singlehanded sailor named Joshua Dresseris aboard a Lithuania yacht was napping in his yacht on the way to the Caribbean when a beach-ball-sized ball of ball lightning appeared *inside* his vessel during a storm and began bouncing around his cabin like an insane bouncing pinball. Josh slid onto the cabin sole and cowered while whimpering—until, after a minute or two, the floating ball disappeared.

I, personally, didn't believe in ball lightning after 200,000 nautical miles sailed—until, in fog, I witnessed three or four floating balls of lightning within 50 to 75 feet on the portside of my vessel. Yikes! They lasted for between 30 and 90 seconds. Ball lightning was first reliably reported on the Thames in 1195 by a sailor named Gervase—who vehemently claimed he wasn't drunk.

Any of this help us? Not really.

Yes, lightning is scary. And that motivated a friend of mine

in Ao Chalong Bay, Thailand, Southeast Asia. During the two years he'd kept his 46-foot yawl there, virtually every vessel anchored immediately around him had been hit—a couple sinking immediately.

He knew it was only a matter of time. So he had West Marine air-freight him in an expensive lightning suppression system, the type with the high tech 'fan' at the top of the mast and a heavy grounding cable.

Within a week of installation—his vessel was struck and severely damaged.

Okay, that saved me a couple of grand!

Of course, I don't know how well that 'fan wand' was grounded to water—or, even, how well it *should have been grounded to the water!*

Sure, there's a lot of opinions on the subject—but damn few facts. Some say don't attract the lightning by giving it an easy path to ground. Others say that it is going to strike regardless and, thus, you need to assist the electrical energy during its (potentially) destructive exit.

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PHOTO BY JOHANNES PLENIO ON UNSPLASH



vergence Zone (ITCZ), all the bus stop roofs are grounded at great expense. In the few places where a bus stop can't be sprinted to, there are grounded roofs in the middle of nowhere to be used during squalls. Our Opti sailors, pool swimmers, and golfers all have to come inside if any lightning strikes are detected nearby.

But as bad as lightning is on dirt, it is far, far more scary at sea. My buddy Woodie on the boat, Wave Nine was an extremely cautious circumnavigator who anticipated being hit by lightning—and was 150 nautical miles east of the Galapagos. He and two of his crew were in the cockpit at the time. There was an amazingly loud noise, the smell of burning ozone, a brilliant flash of light—and metal bits of his rig started raining down on them.

It was even worse for his crew below—who looked outside and saw all three crewmembers glowing with a bright blue aura.

They were convinced they'd just witnessed the death of the three people in the cockpit—but had no time to think because all the switches and circuit breakers on the panel started shot-gunning around the small cabin with great force. Worse, Woody was an avid reader—and had hundreds of paperback books aboard. These books touched the chainplates in four places and in each area, the books burst into flames instantly.

Wow!

But Woody, once he convinced his crew that he was still alive, said 'not to worry!' He'd planned for this exact offshore con-

tingency and had a spare VHF radio, GPS, depth sounder, autopilot, and engine alternator still in its original Styrofoam packaging hidden in the bilge!

Alas, the EMF, the electro-magnetic force, had been so extreme that none of the never-removed-from-their-original-packaging items worked.

...sheesh, you can't win!

On the positive note—that, too, saved me a ton of money!

We were struck a couple of decades ago leaving the Malacca Straits, between Thailand and India.

There was a brilliant flash and a loud noise. Five electrical items on my boat fried themselves—but not my VHF that was on at the time and whose antenna was the highest thing on the boat.

The list of fried gear was odd—and included my Icom 710. While the unit's receiver worked, it didn't transmit because a small undistinguished diode blew in the microphone. Weird, right? (My bilge alarm never worked again either—Lord knows why.)

How often are boats hit by lightning? According to BoatUS, your vessel has a 1 in 1,000 chance of being hit by lightning. But your chances are 3.3 times higher in Florida—ditto, if you use your boat often.

The bottom line in terms of real-world practicality—you can



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mitigate the damage from a strike but never eliminate it.

First off, the damage or strike area might not be apparent. It took us a while to figure out which items of gear had been damaged. Plus, two weeks later when I arrived in India, I couldn't see any evidence of a strike at our masthead.

Carolyn thinks that we weren't hit—that the water was struck a few yards off our portside.

One thing for sure—much of the damage results from the electrical force *leaving* the boat—and some insurance companies will pay for your vessel to be lifted out of the water so you can check your thru-hulls, rudder, transducers, etc.

These companies would not pay for this if they didn't think it would save them money—forewarned is forearmed.

I was told as a young lad to disconnect the antenna from the back of a unit during a severe lightning storm at sea—current thinking is that this is an excellent way to get electrocuted!

Check your compass—ours wasn't affected but we've had friends whose compass was 80 degrees off after a strike! Chainplates and keels have been blown clear off the hull—not much can stand up to a billion volts delivered in a millisecond!

Aluminum masts do well—wooden box spars and carbon fiber rigs can suffer catastrophic (and not easily detected) damage.

Steel hulls fare the best—the worst maintained the better.


(A perfect paint job insulates the hull better and, thus, more damage can result.)

If you are unsure if your boat has been hit—look for blown fuses and tripped/exploded circuit breakers.

Fiberglass hulls are easily damaged during strikes—a three-inch exit hole in your hull can sink it fairly fast. Multihull sailboats are seven times more at risk. Some vessels have a huge amount of damage and no visible indication on their rig where they were struck. Others have no damage of any type that they can find—and yet a huge scorched area on the masthead where the strike obviously occurred.

The bottom line—when it comes to lightning, prayer shouldn't be discounted. Praying doesn't work but, hey, so don't most things that are far more expensive.

Are you reassured? I'm not. But I still sail offshore and live aboard in Southeast Asia where my chances of getting hit by lightning are more than seven times higher than average.

Damn! When I was a teenager, 'getting lit' had a whole different meaning! 

(Editor's note: Fatty is in his 63rd year of living aboard—and hasn't had his zipper welded together yet—one conductive dude who works on a golf course in St. Pete has had that happen twice!)

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Top 10 Must-Visit Places in Belize: A Sailor's Guide to the Best Islands, Reefs, and Ruins

BY CAPT. SHANE McCLELLAN

Lily and I sailed the *Guiding Light*, our Lagoon 410, through Belize for over three months and I wanted to share our favorite places in this fascinating country.

10 Xunantunich ruins – Located a few miles from the Guatemala border near the town of San Ignacio. This is one of the best Mayan ruins in Belize. While it does not have the size or importance of Chichen Itza or Tikal, it is a fantastic representation of a typical Mayan city. Plus, you get to ride a hand drawn car ferry across the river to get to it.

9 Turneffe Atoll – This is the closest of the three Belizean atolls to Belize City. It lies only seven miles from the barrier reef and helps protect the English Cay Channel.





8 English Cay – Laying just south of the entrance to the deep, natural channel that leads to Belize City, this small sandy island has seen every large ship on its way to the county's largest city pass by it. On the island you will find a collection of buildings that house various officials and a light tower with one of the most impressive views of the Belize barrier reef, which is a World Heritage Site. The best part about making a lunch stop at English Cay is that the snorkeling is impressive all around the island.

You have a choice of crossing the encircling reef towards the north end on the west side, where you will have the anchorage to yourself, or towards the southern end, where you enter through Blue Creek and anchor near the Turneffe Island Resort. Either way you will be treated to some amazing unspoiled snorkeling and diving.

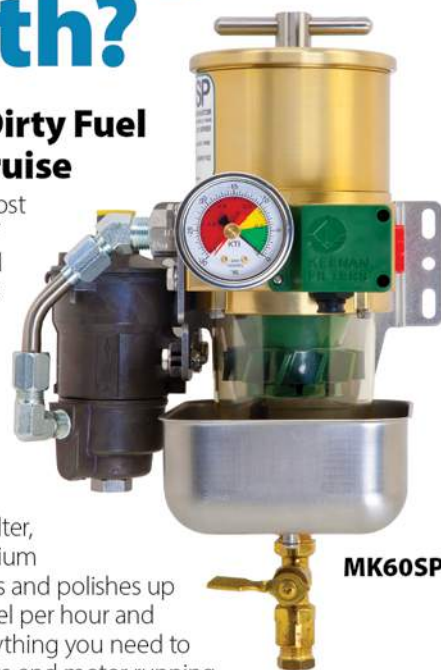
7 Cay Caulker – A small town only four dirt roads wide on a mangrove island is what awaits you on Cay Caulker. There is a popular beach on the east side of the island and simply walking around town is a joy. But if you want more of a party atmosphere then head to the north end of the island next to "The Cut." In the morning make sure to grab some

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Caye Caulker, swimming with sharks and rays

cinnamon rolls for breakfast at Cay Caulker Bakery and if you take the mile and a half dinghy ride out to the barrier reef you will be greeted by dozens of nurse sharks and stingrays.

6 Ranguana Cay – This is a perfect little tropical paradise that has a great beach with a very personable bartender waiting to make your favorite cocktail. Given that the snorkeling around the cay is top notch you will have trouble pulling yourself away from this gem of an island.

4 Sapodilla Cays - The Sapodilla Cays Marine Park is the southernmost group of islands on the barrier reef and it has everything you could want...except for other boats. The Tom Owens Cays have several excellent snorkeling opportunities including a 30-foot wall dive off East Tom Owens Cay and a large patch reef SW of West Tom Owens Cay. Frank's Cay has excellent shallow snorkeling on the southern part of the entrance of the reef protecting the bay. Nicholas Cay has the best beach. Hunting Cay is the headquarters and

5 Glover Atoll – This is the second atoll making the list and it is the least visited of the three. There are three entrances into the atoll. The southern entrance is fairly straightforward and is right next to the posh Manta Resort. The second entrance is midway up the eastern side and is tricky, but the wall dive is unbelievable. The third entrance is at the north end and should not be attempted. In the lagoon of Glover Atoll you will find over 600 coral heads and each of them are good snorkeling spots in their own right.



Glover Atoli, sunset

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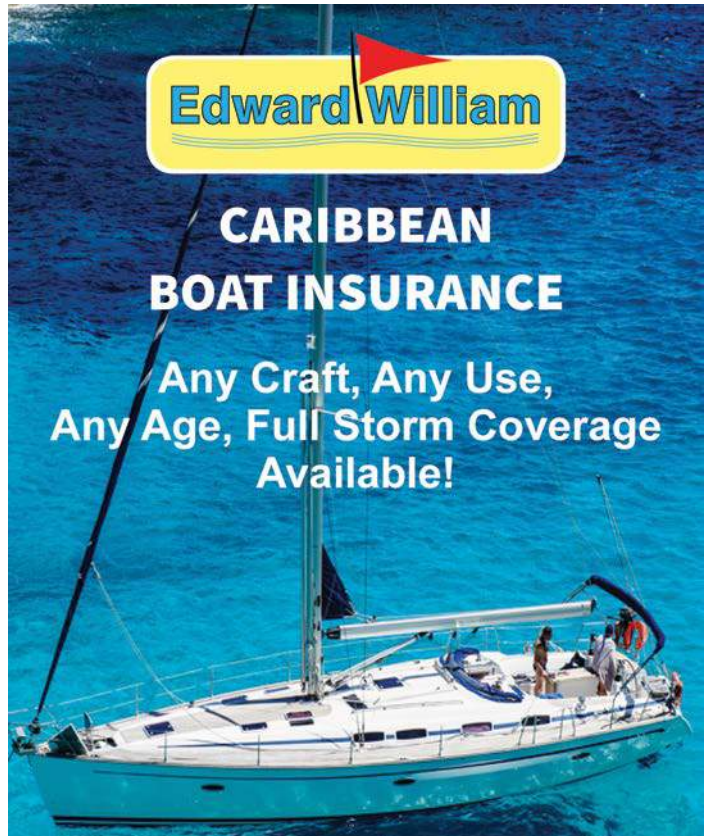
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Sapodilla Cays, Tom Owens Cays



source of any info you need. Lime Cay has another beach and good snorkeling around it. Ragged Cay is in open water and surrounded with reefs that can be snorkeled if the seas and weather are calm enough.

3 ATM Cave – This is another Mayan ruin, but totally different from any other. You start off wading deep into a cave. Then you climb up roughly 20 feet to a large cavern where you are shown over 100 years' worth of ceremonial rituals including hundreds of pots and at least five human remains. This is a day trip from Belize City or Placencia.


2 Placencia – This is the best town in Belize. It started out as a little fishing town on a peninsula that has turned into a hidden gem for those in the know. There is a



Placencia


nice protected beach at the south end and another wilder one on the east side of town. Plus, you can find protection for your boat from any wind direction in the anchorage or lagoon. But the highlight of Placencia is to simply walk up the mile-long sidewalk, which originally served to connect all the fishing huts back in the day, and back down the only street. There are several nice beach bars and restaurants to choose from, but make sure to get some gelato at Tutti Frutti for dessert!

1 Great Blue Hole – No list about Belize can be complete without mentioning the blue hole in the middle of Lighthouse Atoll. As you enter the 1043-foot-wide hole you go from the 10 feet deep water of the atoll straight down to the bottom at 407 feet deep. Back in the 1970's Jacques Cousteau brought his science vessel Calypso here and discovered it was formed in four stages 153,000, 66,000, 60,000, and 15,000 years ago when sea levels were lower due to ice ages. While the Great Blue Hole gets all the credit on Lighthouse Atoll, there is also the beautiful Half Moon Cay with a bird sanctuary on it.

There you have it. Our top ten favorite things in Belize. No matter what you do, you will love it in Belize, because, as you will see written all over the country, it is **unBELIZEable**. 

Capt Shane and Lily just left the Bay Islands of Honduras on their way to the San Blas Islands of Panama. If you would like to join the adventure with them check out their website, or on your favorite social media, at [svGuidingLight](https://svGuidingLight.com).

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Choosing the Right Dinghy for Your Cruiser Lifestyle: A Comprehensive Guide

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

Dinghies are for cruisers what cars are for landlubbers. Occasionally we take them round the anchorage just for fun or to entertain visitors on boards, skis or hydrofoils. But usually they are just a means to get ashore and to transport stuff. Every cruiser needs one, but with the amazing range of different designs on the market, it's not easy to decide which type fits your needs and literally fits on your boat. Here's an overview and some pros and cons to help you find a rigid or flexible partner for a happy, lasting relationship.

The Puristic Solution

Some minimalist cruisers or those with a tiny sailboat manage with just a surfboard or kayak as main means of transport ashore.

PROS: Such vessels take up little space when they are rigid, and almost no space when they are foldable or inflatable. Additionally they add some work-out to the daily routine and can even carry small shopping bags and docile dogs.



Perfect parking spot



Will there be enough space?



CONS: The fun factor drops in rough conditions, cold weather and whenever larger goods need to be shipped. We certainly wouldn't risk paddling a case of beer on a wobbly kayak in rough seas...

Flexible Alternatives


Hypalon or PVC dinghies with an inflatable keel are ideal for those that have neither davits nor space to store the dinghy on deck during passages.



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All sorts get together on the dinghy dock



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PROS: They come in all sizes, plane quite efficiently and (once deflated) can be rolled up to tiny bundles and stored in a corner on or below deck.

CONS: They have a certain ‘wobbly’ feel about them once you step in—unless they come with a rigid floorboard (if not it’s fairly easy to fit one into most designs). Hitting a reef under way or leaving them to chafe on a rocky shore would quickly end their lives, so caution is necessary. Collisions, chafe, material fatigue or faulty glue seams can easily result in leaks, but repairing such damages is fairly easy with the right gear and

proper glue (once you’ve found the hole).

Rigid Inflatable Boats

When I first heard the term I thought it was a contradiction. What now, rigid or inflatable? Nope, both...

PROS: The most popular type of cruiser car combines the stability of a hard bottom with the safety and comfort of an inflatable dinghy. They are happy to plane fast and efficiently with a proper outboard on. Smaller designs can be semi-deflated and stored on deck during passages, bigger ones can be lifted on davits in anchorages and even on passages. Deluxe versions even come with a helm station.

CONS: Their pontoons are just as prone to leaks as those of their foldable colleagues.

Rigid Dinghies

Rigid dinghies feature different materials from wood to aluminum. They come in numerous designs and some cruisers even build theirs to perfectly fit their needs (e.g. to fit snugly on a certain spot on deck or on top of the doghouse, either in one piece or taken apart).

PROS: Their main advantage is that they are much more suitable to be rowed and hold their course better than inflatable dinghies and their semi-rigid colleagues, because they are narrower and most have a keel. Big, modern designs plane

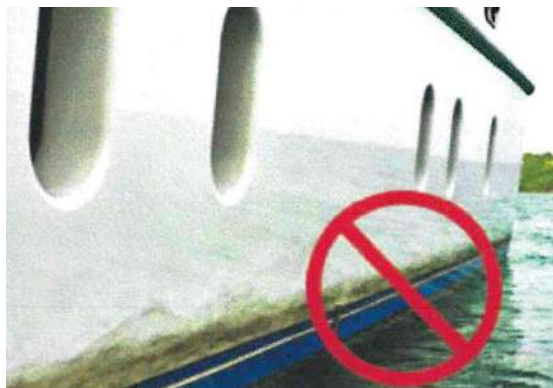
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Flying dinghy



well and are perfect to transport bulky goods (like dive bottles or large dogs with sharp claws), but of course they are heavier and therefore not that easily rowed.

CONS: Small specimen feel rather unstable when you step in and may sink if overloaded in rough conditions, big ones are difficult to store.

Sailing Dinghies

Some cruisers have classic, wooden sailing dinghies, others just add a mast and sails to their rigid rowing dinghy and we've even seen a RIB sailing by with a folding mast (mast step glued to the floor) and daggerboards attached to the sides.

PROS: Sails are certainly the most elegant and fitting way to propel the dink of a sailboat! No fuel consumption, no noise, no pollution. Tacking up to the dinghy dock, you may arrive slightly late for happy hour, but you'll arrive in style. An auxiliary engine deducts some of that style, but adds safety and utility to the vehicle.


CONS: Without an engine they pose a certain safety risk in changing weather conditions and they are not easy to store for passage on an average cruising boat.

Flying Dinghies

Seriously, we've seen one! Okay, just once, but we really witnessed a dinghy elegantly flying over our boat, with two

Old salts



people in it. Yes, we were just having sundowners, but no, we were not drunk (yet) and we took pics to prove it. We couldn't see details as the combination of an ultra-light plane and a RIB flew past, but I like to imagine that the "flinghy" also had an additional mast step for a sail and wheels to land ashore. The coolest, most-versatile of all dinks. Ever. 

Birgit and Christian have been cruising aboard their S&S Pitufa for 11 years. Check out their blog www.pitufa.at for more info or follow SY.Pitufa on facebook! "Sailing Towards the Horizon," the book about their journey, is available on amazon.com



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Women on the Water – Antigua & Barbuda's Emily Gaillard

BY CAROL M. BAREUTHER, RD

The week before this year's RORC Caribbean 600, Emily Gaillard ambitiously went from boat to boat along the docks in English Harbour, Antigua, hoping to find a crew spot. Many teams smiled at the petite 15-year-old just out of Optis and politely said she was either too small or they were full. Finally, Gaillard got a thumbs-up 'welcome aboard' from skipper David Hanks on Ondeck's Farr 65, *Spirit of Juno*. Then, she realized it was for the Nelson's Cup Series, a new three-day event that prefaced the 600.

"After the Nelson Series was over, I was asked by the Skipper to participate in the RORC 600 with them," says Gail-

lard. "I was filled with joy as I never thought my dream of sailing in the 600 would come true so soon. The thought of being out at sea for three days didn't faze me at first. Then the race started and the reality of it struck. I was also sailing with absolute strangers. I was slightly nervous, but I got over it quickly because the crew members were very welcoming and kind. I helped with anything I was assigned to. I got the opportunity to helm, be up on the bow skirting the jib, packing the spinnaker, and also trimming the spinnaker; basically, a bit of everything."

Gaillard's racing accomplishment puts her in the history books

as the youngest person on record to compete in a RORC Caribbean 600, a 600-nm race around 11 Caribbean islands and easily the most challenging event of the season.

A First Opti-tunity

It was only four years ago that Gaillard became interested in sailing. The occasion was Antigua & Barbuda's hosting of the Optimist World Championships in 2019.

"I've always had a connection with the water. I used to go on power boats with my parents and I was a competitive swimmer. There is sailing on my mom's side of the family. My uncle brought a team from Bequia to sail in the Worlds and I was further inspired to sail when I visited them. In Antigua, my parents signed me up for lessons in the Antigua Yacht Club's Junior Sailing Program under the guidance of Olympic sailor Karl James. That's how I started to learn the sport and compete in the Optimist dinghy," Gaillard explains.

The start of the year 2020 was one of the decision-making between swimming and sailing for Gaillard. Sailing prevailed.

"When I first started, I knew absolutely nothing about sailing. But, when I went out, I felt pure enjoyment," she says.

Racing the World

Gaillard's prowess for the sport proved evident from the get-go. In her first international regatta in February 2020, she represented Antigua & Barbuda in Martinique's Schoelcher Week regatta. This was followed the next year by racing in the Optimist World Championships in Riva del Garda, Italy, and then finishing second overall that fall at the SOL St. Maarten Optimist Championship. In 2022, as Antigua's first female National Champion, she traveled with the team to Bodrum, Turkey, for another Opti Worlds. On the way home from Turkey, serendipity struck with an invitation to race in Cowes Sailing Week on the Isle of Wight, UK from fellow Antiguan, Shawn Malone, and the owners of the Swan 48, *Sleeper X*, Jonty and Vikki Layfield.

"This event opened my mind to how racing on keelboats in larger regattas overseas would feel like," she says.

The Optimist North American Championships last fall were Gaillard's last major race in this dinghy.

"Sailing in the Optimist has built the foundation of my sailing skills both on the water and on land. I've learned the basics of racing and the sailing rules and how to execute them, but I've also learned boat maintenance and generally how to talk to different people," she says.



COURTESY GAILLARD FAMILY



Emily Gaillard far left

COURTESY GAILLARD FAMILY



COURTESY GAILLARD FAMILY



Emily, far right, at SOL St Maarten Optimist Championship in 2021

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Lasers Up Next

Gaillard is now sailing in the Laser 4.7 Class, with support from the Antigua Sailing Association and as a member of World Sailing's Emerging Nations Program. In March, right after the 600, she made her Laser debut in the Budget Marine Laser & Opti Open, finishing first in a five-boat 4.7 fleet. Gaillard is working out and training hard to move into the Laser Radial by year's end and compete in the Youth Sailing World Championships in Brazil in December.

"I wanted to enter Lasers as my new chapter of dinghy racing, so later in life I could hopefully go to the Olympics and other major laser events," says Gaillard, a 10th grader who would also like to study mechanical engineering, which stemmed from the fascinating of watching an engine repair on the Swan at Cowes.

That keelboat experience at Cowes has proved useful to Gaillard at home too. She skippers and crews on Melges 24s and 24' RS Elites. New for 2023, Antigua Sailing Week introduced an RS Elite One Design class, of which Gaillard was one of two women skippers.



CREDIT: MATIAS CAPIZZANO

"No matter where you are in your sailing career, even if it's nowhere, keep pushing. It's not always about winning, you learn more from losing as well," Gaillard advises other young sailors who dream of following in her wake. "I would also advise young sailors to be kind to everyone, because you may meet someone that could play a major role in your sailing life later. And, no matter what people may say to bring you down, just focus on your performance and train to be the best you can be, because once you have a positive mindset and set goals, you become unstoppable."



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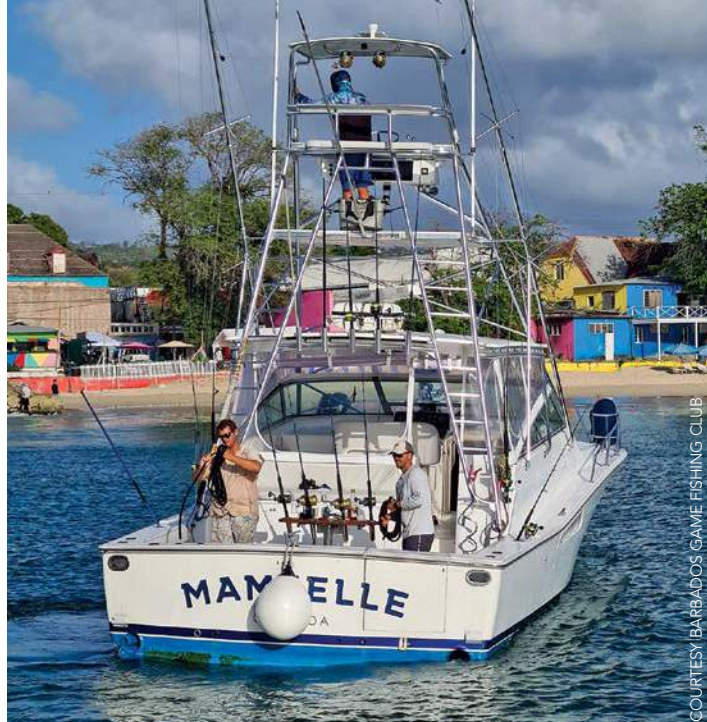
Boat Names – The Good, The Bad and The Ugly

BY CAROL M. BAREUTHER, RD

There is one thing all boats have in common. It doesn't matter if these vessels are superyachts or sportfishers, schooners or sloops, cabin cruisers or center consoles, sportfishers or sailboats, ferries or freighters. That is, a name. Tacking a title on the transom began eons ago and was based on trepidation and superstition. As such, they were named after gods to keep the voyagers safe at sea. Similarly, and a little later, Christians gave their ships the protective names of saints. The practice of using the pronoun 'she' also relates to the mothering trait of keeping her family, or ship crew, safe.

Today, while countries like the USA, UK, and Canada don't have regulations on what you can and can't name a boat, there are some common sense guidelines. First, keep it short. No novels, please. Secondly, make sure it's easy to pronounce. It's hard enough for rescuers to hear over the radio in SOS conditions than try to repeat a boat name with all consonants. Third, don't offend. Keep it classy.

There is a sea full of splendid examples of novel boat names throughout the Caribbean. Here is a sampling, what they mean, and the inspiration behind the name.



COURTESY BARBADOS GAME FISHING CLUB



COURTESY BVI SPRING REGATTA



CREDIT STEPHEN LEEK



COURTESY GARY CLIFFORD

TAZ

"Boat names for me come from situations involving the particular boat," says Antigua & Barbuda's Bernie Evan-Wong of his Reichel-Pugh 37. In this instance, he says, TAZ's biggest rivals on the regatta circuit were the 'Dingo' team, meaning Trinidad & Tobago's Mark Chapman's Ker 11.3, *Dingo Boat*. "The only thing that can beat a Dingo (Australian wild dog) is the TAZ, short for Tasmanian Devil," says Evan-Wong.

Piglet

When Joe and Julie San Martin of St. Croix, U.S. Virgin Islands bought their first boat, a 36-foot Newick trimaran, they named it *Three Little Pigs* after a popular children's fable they read to their young son. The three-hulled vessel also made the name a perfect fit. Akin to the fairy tale, when the big bad wolf blew down the pig's house, the vessel was totaled in 1989's Hurricane Hugo and rebuilt, then destroyed again save a wing mast and one ama, in 1999's Hurricane Lenny. "After *Three Little Pigs* was totaled the second time, we looked for a smaller trimaran we could haul with our SUVs," tells Julie San Martin.

"Newick was attempting to launch a fleet of small, trailer-able trimarans (like the Farriers). *Piglet* was to have been the 'mold boat', but only two or three were built. What better name to a smaller successor than *Piglet*."

La Novia

Georges Coutu takes his girlfriend everywhere. From his yacht club Puerto Bahia Samana, in the Dominican Republic, he sailed her, a Leopard 50, to St. Maarten to race in the Caribbean Multihull Challenge in February, the St. Maarten Heineken Regatta in March, and the BVI Spring Regatta & Sailing Festival in April. "I tell my friends, I have my girlfriend, my *La Novia* (Spanish for 'girlfriend'), and she gives me lots of satisfaction. She is also the only girlfriend my wife will accept," says Coutu, of his racing cat.

Timon

A play on names is how Puerto Rico's Fernando Montilla named his Tartan 10. "Timon in Spanish means the wheel for steering the boat. Plus, because of my last name, my friends call me



CREDIT DEAN BARNES

Monti. Basically, *Timon* backward and slightly rearranged is Monti. I thought it was a great nautical name," says Montilla.

Yes Aye

The name was already on the transom when Gary Clifford bought the 31-foot Innovator for his True Blue Sportfishing operation, based in Port Louis Marina, in St. George's, Grenada. "The previous owner was going to name her 'Yes I', a Rastafarian expression used as a greeting or exclamation. But a friend asked why not put a nautical twist on it by changing the letter 'I' to 'Aye' – as in Aye Aye Captain but pronounced the same way. So, he did," Clifford explains.

Mamzelle

This name on the back of Barbados' Paul Hamel-Smith 43-foot Viking literally translates to 'mademoiselle' or unmarried lady in French. Yet it was a married lady, his mother to be specific, and her love of dragonflies, that are the real story behind this well-known sportfisher's name. "At the time we named our first boat, some 20 years ago, my mother was very much into collecting dragonfly memorabilia (earrings, artwork, etc.). So much so that it became a bit of her personal brand," tells Hamel-Smith. In Trinidad, the French patois name for a dragonfly is a 'Batti Mamzelle'. So, we shortened that and named our boat 'Mamzelle' as an ode to her."

Rumba Fish

Tacks and tunes are the fun five couples from Lake Lani-

er Sailing Club in Georgia, USA, enjoyed at the 50th BVI Spring Regatta & Sailing Festival this year. Since three team members were serious musicians, it was a no-brainer to name their chartered Moorings 45, *Rumba Fish*. It wasn't a one-off. The idea to record original toe-tapping tunes to accompany the team's race charters started in 2016 at Antigua Sailing Week. "We raced and won our class on a Sunsail 44 we named *Bootyfish*, along with a song to go with it," explains crewmember, David Pritchard. "In 2020, we raced the St. Maarten Heineken Regatta in a Sun Odyssey 509 charter. Our boat, team name, and song were called *Heinefish*. We won our class and the tune got lots of play on the podium." *Rumba Fish* finished a podium-worthy second in the BVI Spring Regatta, showing it's tough to beat a boat that's got the beat.

The Good, the Bad & the Ugly

British-born John Foster enjoys American Westerns. The St. Thomas, U.S. Virgin Islands-based sailor for over fifty years, takes that wild-west love with him out of the sea by naming his race boats after famous cowboy flicks. For many years, Foster raced his J/27, *Magnificent 7*, namesake for the 1960-filmed movie starring Steve McQueen where gunfighters protect a small village from bandits. In this case, it was Foster's crew, all excellent sailors along with Foster at the helm, who tried their best to guard against other boats getting in front of them. Then, he got a Kirby 25 and dubbed her after a Clint Eastwood western called *The Good, the Bad and the Ugly*. ☞

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Ron Centenario Fundación 20

RUM REVIEW | BY CLINT AND TERRY BORAM

A price tag caught our eye while we were perusing the rum aisle this month. Ron Centenario 30th Anniversary Limited Edition was \$194.99. A little too rich for our blood; however, looking beyond the 30, there was a 25th Anniversary and 20 years which were more in line with our price point. We decided on the Ron Centenario Fundación 20 years.

Ron Centenario was founded in the 1960s under the umbrella of Seagram of Costa Rica S.A., though it wasn't until the mid-1980s that the first Centenario rum went public. The brand was created as a high-quality artisanal rum for the consumer with a more refined and demanding palette. Today Ron Centenario has nine rums ranging in price point from their light Blanco Anejo to the 30th Anniversary rum. The UDG Group acquired Ron Centenario in 2016.

What we find unique about Ron Centenario is the aging process. They use American oak barrels that were used to produce Scottish whiskey. These barrels held whiskey from four distinct regions of Scotland: Speyside, Highlands, Lowlands, and Isley. Each of their rums uses a different combination of barrels to create a unique flavor profile.

Ron Centenario Fundación 20 begins with Costa Rican sugar cane, which is grown in rich volcanic soil and extracted to make sugar cane juice. The rum is aged up to 20 years using 80% Highlands and 20% Lowlands barrels, then

blended using the solera method. Unfortunately, the distillation process is not published.

HE SAID

The nose is very subtle, with hints of sweet cherry and oak. Even when I take a sip, it takes time for the notes to present themselves, but by the time they do, the liquid is already at the back of the palate, finishing. There I get cherry and apricot, which lingers slightly. To me, the rum doesn't have much sweetness. With subsequent sips, I'm picking up some oak on the palate, with the finish remaining the strong suit.

Adding an ice cube produces the same notes on the nose and palate but has more vibrancy. The oak is more prominent on the finish and stays with me longer. I much prefer over rocks.

The brand was created as a high-quality artisanal rum for the consumer with a more refined and demanding palette.

SHE SAID

The dark amber rum coats the glass with light lacing. The nose is sweet with vanilla, caramel, and cherry. As the rich, heavier liquid coats my palate, the vanilla, caramel, and cherry come through with hints of butterscotch. Once it transitions to the finish, the sweetness turns bitter and off-putting. Strangely though, the back of the finish transitions back to a rich, deep cherry note. Unfortunately, the bitter note stays with me on my second sip, leaving me missing the lovely sweet experience I had initially.

OVERALL

Terry had high hopes for Ron Centenario Fundación 20 because of the initial nose, while Clint found a way to enjoy it by adding an ice cube. The overall complexity is very one note. At \$48/bottle, we were expecting more.



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,

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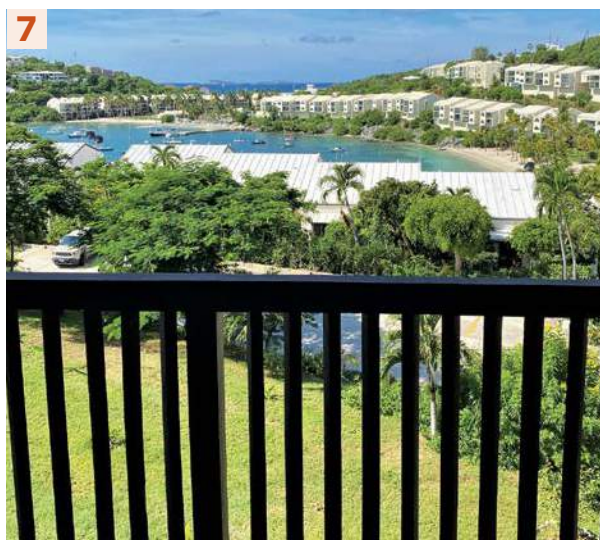


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Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	16	FREE	
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	14	FREE	
Grenada	Whisper Cove Marina www.whispercovemarina.com	473-444-5296	15'	100'	18	●	110/220, 50hrz				●	●	●	●	68	●	
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	9	FREE	
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	16/9	FREE	
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20'	150'	83	●	110 -220v		●		●	●	●	●	68	FREE	
Panama	Red Frog Beach Marina redfrogbeach.com an  IGY destination™	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	68	●	
Panama	Shelter Bay Marina	507-433-3581	20'	320'	192	●	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	●	●	●	●	●	●	●	74	●	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	●	110 volts / 220 / 480 for megayachts		●	●	●	●		●	16/10 68	●	
Puerto Rico	Marina de Salinas	787-824-3185	10'	65'	103	●	120/220V, 30/50 amp		●	●	●	●	●	●	16	●	
Puerto Rico	Marina Pescaderia www.marinapescaderia.com	787-717-3638	8'	115'	99	●	30, 50, and 100 amp		●	●	●	●	●	●	16	FREE	
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●		●	●	68	FREE	
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE	
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	●	30, 50 & 100 amp				●	●	●	●	74	●	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16		FREE
St. Croix	St. Croix Marine 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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Caribbean Boatyards




ALL AT SEA'S CARIBBEAN BOATYARDS GUIDE

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26° 31.189 N	78° 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' & 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Panama	Shelter Bay Marina	09° 22' 12" N	79° 56' 51" W	507-6813-5327	11'	100'	28'	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32.72" N	60°56 '55.63" W	758-458-7200	11'	75'	28'	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-4:30, Mon-Sat	40	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Trinidad	Peake Yacht Services Boatyard	10.4° N	61.38° W	868-634-4420/3/7	14'	130'	30.5'	no limit	110/220	8-4 Mon-Sat	150	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

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Southeast U.S. Marinas


ALL AT SEA'S SOUTHEAST
U.S. MARINAS GUIDE

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an  IGY destination™	301-749-1582	Call	160'			•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30		•	30/50/100 Amp		•	•	•				•	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7'	150'	240		•	30/50/100 Amp		•	•	•	•	•	•	•	16/78	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an  IGY destination™	754-701-4020	40'	150- 800'	8		•	100 single & 3 phase/ 200/480/600 Amp	•	•		•	•		•	•	11/16	FREE
Marathon	FL	Marlin Bay Yacht Club www.marlinbay.com/marina	305-731-2207	7'	60'	28		•	30/50 Amp			•			•		•	16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an  IGY destination™	727-867-1102	8'	110'	300		•	30/50/100 single phase	•	•	•	•		•	•	•	6/16	FREE

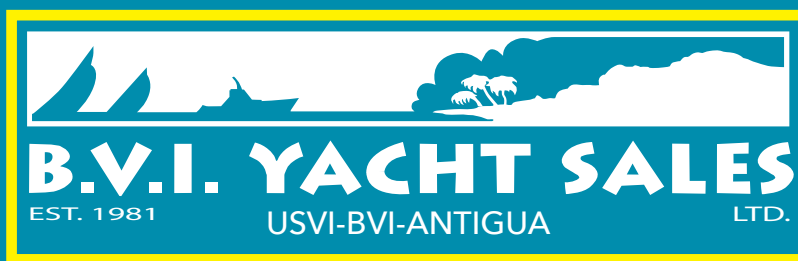
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Southeast U.S. Boatyards

ALL AT SEA'S SOUTHEAST
U.S. BOATYARDS GUIDE

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'		no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•
Key Largo	FL	Catamaran Boatyard & Storage	305.852.2025	5'	80'	27'4"			220V, 100 Amp	M-F	80 tons		•		•	•	•	
Fort Lauderdale	FL	Bradford Marine Inc.	954-791-3800	11'	180'	35'	55'		208v/240v/ 480v	24/7	300 ton Syncrolift	•	•	•	•	•	•	•
Fort Lauderdale	FL	Cable Marine (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5	25'		110/240	8-4:30	40 ton			•	•		•	
Fort Lauderdale	FL	Cable Marine (2491 W State Rd 84 Location)	954-587-4000	9'	120'	22	no limit		120/50/100 Amp	24/7	100 straddle crane			•	•		•	
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10'	100'	26'	no limit		50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift		•	•	•	•	•	•
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/ boatyard an  IGY destination™	727-867-1102	8'	62'	18'	no limit		Outboard, I/O, Inboard	8am M-F	50 ton travelift		•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'	no limit		30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		•	•	•	•	•	

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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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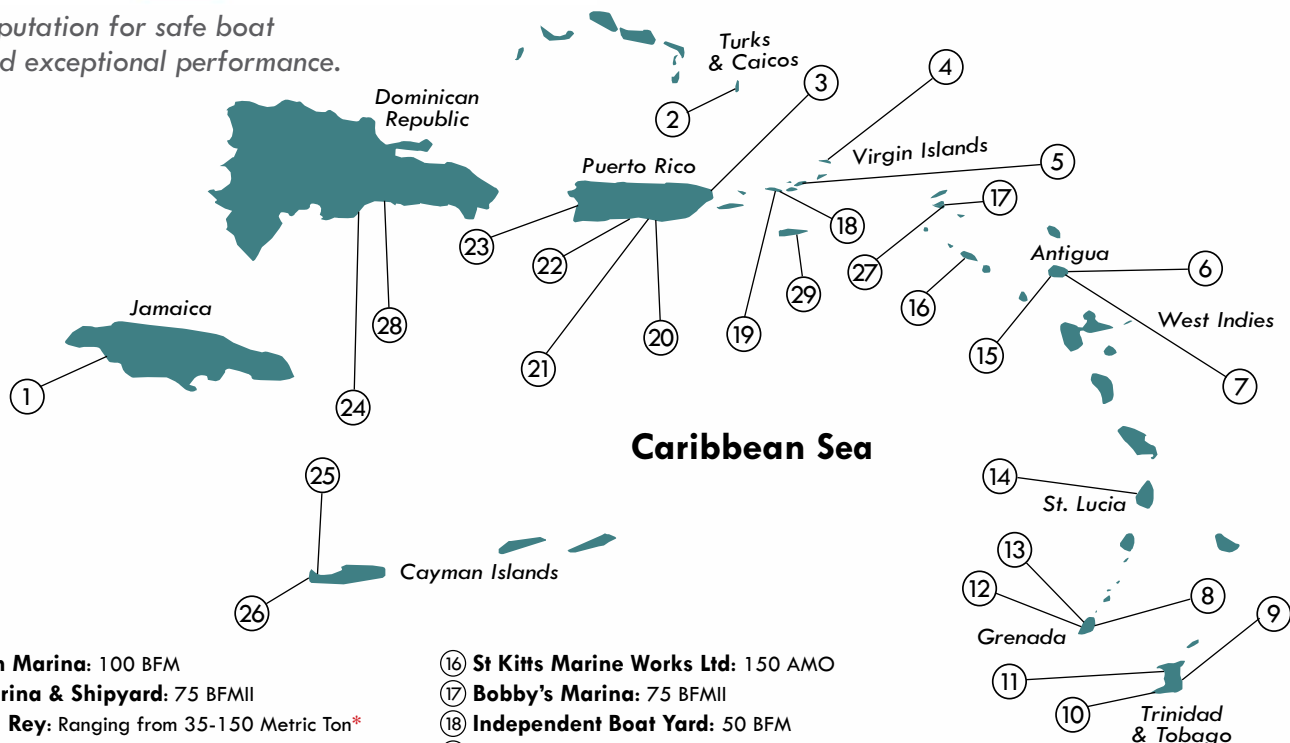
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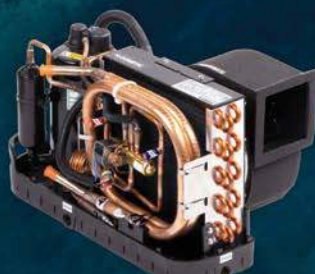
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This sea tour company provider is located in the ABC islands and provides amazing trips to some beautiful places, including an unforgettable romantic sunset trip experience, snorkeling tours and private charters. An impressive catamaran will attract visitors on one of the most visited beaches on the island. This tour company has long-term contracts with many different cruise ship lines, & makes it easier to attract potential clients.

Possibility to book and pay online is a comfortable option for the client to plan the trip and furthermore some days in the next year are already sold out! An ideal investment under the hurricane belt.

Sales price Usd 595.000 includes:

- Catamaran
- Cruise ships contracts
- Selling point on the beach high traffic hotel area
- Trained staff
- Strong brand name recognition
- Resident permit
- Normalized EDBITA usd 150.000

If you are interested, please contact: lauracaribbean@gmail.com.

BIZ FOR SALE. Well established (20 years) and unique mobile catering business in Antigua for sale, fully equipped turnkey operation with low overheads, high profitability and a strong loyal customer base with plenty of scope for expansion. For details please contact catervan@hotmail.com

CELTIC POWERBOATS BASED ON TORTOLA IS FOR SALE AS OWNER/OPERATOR IS RETIRING. A very well established business which is rated #1 of 103 Outdoor Activities in the BVI on TripAdvisor. Business has huge potential for growth as trade license includes island tours, water taxi, and boat rentals. The sale includes a 2018 Worldcat 320CC powered by twin Yamaha's which is commercially licensed for 12 passengers and 2 crew. Website: celticboats.com Interested parties should email: celticboats@gmail.com

Employment

DREAM YACHT CHARTER- St. Thomas USVI base is hiring for ALL POSITIONS. For consideration, please forward resume to base.usvi@dreamyachtcharter.com



**VIRGIN GORDA
YACHT HARBOUR**

SAGE GROUP OF COMPANIES
*General Manager-
Virgin Gorda Yacht Harbour*

We are seeking an experienced hospitality industry professional to take a leadership role as part of our dynamic management team. The successful applicant for this position will become the General Manager of Virgin Gorda Yacht Harbour.

Responsibilities include: direct management of the day to day operations of the Marina, Shopping Centre, Town Centre buildings and Boatyard, ensuring the highest level of customer and employee satisfaction while maximizing profitability and efficiency. The applicant will be accountable for developing annual operating budgets, marketing plans and capital plans. Successful applicant will participate actively in the recruitment, training, development and leadership of all employees as well as providing feedback and assistance thus enabling them to achieve the highest standard of performance. A competitive compensation and benefits package is offered.

For more information and if you are interested in this challenging career opportunity, please forward a copy of your resume and cover letter quoting reference *OMVGYH BVI* by October 30, 2022 to erichardson@bviinvestmentclub.com and bviic1992@gmail.com.

YACHT MANAGEMENT COMPANY BASED IN THE BVI IS LOOKING FOR A QUALIFIED MARINE SERVICE TECHNICIAN to join our team. Experience and training specifically in marine electronics and refrigeration would be preferred; as well as a good general working knowledge and ability to troubleshoot and work on marine sub systems and marine diesel engines and generators. Work references would be needed, and remuneration would be provided on application. Please make contact with Graeme on bridgraem@surfbvi.com

FAST GROWING YACHT MANAGEMENT COMPANY IN GRENADA SEEKS QUALIFIED MARINE MECHANIC / TECHNICIAN. ABYC certification in

Employment

one or more of systems / marine diesel / marine electrical / AC refrigeration preferred. Applicant should also possess several years work experience in the marine industry. Preference will be given to applicants from OECS countries. A competitive remuneration package will be offered. Please apply with a detailed CV including education and qualifications, work experience and references to gary@horizongrenada.com

MARINE RETAIL SALES POSITION. Island Water World, a Caribbean retailer of boating supplies and marine leisure equipment, is seeking a knowledgeable sales person for our St. Maarten stores. Candidates must have some experience in boats and marine systems, retail sales and customer service experience, and good computer skills. Ability to speak French or Spanish a plus. This is a full time, year round position with growth potential. Email CV or resume to: info@islandwaterworld.com



QUANTUM SAILS
Tortola, BVI

is looking for an experienced and professional sailmaker with at least 5 years in the sail making and repair industry.

RESPONSIBILITIES INCLUDE:
Building new sails; Repairing Dacron, Laminated and Nylon sails; Filling out work orders and accounts receivable; Maintenance of industrial sewing machines.

Please email resume and references to kwrigley@quantumsails.com

Employment

ULTRA YACHT REFIT LTD ANTIGUA IS LOOKING FOR MARINE JOINERS, TEAK DECKERS AND MARINE ENGINEERS. If you are looking for an opportunity to join a dynamic service oriented company please send your resume/information to: michael@ultrarefit.com



ST MAARTEN SAILS & CANVAS NV

We are looking for an experienced marine canvas fabricator to join our team. Offering full time employment for the coming Caribbean season 2019-2020. Candidate must be experienced with commercial sewing machines.

CONTACT:
Kzillmann@ullmansails.com
sxmsails@caribserve.net

For Sale

FOR SALE - 94 FT LORIMA CARBON FIBER rotating wing mast, with boom, full rig with Mainsail (3 reefs) & Genoa (Kevlar) and all rigging & hardware connections. Antigua: Contact Patrick Ryan pryan@brysonsgroup.com or Neil Keeling rendezvousantigua@gmail.com

FOR SALE: 2006 CORSAIR SPRINT 750 TRIMARAN. New Long shaft Tohatsu 9.8. New standing rigging. 2 Mainsails, 2 Jibs, 2 Spinnakers all in good condition. Trailer. Winner Corsair National's, BVI Spring Regatta and St. Croix International Regatta. In Tortola. \$45,000 OBO. Contact eddie@doylecaribbean.com or call 284 340 3385 for more details.

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Fresh Summer Recipes

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Summer is finally here. Fresh, seasonal recipes to cook in June! Celebrate with this delicious salad, loaded with protein. These recipes are perfect for home, taking to work, picnics, or potlucks!

QUINOA WITH SHALLOTS, LEMON, & FRESH HERBS

Preparation time: 10 minutes. Cooking time: 20 minutes

Sitting time: 10 minutes. Serves: 6

2 shallots (or ½ of small onion)
very thinly chopped

3 garlic cloves, minced

1 Tbsp. EVOO

1 tsp. Himalayan salt

½ tsp. freshly ground pepper

1-1/2 tsp. cumin

1 tsp. dried oregano

**1-1/2 cups quinoa, rinsed*
and drained**

2-1/4 cups water

Zest of one lemon

1/4 cups chopped parsley

**3 large basil leaves,
chopped**

1 Tbsp. cilantro, chopped

Drizzle of really good

olive oil

**Favorite chopped nuts
or seeds, to taste**

In a medium size pot, over medium-low heat, sauté the shallots (or onion) with the garlic in oil, until softened and golden, about 3 minutes. Add salt, pepper, cumin, oregano: mix together well. Add the rinsed/drained quinoa and cook a couple of minutes; add water. Bring to a boil, then reduce heat to low, cover, and cook for about 15 minutes or until all water is absorbed. Remove pot from heat and let sit about 10 minutes. Fluff with a fork. Place in a medium size bowl, toss gently with Zest of lemon, parsley, basil, and cilantro. A drizzle of really good olive oil mixed in, adds richness. Sprinkle nuts or seeds on top. *NOTE: Important to rinse Quinoa; it removes the bitterness. Hint: Any left over quinoa can be kept in the fridge for a week or frozen for several months.

Creamy Basil Dressing

Preparation time: 10 minutes. Makes: ½ cup

½ cup basil (packed down tight)

3 big garlic cloves

1/3 cup extra virgin olive oil

½ tsp. sea salt

Zest from one medium lemon

**¼ tsp. freshly ground
black pepper**

3 Tbsp. fresh lemon juice

**¼ cup plain yogurt or
sour cream**

Place basil, garlic, and lemon zest in food processor and pulse until finely chopped. Pour in, slowly, olive oil. Add lemon juice, salt and pepper; pulse to combine. Pour into a bowl or jar and whisk in yogurt. *HINT: Dressing will keep up to 5 days in fridge.*

Roasted Chickpeas

Preparation time: 5 minutes. Cooking time: 30 minutes. Makes: 1 cup

**1 (15 oz.) can of chick peas,
drained and rinsed**

2 Tbsp. extra virgin olive oil

½ tsp. sea salt

¼ tsp. freshly ground pepper

¼ tsp. cayenne pepper

Heat oven to 400°F. Blot chickpeas with a paper towel to dry them. In a bowl, toss chickpeas with olive oil, and season to taste with salt and pepper and cayenne pepper, if using. Spread on a baking sheet, and bake until golden and crunchy. Check after 20 minutes to avoid browning too much.

PUTTING TOGETHER THE SALAD

1-1/2 cups cooked quinoa (recipe above)

2 large handfuls (about 4 cups) of baby arugula

1 cup of roasted chickpeas (recipe above)

1 avocado, peeled, de-pitted, and sliced

1 orange, peeled and sliced

2 scallions or green onions, sliced

2 Tbsp. sunflower seeds or hemp seeds

One way is to place all the ingredients separately as shown in photo and drizzle with Dressing. Or chop ingredients smaller and mix all together, including the Dressing, see photo. Sprinkle with the seeds and serve. Delicious!!



Where you fish, Bonefish & Tarpon Trust is at work.

Conserving habitat and protecting fisheries is what we're all about, so please join our network of anglers and sportsmen just like you. Make a donation to Nurture Belize or any of these programs and become a Bonefish & Tarpon Trust member.

Nurture Belize — protecting fishing areas from development and destruction

Florida Keys — working with guides/anglers to protect and improve fisheries for the future

Bahamas — flats and mangrove conservation

Project Permit — population study, what, when, and how they tick

Boca Grande, Florida — juvenile tarpon habitat restoration



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Blue Solar charge controller MPPT	
Module:	Victron Energy SP900-24 (SP900202400)
In series:	1
Parallel:	5
Total PV power:	4500 Wp
Module temperature:	Min: 0°C Max: 70°C
Controller:	BlueSolar MPPT 150/85
System voltage:	48 Volt
Cable length, Module to MPPT *	5 m
* One way length	
Max. input voltage	150 V
Max. PV voltage @ min. temperature	143.5 V
Min. input voltage @ MPPT	45.0 V
Min. PV voltage @ max. temperature	85.5 V
Max. output current	85 A
Max. current @ MPPT min. temp.	85.0 A
Max. current @ MPPT max. temp.	75.8 A
Solar module configuration	Accepted

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