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ALL AT SEA CARIBBEAN

NOVEMBER 2023

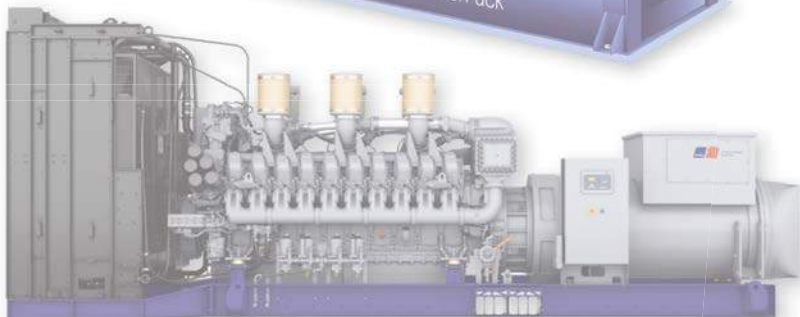
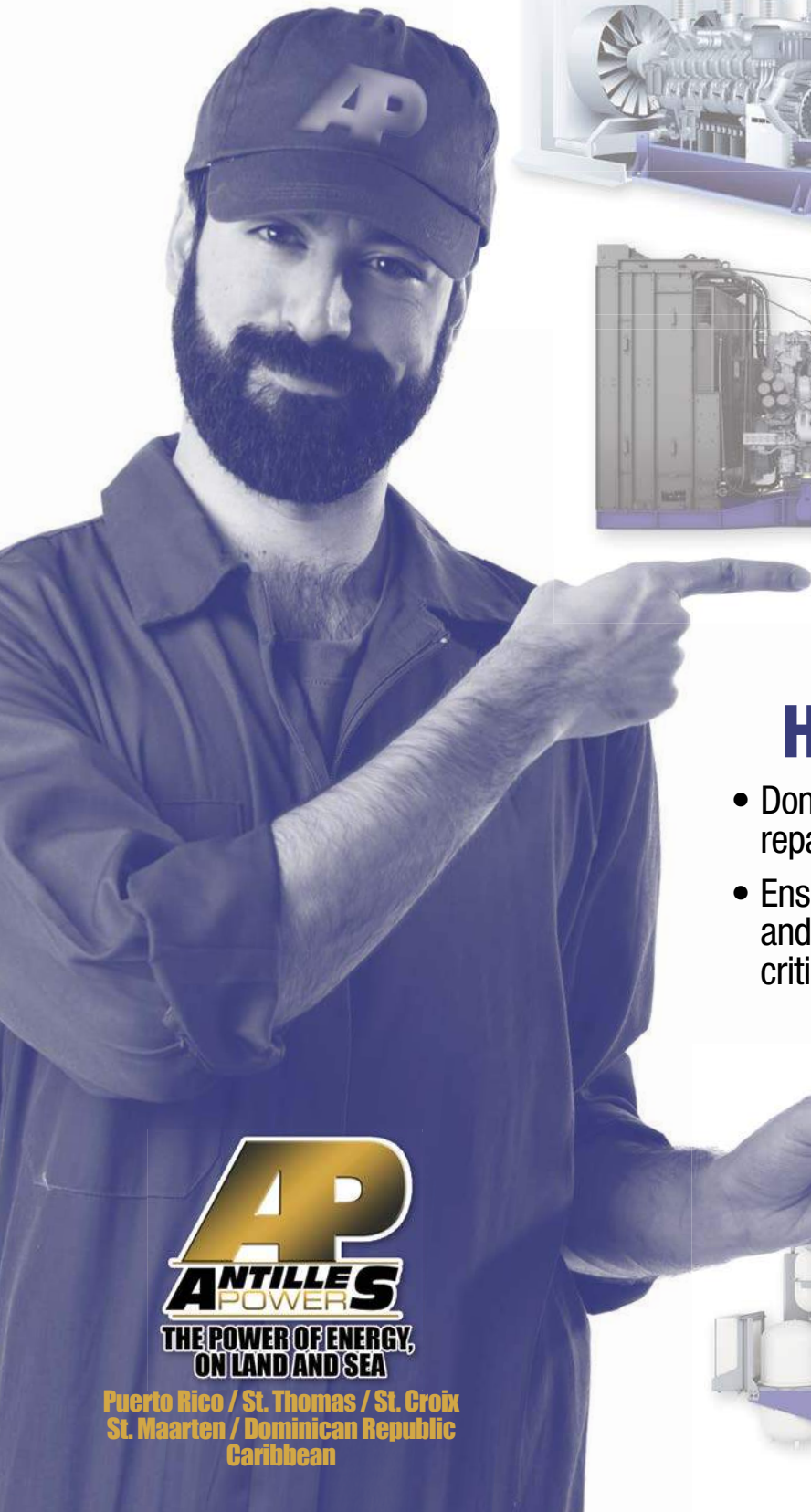
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Gems of **ST. MARTIN** *and* **ST. BARTS**

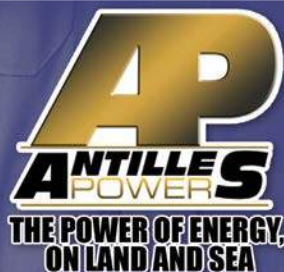
**+ Farewell to Fritz
Love for a Sewing Machine**



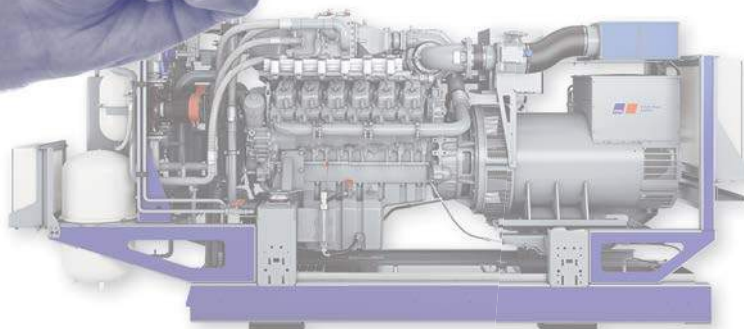


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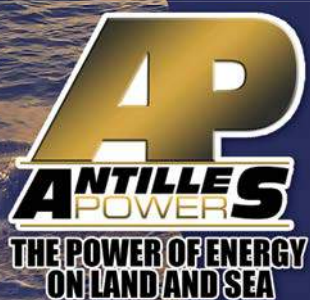
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REGATTA	2024	2025	2026	2027	2028
RORC Transatlantic	Jan 7	Jan 5	Jan 4	Jan 3	Jan 7
Montego Bay Pineapple Cup	No race	Jan 23 - 31	No race	Jan 23 - 29	No race
Grenada Sailing Week	Jan 28 - Feb 2	Jan 26 - 31	Jan 25 - 30	Jan 31 - Feb 5	Jan 30 - Feb 4
Caribbean Multihull Challenge	Feb 1 - 4	30 Jan - 2 Feb	Jan 29 - Feb 1	Feb 4 - 7	Feb 3 - 6
RORC Nelson's Cup Series	Feb 13 - 23	Feb 18 - 28	Feb 17 - 27	Feb 16 - 26	Feb 15 - 25
St. Maarten Heineken Regatta	Feb 29 - Mar 3	Mar 6 - 9	Mar 5 - 8	Mar 4 - 7	Mar 2 - 5
Superyacht Challenge Antigua	Mar 13 - 17	Mar 12 - 16	Mar 11 - 15	Mar 10 - 14	Mar 8 - 12
St. Barths Bucket Regatta	Mar 21 - 24	Mar 20 - 23	Mar 19 - 22	Mar 18 - 21	Mar 16 - 19
St. Thomas International Regatta	Mar 28 - 31	Mar 27 - 31	Mar 26 - 31	Mar 27 - 28	Mar 23 - 26
BVI Spring Regatta	Apr 1 - 7	Mar 31 - Apr 6	Mar 30 - Apr 5	Mar 29 - Apr 4	Mar 27 - Apr 2
Les Voiles de St. Barths	Apr 14 - 20	Apr 13 - 19	Apr 12 - 18	Apr 11 - 17	Apr 9 - 15
Antigua Classic Yacht Regatta	Apr 17 - 22	Apr 16 - 21	Apr 15 - 20	Apr 14 - 19	Apr 13 - 17
Antigua Sailing Week	April 27 - May 3	Apr 26 - May 2	Apr 25 - May 1	Apr 24 - Apr 30	Apr 23 - Apr 30
Atlantic Rally for Cruisers (ARC)	Nov 24	Nov 23	Nov 22	Nov 21	Nov 19

For a Complete List of Regattas Visit:

www.caribbean-sailing.com

Regatta News and Updates





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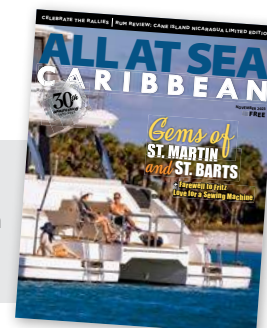
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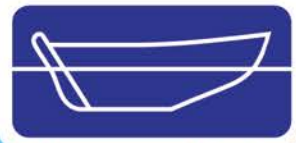


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VIPCA New Moorings

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Caribbean News

PUBLIC MOORINGS NOW AVAILABLE FOR USE IN U.S. VIRGIN ISLANDS WATERS THROUGH VIPCA-USVI GOVERNMENT PARTNERSHIP.

The first phase has been completed in the installation of what will be a total of 200 new secure Helix-type moorings in bays throughout the U.S. Virgin Islands. All 200 Moorings are anticipated to be ready for use by local and visiting boaters, both private/recreational and commercial, in the coming season. Any yacht, boat, tender, or dinghy between 1ft and 65ft, whether local private/recreational or commercial, or visiting private/recreational or commercial, can use the moorings for up to 14 days.

The blue-banded moorings are for overnight use with a payment of \$35 per night paid online at BoatyBall (boatyball.com). The yellow-banded moorings are for day use with a donation of \$10 per use paid online at BoatyBall (boatyball.com) or, for frequent users, with an annual payment calculated by multiplying their daily use by twelve months in a check made out to "Moorings" provided to VIPCA. Fees collected fund each mooring's third-party liability insurance and year-round maintenance. VIPCA is offering privileges, including free mooring use as compensation, to anyone who nominates themselves as a 'bay host' to assist in frequent and routine reporting of

the moorings in any bay in which they reside or visit daily.

The locations of these moorings are:

ST. THOMAS: Barges; Benner Bay; Brewers Bay; Buck Island - Buck Island; Buck Island Andre's; Buck Island; Barracuda; Buck Island Bills'; Calf Rock; Capella Island N; Capella Island NE; Capella Island NW; Capella Island; Carvel Rock; Coki Bay; Congo Cay NW; Congo Cay SW; Cow Rock; Dog Island; Flat Cay; French Cap; Frenchman's Bay; Grass Cay SE; Great Bay; Hans Lollick; Inner Brass; Lindberg Bay; Lindquist; Little Hans; Little Hans Lollick; Little St. James; Long Bay; Lovango; Lovongo Cay; Magens Bay; Mermaid's Chair; Mingo Cay S; Outer Brass; Packet; Saba Island; Sandy Bay; Sapphire; Secret Harbor; St. James / Stragglers; Thatch Cay NW; Turtle Cove Vessup Bay; Wreck Cove.

WATER ISLAND: Druif Bay; Sprat Bay; Water Island; Water Island; Sprat Point.

ST. JOHN: Coral Bay Harbor; Cruz Bay; Great Cruz Bay; Round Bay; Steven's Cay.

ST. CROIX: Altona Lagoon; Christiansted; Cramer's Park; Fort Frederik Beach; Frederiksted; Sandcastle; Rainbow Beach; Salt River. vipca.org/boatyball/

DREAM YACHT WORLDWIDE & PARADISE YACHT MANAGEMENT PARTNER.

Like sea and shore, a partnership between one of the world's largest yacht charter operations and a leading exclusively crewed term charter yacht management company, is a perfect combination. In September, Dream Yacht Worldwide, headquartered in Annapolis, MD, announced it was teaming up with U.S. Virgin Islands-based Paradise Yacht Management. Paradise will take over the recruitment, training, and management of crews for most of Dream Yacht's fully crewed yachts in the Virgin Islands and Bahamas, while Dream Yacht focuses on marketing and distribution of the yachts.

What's more, Dream Yacht will expand its fully crewed yacht product offerings by adding additional yacht models that are currently managed by Paradise. These include, for example, the Fountaine Pajot Samana 59 and Fountaine Pajot 80. Other catamarans available in the program include the Bali 5.4, Lagoon 51, Lagoon 55, and Lagoon 60.

"We are excited to have Paradise Yacht Management at our side as we increase our footprint in the crewed yacht market and move towards offering our guests an option for larger, more luxurious yachts than previously in our fleet. This step will also come with the opportunity to sell a wider variety of yachts into our yacht ownership programs and guarantee our owners a consistent top-tier service for their crewed yachts," says Dan Lockyer, Dream Yacht's Chief Commercial Officer.

This partnership with Dream Yacht is a great addition to Paradise's pipeline of managed yachts, which will accelerate the company's expansion into other parts of the Caribbean, according to Hank Hampton, co-founder and business development at Paradise Yacht Management. "As specialists in our industry segment of fully crewed term charter management, we are excited to service the Dream Yacht clients." www.dreamyachtcharter.com, www.paradiseyachtmanagement.com



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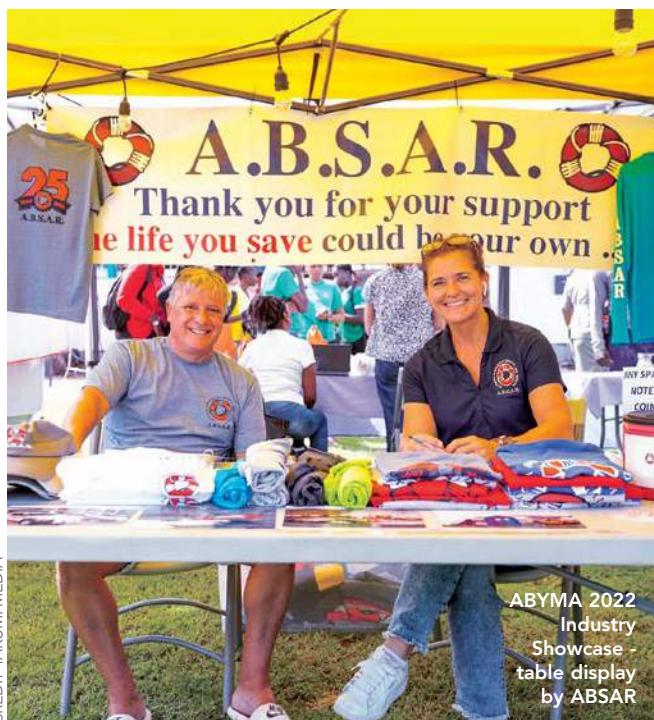
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ABYMA 2022
Industry
Showcase -
table display
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2ND ANNUAL ABYMA SHOWCASE SET FOR NOVEMBER AT FALMOUTH HARBOUR MARINA.

Hot on the heels of a successful inaugural Antigua and Barbuda Yachting & Marine Association (ABYMA) Industry Showcase in 2022, the organization will host its second on November 16-17, 2023.

"The first year was a huge success and we were able to engage with many students as well as adults interested in finding out more about the yachting industry. In year two we look forward to seeing attendance from more educational facilities as well as adults who may be interested in finding out how their skills can be transferred into the industry," says Franklyn Braithwaite, ABYMA president.

This year's show will be hosted at Falmouth Harbour Marina. The marina had an additional super yacht dock constructed in 2022 and will have some yachts already arrived in readiness for the 2023-24 yachting season. On display will be sailmakers, engineering companies, provisioners, sailing training organizations, boat builders, and a whole array of other companies that depend on the yachting industry.

"As a company which has 100% ownership by Antiguans and Barbudans, Falmouth Harbour Marina has always had as its objective to ensure the people of this country benefit from the industry. We look forward to showcasing the industry, our members, and our marina to our citizens as well as to early arrivals of international yachts for the winter season," says Bobby Reis, ABYMA vice president. www.abyma.ag

CSA LAUNCHES WHATSAPP GROUP CONNECTING CARIBBEAN DINGHY SAILING PROGRAMS.

Dinghies aren't new in the Caribbean. However, more and more islands have launched dinghy programs designed to introduce residents of all ages and abilities to the joys of sailing. Now, the Caribbean Sailing Association (CSA) has introduced a groundbreaking initiative aimed at bringing these programs together to share knowledge, skill development and enhance mutual attendance. Best of all, it's all in the palm of a hand. It's a dedicated WhatsApp group.

"It is so important to share knowledge amongst each other. We are all facing the same challenges, some programs are bigger, and some programs are smaller. Knowledge on how to raise funds, manage programs, what kind of boats to purchase, maintenance tips, safety policies, and international/national valid sailing diplomas – these are the building blocks that can strengthen the entire Caribbean dinghy sailing community. By learning from each other, we can collectively overcome obstacles and elevate our programs to new heights," says Saskia Revelman, manager of the St. Maarten Yacht Club and CSA board member.

Sailing programs, instructors, coaches, and sailing enthusiasts passionate about dinghy racing in the Caribbean are invited to be a part of this transformative initiative. To join the CSA Dinghy Sailing WhatsApp group and contact forum, please contact saskia@smyc.com for registration details and additional information. By providing this platform for knowledge exchange and collaboration, CSA envisions a future where the Caribbean's dinghy racing tradition continues to thrive and inspire generations to come.



COURTESY CSA

CSA New WhatsApp Caribbean
Dinghy Group

Rower Gears Up for Memoir in St. Maarten

Sometimes fact is much better than fiction! This certainly will be true of the memoir Atlantic rower, Victor Mooney, will publish next year. Mooney visited Island Water World in St. Maarten in August to share his book plans to commemorate the 10th anniversary of his four-month-plus transatlantic row in a 24-foot Brazilian-built rowboat from Maspalomas, Grand Canaria, to St. Martin, FWI.

As a sneak peek, Mooney lost 80 pounds of body weight along the way, and his *Spirit of Malabo* was damaged by a shark, the latter of which was refurbished by Island Water World and Custom Fit Marine during his stopover in St. Martin. He then continued his row, with stops in the British Virgin Islands, Puerto Rico, and the Dominican Republic. Mooney was hijacked by pirates in Haitian waters but recovered his boat in a multinational effort. The boat was sent to Miami, where RMK Merrill Stevens made repairs. Mooney finally arrived at New York's Brooklyn Bridge on November 29, 2015, completing his mission to encourage voluntary HIV testing in memory of his brother who died of AIDS.

"I was grateful to return to St. Martin/Sint Maarten with my wife, for she is the Captain of the *Spirit of Malabo*. I hope this forthcoming book will inspire people from all walks of life to never give up and not to be afraid to dream," says Mooney.

Mooney plans to launch his book on June 27, 2024, at the Sonesta Maho Beach Resort, Casino, and Spa with side events in St. Martin (FWI) and Anguilla. www.facebook.com/VictorJMooney/



Mooney speaks at Societe Nationale De Sauvetage En Mer weekly meeting on August 24 2023 in Saint Martin



Victor Mooney visited Island Water World in August to share his book plans



Victor Mooney and his wife Su Ping boards Societe Nationale De Sauvetage En Mer in Saint Martin



Victor Mooney

COURTESY VICTOR MOONEY

AQUILA POWER CATAMARANS EXPANDS INTO THE DOMINICAN REPUBLIC.

Now you can buy a luxury Aquila power catamaran in the Caribbean. The St. Petersburg, FL-based global leader in luxury multihull manufacturing, has teamed up with the Dominican Republic's largest nautical company, Auto Marina. With three dealership locations in Santo Domingo, Boca Chica and Marina Chavón, Auto Marina now can sell the entire offshore, sport, and yacht line of Aquila power catamarans, from 28- up to 70-feet.

"We are excited to introduce our exceptional vessels to the Dominican Republic with our great partner, Auto Marina. Our expansion represents a commitment to providing boaters in this beautiful destination with the best in luxury, performance, and innovation. We look forward to contributing to the vibrant boating culture of the Dominican Republic and forging lasting relationships within the local community," says Raul Bermudez, Aquila Sales Director for the Caribbean, South America, and Central America.

Auto Marina is a family business founded nearly a half-century ago that covers all segments of the marine market from boat sales to inboard or outboard motors, parts, and maintenance.

"With strong family values as one of our core values, we are happy to partner with the Aquila Power Catamarans brand not only because of the great boats they produce but also because they have continued to show their commitment to sticking with the values they started on. We can't wait to see how much our customers will enjoy these vessels," says Guillermo Augusto Gonzalez Baez, sales and service manager.

Aquila's Bermudez adds, "Stay tuned for other dealer locations in the rest of the Caribbean." www.aquilaboats.com, www.automarina.com.do



COURTESY AQUILA POWER CATAMARANS



COURTESY FLITE

INTRODUCING FLITESCOOTER – BRUNSWICK CORPORATION ACQUIRES MANUFACTURER FLITEBOARD.

It's a bird, it's a plane, no, it's Fliteboard's newest water toy – the Flitescooter. The Australian-based electric hydrofoil brand and creator of Fliteboard brought this new toy to market in May. The addition of removable handlebars and new technologies dramatically increases the ease of learning and riding a Flitescooter. It's perfect for beginners with no watersports experience, families, and those looking for a more leisurely way to fly, with a more relaxed forward-facing riding position, mimicking that of a scooter or bike. What's more, Flitescooter uniquely allows riders to eFoil without entering the water. This creates an elegant alternative for traveling from boat to dock to restaurant. Talk about making an entrance! Just step on and go. For riders looking to develop their skills, the removable handlebars enable the Flitescooter to be easily converted into a conventional Fliteboard for surf-style riding.

"We are thrilled to offer riders a new way to fly with the global launch of Flitescooter. Since I developed the first Fliteboard prototype back in 2018, I have been working on ways to encourage my wife to join me on the water. Flitescooter is the solution. It's so easy and forgiving to learn, yet offers similar thrills to Fliteboarding," says David Trewern, chief executive officer, founder, and product architect.

In September, the Mettawa, IL-headquartered Brunswick Corporation acquired Fliteboard. Fliteboard will operate as a business within Mercury Marine.

"Fliteboard's exceptional brand appeal and its advanced eFoil technology align with our ACES (Autonomy/Assistance, Connectivity, Electrification, and Shared Access) strategy, and we are excited to bring the Fliteboard team into the Brunswick family, says Dave Foulkes, the Brunswick Corporation's chief executive officer. "Fliteboard will allow us to engage with a new wave of customers who will also have the ability to enjoy the entire portfolio of Brunswick products and services over time." global.fliteboard.com, www.brunswick.com/



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November 2023 Events

NOVEMBER 4 | SXM Wahoo Tournament.

Fishermen both locally and regionally compete in this well-attended pelagic showdown for lucrative prizes valued at a total of \$10,000 and bragging rights. The one-day tournament, whose winner received a paid invitation to fish on the Offshore World Championship, next hosted in April 2024, in Quepos, Costa Rica, is run by the SXM Sport Fishing Foundation (SSFF). The non-profit organization is celebrating 15 years of hosting sportfishing events on the Dutch side of St. Maarten. Last year, the French St. Martin team aboard Three Little Birds, skippered by Max Casaubon, caught a 77.8-pound wahoo and shattered a decade-old tournament record for the largest wahoo caught. This year, the SSFF has partnered with Dock Maarten in Philipsburg as its new host venue. "We're making a full circle of sorts as our members

of the previously known St. Maarten Big Game Fishing Foundation, Robby Cijntje, Ricky Lawrence, and the late Egbert "Slim" Richardson, hosted tournaments at this same location for many years. We're excited about this new partnership," says Sergio Hodge, SSFF president. www.sxmsportfishing.com

NOVEMBER 7-10 | Fall Charter Yacht Show.

Demand exceeds supply with 55 to 60 yachts signed up to show and more on the waitlist for the Charter Yacht Society (CYS) of the BVI's annual event at Nanny Cay Resort & Marina, in Tortola. The fleet averages 60 feet, with most multihulls and a handful of power yachts. New is a table-setting contest and a Sundowners at Six event on November 8. "We will close viewing an hour early and reopen from 6-8 pm for crews to entertain brokers while showcasing features such as underwater night lights and candle-lit table settings," says Janet Oliver, CYS executive director. New too is 'Thoughtful Thursday'. Crews and brokers are invited to wear something that represents their favorite charity, while all show participants are encouraged to drop \$1 into a donation jar at the registration desk to benefit a BVI charity. www.crewedyachtsbvi.com

NOVEMBER 11-14 | USVI Charter Yacht Show.

Seventy-five luxury crewed charter yachts will be on show to brokers at Yacht Haven Grande, St. Thomas. "New this year to



COURTESY: SSFF

SXM Wahoo
Tournament 2022 -
Team Yellow Whip
2022 runner up



welcome attendees there will be a carnival procession through the marina including majorettes, moko jumbies, and Caribbean Ritual Dancers," says Oriel Blake, executive director of show host, the Virgin Islands Professional Charter Association (VIP-CA). Seminars will provide a range of educational opportunities for charter brokers, crew, and captains with a special session for budding historians. This action-packed event is already sold out for exhibiting vessels in 2023 but is still open for charter broker registrations. usviyachtshow.org

NOVEMBER 18 | Nanny Cay Round Tortola Race.

Racing around Tortola is a rite of passage and this race has been a staple in the BVI racing calendar for over 50 years, says Tamsin Rand, manager at the host Royal BVI Yacht Club. "The 2023 edition is open to entries in racing, cruising, and multihull classes. The race starts and finishes off Nanny Cay." In addition to the race honors, entrants can also opt to contest the Nanny



NOVEMBER 17-19 | Jolly Harbour Yacht Club (JHYC) Annual Regatta.

Local boats from Jolly Harbour, English Harbour, and Falmouth Harbour converge to race in this 26th annual event. "Saturday and Sunday will see boats in 3 to 4 classes race in Five Islands Bay," says David Ross, immediate past commodore. The Prize Giving will be held around 5 p.m., at the waterfront near the Curry & Tandoori House Antigua. www.jhycantigua.com



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Nanny Cay Round Tortola Race

Cay Challenge. The NCC stipulates an anti-clockwise circumnavigation and leaves Beef Island, Scrub Island, Great Camanoë, and Guana Island to port as well as Tortola. The afterparty is at Peg Legs, Nanny Cay. Spectators can enjoy the start from the breakwater at Nanny Cay, and through the day from lookouts on the Ridge Road and West End to see the boats go by. www.royalbviyc.org

NOVEMBER 24-25 | Coral Bay Thanksgiving Regatta.

This iconic four-decade-plus-event is a day-after American Thanksgiving Day tradition. It's casually fun; race your house or sail your race boat. There's an afterparty and awards ceremony at Skinny Legs. Proceeds benefit the Kids and the Sea (KATS) program. www.cbystj.org

NOVEMBER 24-26 | The Mango Bowl Regatta.

This 11th annual event, hosted by the St. Lucia Yacht Club, anticipates some 40 or more entries from its island, plus sailors from Martinique, Barbados, St. Vincent, and Grenada. "For three thrilling days, participants engage in exhilarating races and also enjoy a series of onshore activities, which are spread

between the IGY Rodney Bay Marina and the St. Lucia Yacht Club," invites Peter William Lang, SLYC Commodore. www.facebook.com/MangoBowl/



COURTESY MANGO BOWL REGATTA

NOVEMBER 25-26 | 18th St. Maarten Budget Marine Optimist Championship.

Some 30 junior sailors ages 15 and younger from St. Maarten and St. Martin, Curacao, Antigua, BVI, St. Barths, and possibly more islands will compete in this event that serves as an AHO (Netherlands Antilles) qualifier for the Optimist Worlds. Last year, James Balentien from Youth Sailing Curacao won the Blue Fleet (advanced), and Skyla Conner from the St Kitts Nevis Sailing Association, topped the Orange Fleet. "This year will be the 18th edition of the Optimist Championship, and we have Budget Marine as a new sponsor," says Dolein van de Loo, retail and event organizer at the St. Maarten Yacht Club. Registration and Skippers Briefing takes place November 24th. Prizegiving follows racing on November 26. smyc.com/optimist-championship



COURTESY ST MAARTEN YACHT CLUB



Three Sheets VI

NOVEMBER 30-DECEMBER 3 | Three Sheets Regatta.

Race all the U.S. Virgin Islands on one long weekend in this Roaring 20s Productions run event. It all kicks off on November 30 with registration in Coral Bay, St. John. The first leg races from St. John to St. Croix on Friday, December 1, with a final leg from St. Croix to the Charlotte Amalie waterfront at St. Thomas on Sunday, December 3. "This race is wicked fun! Sail to all three US Virgins over a weekend with a group of sailors, and there's a party on each island! Looking forward to the third running of the aptly named Three Sheets Regatta," says Julie San Martin, race official. threesheetsvi.com

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A Hero, a Role-Model, and a Damn Good Friend

...three decades of musings on marine author Fritz Seyfarth...

CRUISING | BY CAP'N FATTY GOODLANDER

Back in the '70s, on the island of Conception in the Bahamas, we were the only boat in the anchorage. We swam naked. We made love on the foredeck.

At night, we hugged our rum bottles and howled at the moon. The rest of the world faded.

We had a world of our own—a watery Garden of Eden.

A week went by. Perhaps two.

One afternoon, in search of conch, we took our dinghy a mile or so around the windward point. When we returned from our hunting/gathering, *Tumbleweed* had joined our ketch *Carlotta* in the anchorage.

No one was aboard. There was no dinghy lashed to her deck or trailing on a painter astern. Yet all her hatches were open. Her owner must be nearby—perhaps looking for lobster under the reef ledges to the west. The reason we'd been looking for conch was because we'd eaten too *much* lobster!

The water in the Bahamas was gin-clear. It felt as if our boat wasn't floating—that it was, instead, suspended eight feet over pure white sand.

Conception is part of the National Park system of the Bahamas. It is, was, and might always be—uninhabited. And the particular cove in which we'd found a lee was seldom visited.

Why?

Because it was protected by razor-sharp coral heads that were difficult to see against dark turtle grass. I'd carefully powered in with the sun high and over my shoulder—and twice almost came to grief.

I'd heard the name *Tumbleweed* before—or did I have it cross-wired with a title of an old John Wayne movie?

She was a lovely old wooden boat—justified by time and King Neptune, as if she'd learned a lesson from each wave that had slapped her.

Boats weren't disgraced, back in the day, with crass nameplates nor other promotional branding. Knowledgeable sailors could spot the distinctive bow shape (apple-ish, in the area of the bobstay) of Alden, the chunky, slab-sided cabin houses of William Atkins, or the graceful joining/comingling of the toe rail, transom cap, and counter that made L. Francis Herreshoff's transoms so harmonious.

Strangely, *Tumbleweed's* engine exhaust had been bunged with wood. Whoever owned her had sailed her in through the coral heads without an engine.

Happy Hour was just around the corner. Carolyn, my wife then and now, was already tossing around pots and pans in the galley—preparing to make conch fritters, laced conch, and sweet & sour conch.

On an unrelated note, I once went to an eye, ear, nose, and throat doctor. I looked okay but he took his sweet time examining me, then asked, "...automobile accident?"

"Actually, it was an animated discussion with a dozen gang members atop Fort Hill in Boston. I thought I was cleverly winning the debate until they pulled out short sections of rebar."

"Ouch!" said the doctor.

My point is this: to an ordinary person, due to the miracle of modern medicine, I appeared normal. However, to an expert, it was obvious that my nose had been broken, my cheekbone fractured—and my left tear-duct crushed so badly that half my face turned yellow from its month-long oozing.

I'm like this with boats. They speak to me—usually of their pain. Or their neglect. Or of their longing of the open sea.

I snorkeled over to *Tumbleweed* to give her a closer look. I could sense her noble spirit. But it was also apparent to me that she'd recently suffered a terrible tragedy.

To others, she was just an aging boat. To me, she was a tragic tale as yet untold.

In her bow area, she had more Dutchmen (short planks) than the Hague. One side of her stem looked different than the other. Her rail cap had been replaced to port—not with matching ribbon-cut mahogany but with cheaper Miranti.

Parts of her rig—actually, all of it—was a mishmash of different manufacturers. Even the size of the clevis pins didn't match.

Her split rig had four spreaders—each different in shape, finish, and wood type. Some were, yes, Sitka spruce; but others were Douglas fir.

Yes, something major had happened to *Tumbleweed*—something bad that had taken a determined-but-penniless wood butcher years to repair.

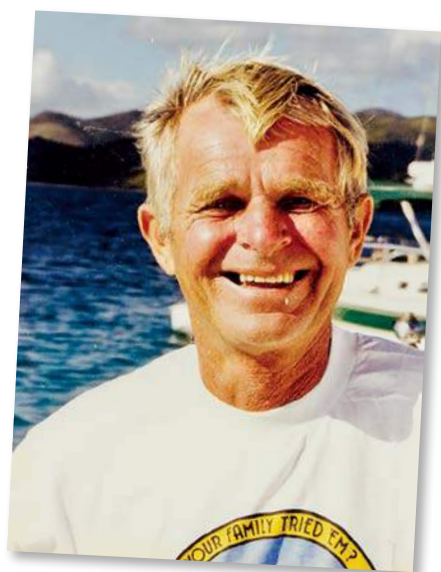
...well, repair as best as they could with what they had—which was little or less.

Now the protocol here is interesting—two vessels in a deserted anchorage, each seeking solitude. *Tumbleweed's* owner had done the right thing. He'd anchored as far away from *Carlotta* as possible. Thus, I didn't immediately row over and start peppering him with questions like a Feeb (FBI agent). Instead, I rowed around the harbor with my glass-bottom bucket until I gradually/casually drifted within hailing distance as the sandy-haired, brown-as-a-coconut skipper tossed his string of reef fish and his Hawaiian spear aboard *Tumbleweed's* aft deck.

He wasn't a large man but he rippled with muscle—or, perhaps, it was his poverty that kept his abs so sculpted.

"Howdy," he said, and dipped his head in deference. I heard many things: West Texas, most clearly. Country. Grit. Hard work. And, again, tragedy sprinkled with pain. Oh, and an echo of reluctance—and fear, even—to be hurt again. And again.

He wore his heart on his sleeve—which isn't where he wanted it but where it resided and what-was-a-man-to do?



"That mainmast is plenty forward, isn't it?" I said, staying on safe ground—sticking with what I knew.

"All of Alden's ketches are like that," the man said, "And they balance beautifully I'm single-handing and—not only don't I have a self-steering device—I don't need one."

"I grew up on one of John G's designs," I said. "The schooner *Elizabeth*. Design #213, sistership to *Yvonne*."

Suddenly, the man looked at me—really looked at me.

Bonding by boats. It used to happen all the time when boats were as unique as their owners.

His eyes were both watery and piercing—but there was something wrong with their tracking. (He was blind in one eye—which gave the impression he was looking through a person.) But there was also an earnest boyishness about him as well, a self-effacing modesty. That, and, incongruently, a steely-eyed determination.

"You don't say," he dawdled, as if needing time to make a decision.

Again, the twang of a barn struck my ear—faint reverberations of horses braying. Then he smiled—like warm sunlight spilling over a ridgeline. I took it as an invitation.

"I got an Italian wife," I said. "Loves to cook—especially for Texans. Care to come aboard for Sundowners?"

The first Great Truth—or obvious incongruity—of Fritz Seyfarth was that he was the gentlest of men and that he rode bulls. Big bulls. Real bulls. He was a man of many talents—and an equal number of contradictions. Wildcatter of oil rigs. Petroleum engineer. Texas A&M graduate. Yacht racer. Friend. Sea gypsy. Charter boat skipper. Womanizer. Loner. Entrepreneur. And much, much more.

Whenever Fritz glanced away, it was as if he was searching for a distant horizon—rooms ashore seemed too small to contain him.

But there was no swagger cloaking Fritz—only a shy self-awareness that, no matter how well Fritz rode the bulls of his life, they'd always throw him into the gutter.

...always leave him broken, bleeding, and bewildered—yet, perversely, wanting more.



A sliver of Texas nobility clung to Fritz. He was a man who kissed life full on the lips—despite getting repeatedly kicked in the teeth by it.

When he was younger and sprier, sometimes he'd walk away from the bull. But increasingly as the years passed, he'd limp or crawl away—first to a chiropractor, then to the surgeon. Eventually, every time he rode a bull he broke a bone—until the last time when the damn bull broke so many bones that the doc ran out of adjectives to describe his injuries.

"Sometimes in the middle of an offshore gale," Fritz would joke, "when I'm trying to tuck a reef in and I lose my footing and come crashing down on the wet deck... well, I think to myself, '*shit, this ain't nutt'n!*' Not compared to that Last Bull!"

I can't remember the name of that Last Bull in Fritz's life, but he sure could, and he'd often bring up the name with a shy, exasperated shake of his head.

...dang life was confusing!

Life, especially life ashore, perplexed Fritz. There was a whiff of the hayseed about him but his bewilderment often translated into humor. Humor was his camouflage. He openly laughed so he didn't privately cry.

He had a million jokes, and he and his 'don't-fence-me-in' mentality were the brunt of them all.

Fritz was a handsome, soft-spoken, *almost-grown-up* cowboy who cried out for mothering—and potential mothers came forth in every port from San Diego to San Blas, from Trini to NYC.

Fritz was never a kiss-and-tell guy but sometimes his good eye blazed in erotic remembrance.

There was something dangerous and fleeting about him—like holding a firefly within your fist: if you can see its light, it flies away.

And here's a brutal truth: a sailor is a one-trick pony. They leave. That's their sole trick. They sail away. And, at first, there's a sense of relief for them; a sense they've escaped the velvet handcuffs of shore. But, in time, they remember the loose ends. The broken promises. The shattered shoreside dreams. Fritz looked worried when he'd stare back at his frothing wake—and woulda', coulda', shoulda's flooded his brain.

He was a rough and roving cowboy with a too-sensitive conscience, always a bad combo. And like cowboys of yore, he didn't want to be fenced in by some dirt dweller's morality.

Offshore, there are no fences.

...nor gossips, for that matter.

But the main problem with Fritz wasn't the things he actually did—it was the fact that he blamed himself for what he *didn't* do as well. Think: silent cowboy with a tear in his eye.

And, worse, Fritz thought that if he was just a better person—that his sins would somehow be washed away.

Fritz ended up being about the most intriguing person I ever knew. And it stemmed from this lifelong, flickering internal conflict...the dark hidden secret that he wasn't quite as good as he should be.

No one is. And Fritz, as wise as he was, didn't know that.

Yes, there was a bit of the reclusive monk about Fritz (as there often is with singlehandlers), as if he was atoning for a sin in a previous life. And, in a different person, this might have melded into total misery or the grumpy life of a hermit. But not with Fritz. He was a ragged survivor and wasn't going to allow yesterday to ruin tomorrow. He mostly lived in the moment. And he continuously laughed—not at life nor at others; solely at himself.

Everyone was daft—he only more so.

And so, he hid and played peek-a-boo using his humor. On his eventual office wall would be a sign that read, "We've upped our literary standards—so up yours, pal!"

Of course, he became addicted early. Not to booze or drugs—to sailing. And soon he was skipping the foredeck of one of the most famous California racing yachts in San Diego. And he trained many young sailors on the setting and dousing of

light air sails—even a young kid named Dennis the Menace of America's Cup fame, who, at this point in Dennis's youth, could still see his toes.

And, for a while, Fritz had it all—a prestigious job as a civil engineer, a loving wife, and two (equally handsome) sons.

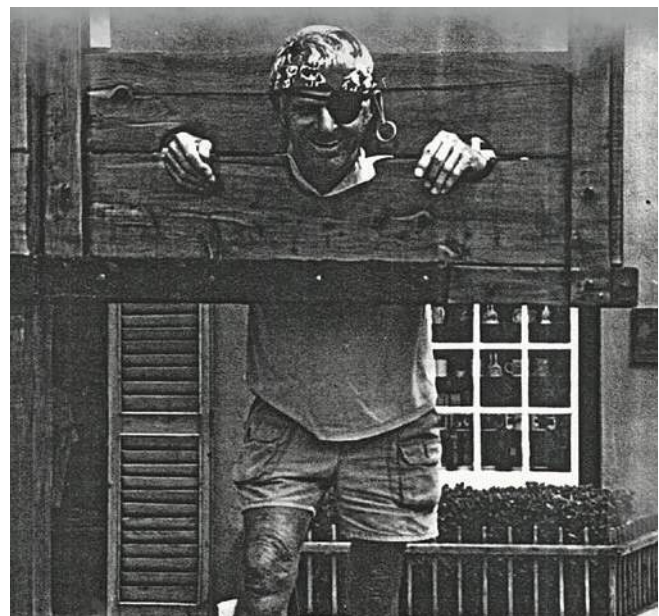
Then, one day at work, his boss asked Fritz what he wanted to do with his life. Cowboys aren't just slow talkers—they're slow to even *begin* speaking. They don't use fill-words, they don't beat around the bush. Their thoughts are like tumbleweeds blowing through lonesome canyons in their minds. But they think deep. And hard. And have very, very little pity for themselves.

Fritz stared out the window at the oil-rig-strewn desert while deciding how to put what was in his heart into words. And, since it was complicated, he stepped outside to consider the question. And walked down a dusty road—away from the oil wells—to a backwater shipyard where he purchased the real love of his life... the built-in-1935, Alden-kissed, carvel-planked, ketch-rigged *Tumbleweed*.

Now I have a confession to make, dear reader. I don't sail around the world to tell others who I am—but rather to discover who *they* are. In a sense, my entire watery life has been spent sailing in the wake of my heroes.

How can you become who you want to be if you can't recognize those traits in others?

Let's put it another way—without misfits and melancholies, I'd have no friends at all.



As I listened to Fritz spin the yarns of his many voyages, I soon realized that Fritz was the sailor I wanted to be.

And, over the course of the next 30 years, as I saw him interact with friends—so open-heartedly and yet shyly fragile—Fritz also became the *man* I wanted to be as well.

Perhaps because he didn't want to reveal anything about himself, he always asked about others. What did they need? How could he help?

Helping others—be they rich or poor—focused his mind.

The following evening in that fateful anchorage of our first meeting in the Bahamas—we had Fritz over for dinner. Fish, of course—with a conch appetizer and lobster for the main course. For drinks, we had lukewarm plasticky-tasting water—the drink of choice... er, of *necessity* for cruising sailors in the 1970s.

Fritz was talking to Carolyn about something—and the book *Tales of the Caribbean* came up.

"Did you read it?" I asked Fritz.

"Many times," he said, grinning

"Me too—and I loved it," I said, still not catching on, "It was truly a Feast of Islands."

"Um," said Carolyn, always the smarter, more-aware one, "He wrote it, Fatty."

"...you're not THAT Fritz, are you?"

I was astounded. Sure, the boat's name had rung a muted bell—but many do.

Now, they say not to meet your heroes but this certainly wasn't the case with Fritz. Not only was he open-and-willing to share his writing process—he was amazingly encouraging as well.

"Don't listen to anything about writing from a non-writer," Fritz told me, "And then only to about half of what a writer says... make that a quarter of what most writers say!"

As a struggling wordsmith who'd dropped out of high school after failing sophomore English, his reassuring words were a breath of fresh air.



I saw Fritz through fresh eyes—not just cowboy, man, and sailor—but as an established author as well.

He was already the master of everything I aspired to.

"It's not about grammar or punctuation nor the wording of a query letter," Fritz told me, "It's about spinning a yarn. Ever told a story about one of your passages to a friend—and they really loved it? Well, if you can translate that story onto the printed page and translate it into prose, you can be a professional writer. Don't allow anyone to tell you different. The idea isn't to get everyone to love your stuff—only a few readers here-and-there will do. The world is a big bookstore, with word-of-mouth the best advertising. Your reader signs your paycheck—not the editor or publisher. But, you gotta get your stories out into the marketplace, you gotta give your writing the promotional labor it deserves. And a few readers in the Caribbean add up. Plus, some sailors in the Bahamas. And in Fort Liguordale. The Chesapeake. Maine, too!"

Listening to Fritz made it all seem do-able.

...hell, he'd *already done* it! He was living proof.

His advice wasn't theoretical—it was practical and step-by-step.

"Don't be dismayed by rejection slips—they are just failing publishers too stupid to see the worth of your work! Next week, they'll all be out of business, but a sailor with a pen pulsating with ink and a heart full of desire will never starve... be hungry, yes; starve no."

Here's the truth—I glommed on to Fritz like a tossed ring buoy in a storm. No man, save for my father, ever taught me more in less time.

Finally, Fritz said, as we hoisted anchor ten days later, "Look up Dyke and Inga of the Alden schooner *Mandoo*—wait a sec, on the Gallant 53 *Zulu Warrior*."

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At the time, Dyke and Inga Wilmerding were the gold standard of the crewed chartering world. They'd chartered for more than 30 years in the Caribbean and made a million friends, four or five dollars—and not a single enemy. They both brimmed with warmth and a laidback charisma.

"Fritz recently wrote us a letter from Georgetown, Great Exuma," Inga said as I scrambled aboard, "And told us you were coming. Beer or Mount Gay & Coke?"

They soon introduced me to Peiter and Pat Stoeken of the CYS 44 *Independence*. Thus, within 24 hours of my arrival in the Virgins, I had two names that would open almost any door (or, more importantly, companionway) in the Lesser Antilles.

Fritz soon showed up in Virgins aboard *Tumbleweed*. I became his sidekick. I spent months following him from cockpit to cockpit while he regaled his hosts with the story of his almost fatal collision offshore—and being too busy bailing to even get the name of the freighter that ran him down in the Bermuda Triangle. It had stopped—he assumed to rescue him—then sped away. (Eventually he was saved by a USCG vessel named, appropriately, *Sagebrush*. How cosmically-perfect is that!)

"The whole stem was smashed and twisted to starboard," Fritz would say, "And I had to stuff a mattress in it immediately or I'd have sank within the first few minutes. The mainmast was gone and the mizzen badly damaged..."

Or he'd tell hysterical stories of what a terrible charter skipper he'd been—always, somehow, managing to end up with the 'guests from hell!'

"I had \$300 when I left San Diego," he'd say, "And considerably less when I arrived in the Virgins a couple of years later.

I'd watch the faces of the listeners.

Yes, Fritz could spin a sea yarn—and, ultimately, transfer his passion and lust for living onto the printed page.

Could I do the same?

I went to *Caribbean Boating* to find out. They initially paid me between \$5 and \$10 per story—which made me a total sucker to most people and a 'professional writer' to myself.

Often, owner Jim Long wouldn't actually come up with the ten or fifteen bucks he paid me per week, but would give me a list of advertisers who'd stopped paying him.

"All you gotta do," he'd tell me in a very reasonable tone, "is pistol-whip the money outta them!"

"Welcome to the literary world," my wife would smirk.

One grocery store paid me in dead fish—another refused and so I grabbed an armful of *Planter's Peanuts* and fled.

"First they pay you in dead fish," my wife said, "And now you're literally being paid peanuts!"

"Ignore the nay-sayers," Fritz would advise. "They aren't writers—you are! I loved that story about you puking on the nuns—and the one before that about being arrested in Michigan with the twin blonds... both were *genuine* knee slappers!"

Fritz's praise, coming from an established writer who made his living with his pen, was pivotal in my fledgling career.

I kept spewing words—overcoming my lack of talent with sheer volume. My wife called my stories 'homing pigeons' because no matter where I'd send them in America—they always came straight back home.

Meanwhile, Fritz managed to charm his way into an office—just a tiny shack, really, on Marina Cay. From there he churned out six wonderful books, mostly about pirates.

At one point, he was having difficulty shoving books out the door fast enough. So, he decided to hire a Tortola gal—a secretary—who came highly recommended. This gal could type, like, a million words a second! Fritz was wowed. "You're hired," he shouted.

"Not so fast," the girl said, "my grandmother needs me to take her to the hairdressers on Fridays. I can't work on Fridays."

"Fine," Fritz said. "Four days a week is fine."

"But," said the gal, "my mother wants me to help her in the garden on Mondays—and my girlfriends always meet in Virgin Gorda on Thursdays."





Fritz was starting to get the idea. Still, he persisted. "Well, when *can* you work?"

"Wednesdays," said the gal.

"Okay," said Fritz with a smile. "Wednesdays it is."

On Wednesday, the gal showed up as promised—but with an important question before she'd start work.

"Every Wednesday?" she asked Fritz.

Fritz always told this story with admiration.

He didn't like to work to someone else's schedule—why should Tortolians?

He loved the Caribbean and its people, once telling me he'd 'written another love letter to the Lesser Antilles' when he came out with a new book.

Best of all, he shared the step-by-step details of his literary successes with me on a weekly basis.

We had him aboard *Carlotta* and *Wild Card* for dinner dozens of times.

"Hell," he'd say, "If a bull-addled, West Texas fool such as myself can get pennies to dribble out of his pen—so can you, Fatty!"

I followed Fritz's advice nearly word-for-word. Lothar Simon of *Sheridan House* loved my *Chasing the Horizon* but I wisely turned him down and kept full rights by sending it to Russ

Tate of Van Volumes instead. It was a move that ultimately made me a quarter of a million bucks I might not otherwise have... thanks to Fritz and his shy-but-accurate counsel.

We visited each other regularly and we both sailed our vessels in various local regattas. I'll never forget the bizarre time in St. Bart's when *Tumbleweed* came limping into Gustavia with no visible boot top. I immediately rowed over to help Fritz bail.

Fritz was thigh-high in bilge water and floating floorboards but he graciously welcomed me aboard, gave me a cold Heineken, and told me to sit in the lotus position atop his (relatively) high icebox.

Then he made small talk as he bailed his bilge water into the cockpit with a bucket.

"Let me help," I said.

Fritz was a single-hander in every stubborn sense of the word—and refused.

I was confused. It didn't make sense to me. Fritz's boat was still leaking badly from its garboard being strained during the race. WTF?

I jumped down and started to help without his permission.

It was the only time Fritz ever got mad at me.

He held up his gnarled hand for me to stop—then sternly bade me get back atop the ice box. By way of explanation he said, almost hissed, "It's my water, Fatty."

Stubborn? Yes, absolutely—but it was the stubbornness of someone who carries their own water on all levels, and never demands someone else do so.

By this point, *Tumbleweed* was rotting faster than a nearly penniless skipper could repair her. Her engine hadn't run in a couple of decades. He'd "...placed the Black Shroud upon it," in his own words.

Worse, in the mid-90s *Tumbleweed* was severely damaged by hurricanes Luis and Marilyn.

Fritz ended up giving her to a young dreamer who took her to Coral Bay, St. John and almost immediately allowed her to sink.

A part of Fritz died with *Tumbleweed*—his final desertion.

But he soon managed to buy a horribly-blistered Valiant 40, a



wonderful Bob Perry design. He began to make boyish, hopeful plans to singlehand offshore once again, but this time in a boat that didn't have more leaks than the White House, more weeping holes than a spaghetti-strainer.

There was a lot of Tom Sawyer in Fritz—a dreamer, yes; but a dreamer with determination and grit.

His happiest period was when he was reunited (by a name discovered by happenstance in a dusty phonebook) with his two sons. He invited them aboard *Tumbleweed* and cruised the Virgins. And they reciprocated by flying him to America and showed him the Grand Canyon.

If things went well in life—Fritz made light of them. If they went horribly astray, he made riotous sea-yarns of them.

My favorite was when, in the mid 90s, he went to Goddard University to study under a best-selling literary novelist that he much admired.

It was an expensive trip ashore—but worth it, Fritz was sure. The novelist, however, considered himself a Don Juan of considerable distinction—and spent all his class time attempting to seduce adoring female students. Worse, Fritz had one of his stories critiqued by a room full of uber feminists who didn't take his old-fashioned, aw-shucks ideas on gender equality kindly. They savaged him. Fritz, of course, was too shy to point out (to the room full of the unpublished) that his pen had dripped money since before they were born—and that the particular story they'd castigated him for had sold to six different publications around the world.

"Some days," he told me later, "it's best not to step ashore."

Alas—despite or because of his new Valiant 40—Fritz was dead-broke. So, he took a delivery job on *Sirocco*, a bright red go-fast that needed to get to Newport for the summer season.

That night, on the eve of setting off on yet another ocean passage, the 69-year-old Fritz Seyfarth passed away silently while anchored off Caneel Bay, St. John, USVI.

That morning, as I passed through Love City, one of the EMTs, a sailor, took me aside and broke the news. "Your buddy passed away during the night."

"My hero, you mean," I said, after learning it was Fritz.

Now the USVI has all the rules and regs of the US of A—and you can't just carry off a dead body and do whatever. So, Fritz went to St. Thomas to ensure that no foul play was suspected. None was—his delicate hereditary heart condition was widely known.

Now, the vast majority of Virgin Islanders aren't rich. They have their own way of dealing with the dead, none of which requires money. Thus, Fritz was sort of 'left out' on the loading dock at a specific time—and a bunch of wonderful fish-heads from Red Hook wrapped him in rusty anchor chains and rolled him up in an old sail—then stitched/lashed it all together. (Traditionally, the sail needle gets put through the nose of the dead sailor at the end... just to make sure. This part was, thankfully, left out since Fritz had an official death certificate.)

And then Pat and Peiter Stoeken—along with myself—made the sad journey out to the French Cap drop-off. We said some words—words too private to repeat in print.

And we sent Fritz off on his final voyage down into the Deep Blue Sea.

...honored. I was honored to see him off.

He was, and forever will be, my favorite cowboy.

Every time I hear that Lyle Lovett cowboy song about a horse and a boat, I think of Fritz.

And I am also grateful—grateful, at least in part, because I've become the salt-stained inkslinger Fritz encouraged me to be.

Fair Winds, Fritz—fair winds.



(For more on Fritz and some free book downloads, see Fritzseyfarth.com)



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Little Bay - Helicopter

Uncovering the Gems of St. Martin and St. Barts: A Top 10 Chronicle

BY CAPT. SHANE McCLELLAN

This month's Top 10 list finds us in French and Dutch territory as we visit Saint-Martin (northern French side) and Sint Maarten (southern Dutch side), but we will simply refer to it all as St Martin. I also want to include the French island of Saint Barthélemy (St Barts) since it is only 15-20 miles away.

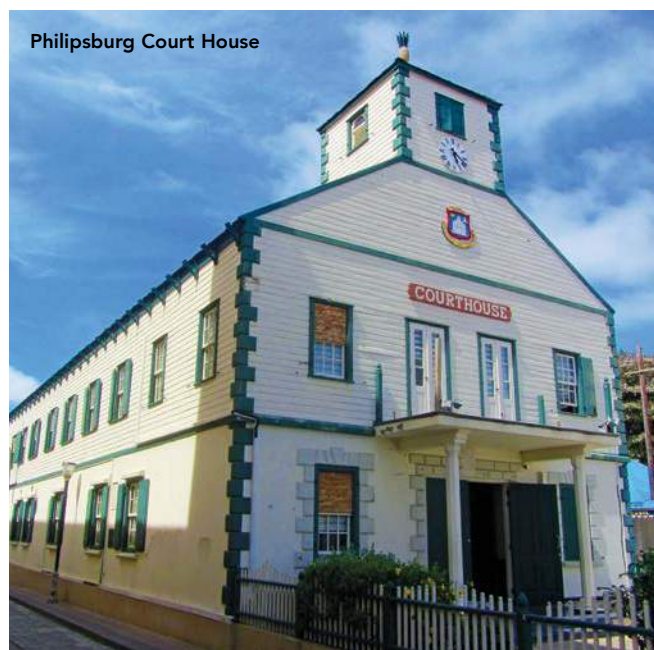
The island of St Martin has been split ever since 1648 with the French owning roughly 2/3 and the Dutch 1/3. This is purportedly because a man from each nation started walking in opposite directions and where they met was the border. Well, the Frenchman drank wine on his walk, while the Dutchman drank a stronger gin making him walk slower. Haha

Now onto the list of my favorite spots in St Martin and St Barts!



10 Little Bay – What I like about this bay on the Dutch side, just west of the capital, is the fact you can see the Spanish built Fort Amsterdam on the point and in the water you will find a helicopter, plane, and submarine to snorkel around. I love snorkeling and find it really cool to check out wreckage.

9 Philipsburg – The capital of the Dutch side is a pretty great location because you, more or less, have whatever you are looking for. It has a great beach, shopping, some great architecture, 3 forts, remains of the salt industry, and fun bars to hang out in. Just stay away when cruise ships are in as it can get overcrowded.



8 Colombier Beach – Situated on the far west end of St Barts, this bay has no roads to it. This means the bay is just for boaters and those people that want to hike over to it. The beach is nice and the snorkeling along the north side is good. The best part, besides the quietness of this bay, is it is one of the few calm bays around St Barts when the swell picks up.

7 French food – On both the French side of St Martin and St Barts you will find lots of restaurants and stores with yummy French food, but the best place to stock up on the vast French wines, cheese, and bread is at some of the bigger grocery stores in the capital of Marigot, on the north side of Simpson Lagoon.

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6 Maho Beach – I know it is touristy, but how can you not love a beach that has passenger jets flying 50 feet over your head as they land at the airport. Then you have the daredevils that hold onto the chain link fence as the jet wash from the biggest jets take off. Add to this the electric vibe of the crowd, the crystal-clear water, tasty drinks, and darn good fresh aloe massages and you have a pretty awesome beach.

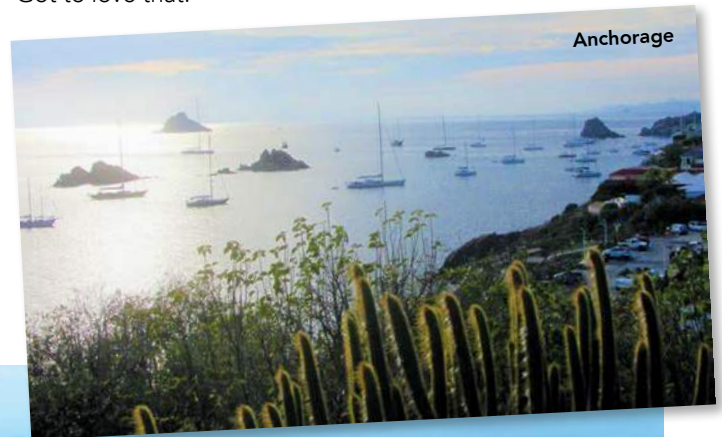


Maho Beach

5 Pic du Paradis – The highest point on the island at 1400 ft is accessible by car...most of the way. You will either need a 4x4 or hike the last 20 minutes to the top. From there the views are unbelievable in almost every direction. On the way back down, you can stop at Loterie Farm for drinks, lunch, and an obstacle course/zip line called "The Fly Zone." I am going to cheat a little and mention another zip line at Rockland Estate, which is a totally different location. There you will find the Flying Dutchman, which is the steepest zipline in the world. Plus, the inter-tube track was a blast.

4 Île Fourchue – A little farther than halfway from St Martin to St Barts is an island that is only accessible by a private boat. The island itself is fairly barren and not much

to look at. What is wonderful about this island is the protection the western bay offers, the seclusion, and the snorkeling. I spent several nights anchored here during a front and loved it. Of course, it did not hurt that I found over \$200 worth of boating treasures in the water...rope, chain, dinghy plug, etc. Got to love that.



Anchorage

View from Pic du Paradis





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The Original

3 Ile Pinel – Just off the east end of the French side of St Martin is a great island that you can reach by ferry, kayak, or a private boat. Yellow beach is lots of fun to hang out at with 3-4 different bars/restaurants. I took some friends here for the day and the kids loved playing in the sand and water, while the adults hiked across the small island. To top it all off, there is a pack of iguanas that is hard not to be intrigued with.



Ile Pinel Iguanas

2 Dutch side bridge – There is a peninsula on the west side of St Martin and taking up most of this peninsula is Simpson Lagoon, the largest lagoon in the Caribbean. The lagoon is split in the middle by the two sides and each has an entrance with a drawbridge over it. The Dutch side bridge is the one used most often and it only opens two or three times

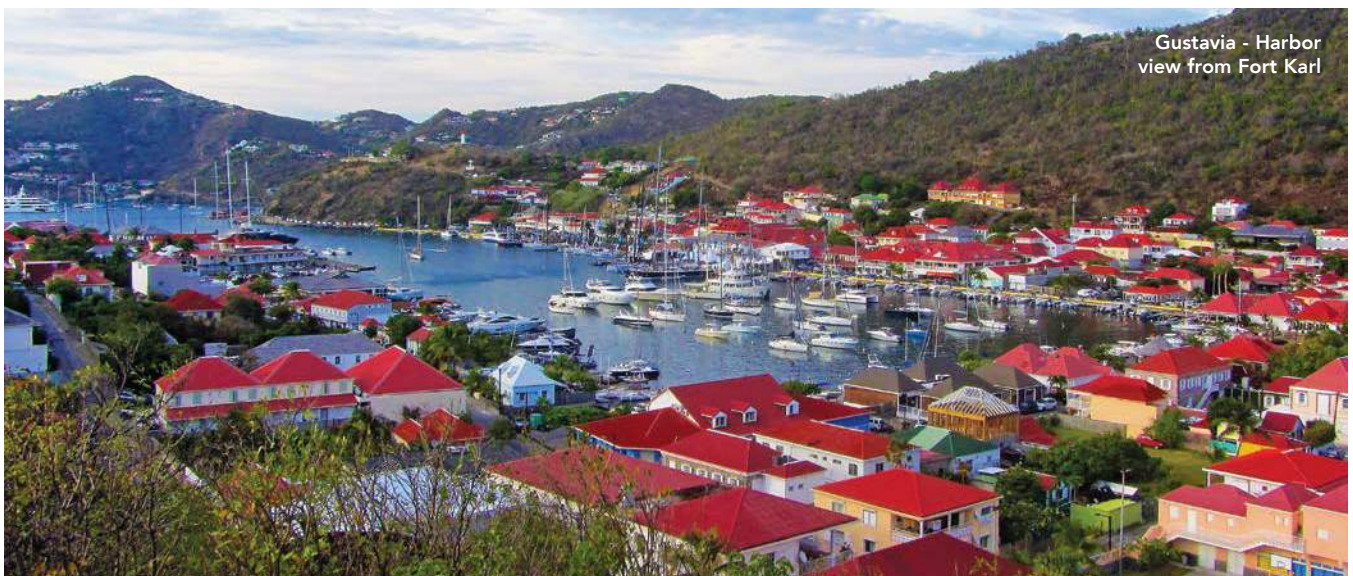


Dutch Bridge

a day. In the afternoon it is quite the spectacle to have drinks at the Sint Maarten Yacht Club and watch the mega yachts pass through the channel with mere feet to spare

1 Town of Gustavia – The island of St Barts changed hands several times throughout history and Sweden had control for a short time, thus the name of the town that surrounds the rectangle shaped inner harbor. Simply walking around this red roofed town is a delight. Throw in the three forts, Shell Beach, amazing customs agents, churches, the old Swedish Clock Tower, huge ancient anchor, shops, restaurants, and museum and you have something quite special. Additionally, this is the place for the millionaire club at New Years time. 🕒

Captain Shane and 1st Mate Lily are getting ready for a new charter season in the Virgin Islands. Check out [svGuidingLight](#) on the web or social media to follow along.



Gustavia - Harbor view from Fort Karl

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Miss Pfaff Rocks: The Unlikely Companion of Our Cruising Voyage on S&S 41 *SY Pitufa*

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

Other girls enjoy knitting and crocheting, but I always considered myself too much of a tomboy to touch any needlework. Before we set out to sail towards the horizon on our S&S 41 *SY Pitufa* in 2011, we read all kinds of how-tos for sailors and also the accounts of pioneer cruisers who were equipped (and mentally prepared) to mend basically all their gear themselves and we stocked up our inventory of tools and spare parts accordingly. Mending sails was of course also mentioned, so we bought a cheap, old German-made Pfaff sewing machine on ebay--more as an afterthought. Little did we know what an indispensable help "Miss Pfaff" would turn out to be!

We were horrified when a huge parcel arrived: the all-metal 70s sewing machine seemed ridiculously heavy. Where would we store that monster in our already crammed, floating home? It didn't fit in any locker, so finally we put it on a shelf in the salon, secured with hooks and lines on passage. There, the big box sat for a long time, while I kept postponing upcoming canvas projects out of fear of having to tackle this new field of expertise. During a particularly wet rainy season in Panama in 2012 with a constantly flooded cockpit, the level of suffering became so high that we finally unpacked the machine. While I browsed the manual showing a dainty 70s housewife threading needles with long, painted fingernails and press-

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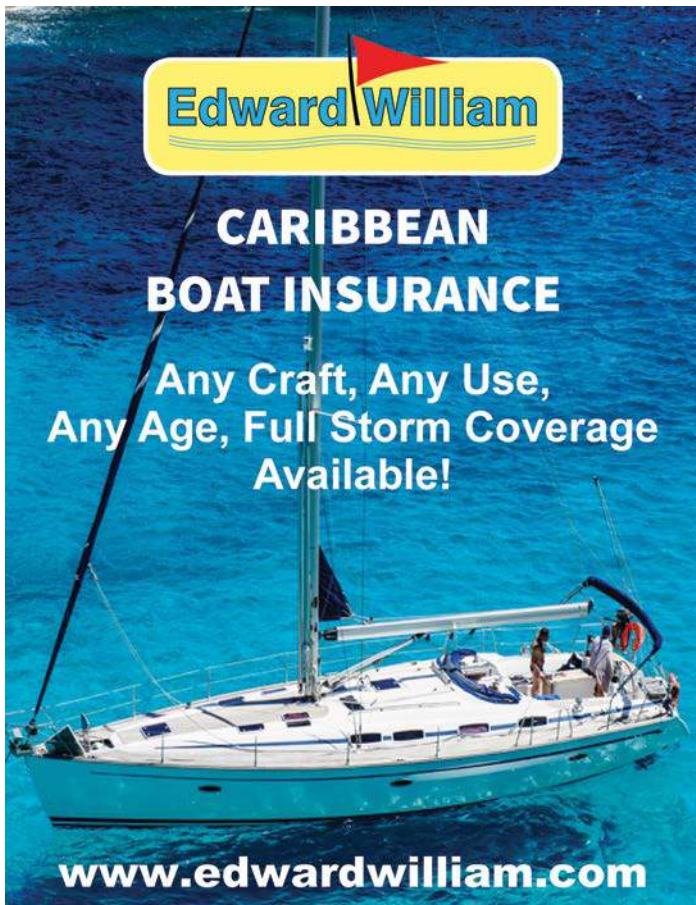
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ing the foot pedal with high heels (What had I gotten myself into? I owned neither adequate footwear nor fire-engine red nail polish?!), Christian oiled the engine and all moving parts. Operating the machine was much simpler than I had feared: straight or zigzag--a no-nonsense-approach without special programs. Once we had hooked face yarn and under thread, I hesitantly pressed the foot pedal and off we went! Trying different materials and folded layers we were impressed by the stamina of the old machine: everything that fits under the little foot gets sewn—leather, 8 layers of sunbrella, no problem! From then on we count ourselves lucky to have Miss Pfaff as a crew member.

The first project turned out slightly crooked with uneven seams (the fault was entirely mine, no blame for Miss Pfaff), but functional: a big piece of canvas that covers our old (leaking) bimini and has rollable side flaps that do not only keep the cockpit dry, but also feature a little gutter that can be connected to water collection hoses. Christian as a perfectionist criticized my habit of using rest pieces to make flaps and mounts that are all different shapes and sizes, but hey, why waste expensive material? After this positive experience my confidence was boosted to a level that made me think I could redo the salon upholstery. Two weeks passed (and lots of curses, sweat and occasional tears) until I had actually finished them in a gradual learning curve from the rectangular ones,

to the tricky, curved ones—each one a special invention (and of course I had forgotten all that 10 years later when I had to redo the chafed and discolored sofa and settee once again).

We were seriously glad that we already had plenty of experience with the sewing machine, when our 30 year old genaker ripped on passage, right as we had to reach our destination without a usable engine before the arrival of a nasty front. Doing the repair in a rolling salon was a seasickish and rather unfunny experience, but a few hours later we were underway again! Lightwind sails are relatively easy to repair despite their huge size, as the thin material can be squeezed together tightly, because that is the one big disadvantage a house-hold sewing machine has: everything has to be rolled up to fit, so we cannot do repairs in the middle of a big dacron sail. Repairs on the outer areas (e.g. chafed-through leech lines) are relatively easy and we have managed those several times—even though the headsail fills up most of the salon...

The UV light in the tropics relentlessly grills everything on deck. After replacing the zippers on lazybag, cutter sailbag and even on the sprayhood (not a big deal thanks to Miss Pfaff!) we decided to sew sun-protection flaps on top. These are kept down with velcro and guarantee a long life for zippers! Hatch covers don't only protect the hatches from UV light, they also shade off the interior of the boat, so when the




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Thinking 4D

Generally the salty, marine environment is harsh on metal, rubber and plastic, so we got into the habit of making sun-brella covers for everything that is too big or bulky to be stored below deck. The railing BBQ looks like a UFO in its blue hood, the tank for the dinghy got a tight-fitting customized suit and even the hose of our out-door shower on the stern got a funky snake-costume to stop the PVC from getting sticky and discolored in the tropical sun. We have a watermaker, but still carry some jerry cans to collect rain and have the option to get water from shore. As those live on deck, they also got their covers, but in this case I took my policy of material retrenchment to a new level and made them entirely from left-over scrap parts. Each one of them got a creative solution and I actually thought that they looked quite cool, but Christian made fun of their outfits. I didn't buy his argument though that they would get bullied at the public water tap by other jerry cans, as those are forced by their owners to go NAKED. ☺

professionally made ones started tearing, I made repair after repair until there was basically no original material left and I had to tackle this tricky 4D project. (The fourth dimension comes into play when you try to imagine what the 3D result will look like in the future on deck, while working flattened and 2D in the machine...)

Birgit and Christian have been sewing and sailing their way from the Med via the Atlantic to the Pacific and are currently cruising in Fiji. To learn more about their adventures, visit their blog www.pitufa.at, follow SY Pitufa on facebook or read their book "Sailing Towards the Horizon" (available on Amazon).



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Caribbean Cruising Rallies – More Than Sailing From Here to There

BY CAROL M. BAREUTHER, RD

Simon and Gemma McMahon may have missed seeing Martinique. They didn't. The UK couple, who sailed in the World Cruising Club's ARC+ in 2022 aboard their Moody 46, *Evangeline*, had family commitments at home after they arrived in Grenada and couldn't get back until April. "As time was short, it was invaluable to have up-to-date advice on what others in the rally had enjoyed," says Simon. This proved especially true when newfound cruising rally friends recommended a stop in Martinique. "It was not only for its delightful mix of French and Caribbean style and food but also for an excellent chandlery resource for parts that we'd not been able to find since our arrival. We had broken a winch

and as we were still in St Vincent our friend found and reserved the necessary parts for us, so they were ready for our arrival several weeks later," he says.

Like birds fly south for the winter, so do hundreds of boats cast off from colder climates in the fall en route to the warm sunny Caribbean. Caribbean cruising rallies, starting with the UK's World Cruising Club's Atlantic Rally for Cruisers in 1986 followed by the USA's Caribbean 1500 Cruising Rally in 1990, were first conceived as a way for sailors to travel off-shore 'in company'. As Hank Schmitt, founder and organizer of the North American Rally to the Caribbean, is fond of say-

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Arthur Daniel - Activities to learn about the Caribbean

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ing, "Like the caravans of old where travelers were tethered by strings of camels traveling between oases, offshore rallies today tether their boats by AIS, e-mail and satellite trackers." However, what has been increasingly evident for many participants is that the rally, and benefits of rallying, don't end once the boat hits its tropical slip. Indeed, it's not just the journey, it's the destination, and being a rally member can enhance an entire season's cruising experience.

Firsthand Briefings

Participants join ARC+ and ARC to explore the Caribbean for the season, or multiple seasons and the November departures from Europe enable crews to enjoy the festive period in the islands and benefit from several months to explore, according to Sarah Collins, communications manager at the World Cruising Club, headquartered in Cowes, UK. "Before the rally departures, representatives from the Tourism Authorities of Grenada and Saint Lucia deliver seminars for participants, highlighting what they can expect on arrival, suggested activities, and highlights of the local cruising grounds."


Similarly, says Carlota Teixeira Saavedra, one of the organizers of the Viking Explorers Rally, "Before taking part in the rally, pre-departure information in the form of Newsletters and the Rally Handbook is packed with advice not just for the crossing, but also advice to preparations for comfortable living for the Caribbean season. Through our seminars, we also prepare the participants as to what to expect on the other side. We go through all the items from shopping, anchoring, pests, festivities, what to do, and what not to do. All destinations are well exposed at our new edited 108-page interactive Crossing Guide."

Camaraderie

It's the camaraderie of being a part of a group that has been a long-lasting benefit to Michael and Marita Lysaght, who sailed their Australian-flagged Fontaine Pajot Elba 45, Let's Dance, in the 2023 Viking Explorers Rally. "Being involved in the rally was a positive experience for so many reasons. Sailing into Grenada after crossing the Atlantic Ocean was made easy knowing that the organizers had everything pre-arranged for our arrival at the marina. Rum punches for breakfast were a pleasant shock to our systems and an apt way to celebrate our arrival in the Caribbean. Since then, our rally group has continued to stay in touch sharing favorite locations, restaurant recommendations, tours, information about Customs formalities, anchorages to visit, and Hurricane plans."

Without the friendship and camaraderie offered by fellow Salty Dawg Sailing Association (SDSA) Fall Rally sailors, Diane and Don Mackenzie who've sailed the event several times on their 46' Hylas, Hylander, would have missed so many harbors

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Bahamas Raft Up



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that they now call our favorites, says Diane. "Sundowners on the beach, Dinghy floats, a rum tasting on a friend's boat, sharing a special anchorage, a Greek restaurant on a cliff, a great hike complete with a fantastic SDSA guide, exploring a hidden snorkeling gem - all of these experiences included our SDSA Caribbean Rally buddy boats and friends."

A Menu of Opportunities

New for this upcoming season, the SDSA will expand and formalize its opportunities for sailors to meet and explore post-rally.

"Rally participants have long met up informally as they've cruised the Caribbean. Our SDSA flag has become well known, so even cruisers from past rallies will find that common connection. This year, though, we've decided to formalize this with several planned rendezvous," says Bob Osborn, SDSA president. "No rally boat has to attend any or all. We've planned it so that there will be meet-ups for those boats that are heading south or north."

SDSA's 2024 Northbound Rendezvous includes Dominica (February 8-14), BVI at Nanny Cay Marina (March 5-12), Dominican Republic, Puerto Bahia Marina (April 8-12), and Exumas/Bahamas. The SDSA's 2024 Southbound Rendezvous includes Martinique Carnival (February 16-22), Bequia Easter Regatta (March 29-April 2), and Carriacou (April/May TBA).

"We call it a menu of opportunities," says Kathy Kubic, who sailed the Leopard 45, Island Time, in the 2022 SDSA Fall Rally to the Caribbean. "Cruisers are fiercely independent, so there is no requirement to do any or all. But the opportunities are there to meet up, share experiences and recommendations, and enjoy the island destination."



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2023 Rally Updates:

NARC Rally 2023 – North American Rally to the Caribbean **OCTOBER 28, 2023:**

Newport, RI

Destination: Bermuda - St. Maarten - Antigua | 25 Boats

www.sailopo.com/NARC_2023.aspx

The biggest news about this twenty-plus-year rally is that this year will be the last. Hank Schmitt, NARC founder and organizer and the chief executive officer of Offshore Passage Opportunities (OPO), based in Halesite, NY, is introducing the Salty Dawg Sailing Association (SDSA) to his contacts in Newport, Bermuda, and St. Maarten and offering his rally participants the option to continue to Antigua by Nov 15th if they wish to meet up with the Dawgs. "I organized the rally to make more passage opportunities for my OPO members and to make it more fun for the people who paid to be on one of the Swans in our fleet where I charged crew to join us," says Schmitt, who will continue to run OPO. www.sailopo.com.

Salty Dawg Sailing Association (SDSA) Caribbean Rally

START OCTOBER 28, 2023:

From Newport, RI

START NOVEMBER 1, 2023:

From Hampton, VA

Destination: Antigua | 90-plus boats
www.saltydawgsailing.org/caribbean-rally

This year marks the 13th that the SDSA has rallied to the Caribbean in the Fall. Half the boats are multihulls, a big increase over a couple of years ago when monohulls ruled. A new mentoring component is helping first-time ralliers feel more comfortable about casting off, while the widespread installation of Starlink among cruisers today means rallying to the Caribbean isn't just for retirees. Most of the fleet is U.S. based, although UK and European sailors who have summered in New England often join in the sail south. The bulk of the fleet heads directly to Antigua, but some choose to make landfall in the Abacos, Bahamas. Post-rally activities run from November 10 through U.S. Thanksgiving in and around Nelson's Dockyard.



Let's Dance arrives in Grenada

COURTESY VIKING EXPLORERS

Viking Explorers

START JANUARY 2024

Destination: Grenada | 25 boats

www.vikingexplorersrally.com

The 7th annual rally is full of 25 boats, 17 monohulls, 6 catamarans, and for the first time two Nordhavn motor yachts. The fleet casts off from Gran Canaria, with a stop in Cape Verde, before finishing in Grenada. The Viking Explorers have signed new contracts with the main sponsors for up to 5 years, until 2029. Also, new sponsors such as Mount Cinnamon Resort and Sevenstar Yacht Transport are now supporting the rally.

ARC – Atlantic Rally for Cruisers

START NOVEMBER 19:

From Las Palmas de Gran Canaria

Destination: St. Lucia | 162 Boats

www.worldcruising.com/arc/event.aspx

The 38th ARC fleet sails 2,700 nm directly to IGY's Rodney Bay Marina in St. Lucia. Most of the fleet is set to arrive between December 7-12, with prizegiving December 16. What's new is this year's fleet statistics. The smallest boat is the Italian-flagged Grand Soleil 34 Lady Eleonora at 34.7', and 8% of the fleet is under 40'. The largest boat is Irlanda a Hoek-designed,

Alloy Yachts built 104'. Over 50 different boat brands/builders are represented, with boats sailing under the flags of 30 nations. Family boats include 19 children under the age of 16.

ARC+ - Atlantic Rally for Cruisers Plus

START NOVEMBER 5:

From Las Palmas de Gran Canaria to Cape Verde

START NOVEMBER 17:

From Cape Verde

Destination: Grenada | 96 boats
www.worldcruising.com/arc_plus/event.aspx

Now in its 11th year, the ARC+ features a 4-6 day stopover in Mindelo, Cape Verde, before restarting with its final destination of Camper & Nicholson's Port Louis Marina in St George's, Grenada. What's new is the ever-changing mix of boats and sailors that participate. This year, the smallest boat is the French-flagged Beneteau First 31.7 Freebooter at 31.7' and 10% percent of the fleet is under 40'. The largest boat is MRS. G, an Amel 60 at 60'. Over 40 different boat brands/builders are represented. Boats are sailing under the flags of 24 nations. Sailors include families with 45 children under age 16.



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RUM REVIEW
BY CLINT AND TERRY BORAM

We've recently become fans of Cane Island rums, giving their Venezuela and El Salvador blends 4 out of 5 in recent reviews. Most of the Cane Island rums offered locally have an age range of 3 – 8 years, so when we saw a Limited Edition Cane Island Nicaragua, aged 16 years and finished in Cognac Casks, we were all in.

BEHIND THE BRAND

The company behind Cane Island is Infinity Spirits, a rum branding company from Rotterdam, Netherlands. They help companies create a brand that fills "...the gap between private labels and well-known rum brands..." Cane Island chooses countries with "a long history in rum production, with their styles and traditions." Depending on the partnerships they have created in those countries, the rum is branded as a "Single Island," meaning from multiple distilleries on the island or a "Single Estate" from only one distillery. All rums are tropically aged locally in wooden casks, allowing the heat of the Caribbean to intensify the interaction between the rum and the wood.



NICARAGUAN SUGAR CANE LEGACY:

Nicaragua's sugar cane history dates back to the Spanish colonial era of the 16th century. By the end of the 19th century, sugarcane represented a significant part of the country's economy. The rich volcanic soil, consistent tropical temperatures, and a modest rainy season produce the growing conditions ideal for sugarcane. The first distillery in Nicaragua was built in 1890 at the base of the San Cristobal volcano, the tallest and most active volcano in Nicaragua. Today, that distillery is known as Compañía Licorera, home to two of Nicaragua's emblematic brands, Mombacho and Flor de Cana.

EVALUATING THE LIMITED EDITION:

Cane Island Nicaragua Limited Edition, aged 16 years, is listed as a Single Estate, using rums from only one distillery. The rum is distilled in a column still using a molasses base, then tropically aged (locally) for up to 16 years in white oak casks. It is then finished in handpicked cognac barrels. It's not clear if the finishing is in Nicaragua. The rum is bottled in Amsterdam by Infinity Spirits.

TASTING NOTES:

The thick, dark amber color clings to the glass, leaving long, slow lacing. The nose is smooth and full of fruit, revealing candied cherry, papaya, and mango. The sip is heavy, coating the entire palate and then depositing the sweet fruit on the front of the palate while a spice develops on the roof of the mouth. Once we swallow, the spice follows while leaving the fruit on the front of the palate. The spice, possibly from the oak casks, carries to the finish, leaving us to continue to enjoy the fruit on the palate. The spice smooths out, leaving a long and satisfying finish. We continue back for more to experience the tale of two rums again. It doesn't disappoint.

VERDICT:

Cane Island Nicaragua 16 Limited Edition pulls many notes from the cognac casks. It is no coincidence that Compañía Licorera is home to Flora de Cana. At \$45/bottle, Cane Island rivals our review of Flora de Cana.

4.5 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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Above the chandlery at Nanny Cay Marina, Tortola BVI

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LITTLE HARBOUR, ABACO, THE BAHAMAS. More than just a million-dollar view, this 4 BR/3.5 BA off-grid home has it all. See 2 Sea is a turnkey 3-story home perfectly sited on over an acre of lush real estate and includes a private deeded dock slip on Little Harbour. The property includes 2 adjoining land parcels for a total of 47,270 sq ft of prime hilltop land and the opportunity to build additional homes. The hilltop elevations enable each of the 8 new structures to have ocean or sea views. Price: US \$1,000,000
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3 GREAT HARBOUR CAY, BERRY ISLANDS, THE BAHAMAS. Operating 62 Slip Marina set in the No. 1 Hurricane Hole of the Bahamas. With an adjacent 2.5-mile private island and white sand beach known as Haines Cay; a 4.5-acre approved beachfront boutique hotel site, and an 18-hole Trent Jones golf course, this is one of the last jewels of the Bahamas with proximity to Miami. This cay presents an amazing opportunity for an exclusive resort developer and custom home builder. Price: US \$37,900,000

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Ginger@GingerHornaday.com
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4 ST. CROIX, USVI. Spectacular full-on Buck Island views from this East End 2 BR/2 BA home, with a 1 BR/1 BA apartment. Picture yourself sipping morning coffee on your covered gallery on this quiet beautiful hillside. Post and beam all cedar home. Pool, upper and lower decks, and two-vehicle carport with storage for kayaks, bikes, or other toys. Generator room, mature landscaping, laundry/workshop, updated kitchens and baths, grey water system, and plenty of storage. Price: US \$599,000

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5 ST. THOMAS, USVI. Stunning views from this lot off Atlantic Road in Estate Mandahl. The exceptional location offers easy access to both downtown and the East End. Sits above the Mandahl Pond, Mandahl Beach, and Tutu Bay. The VI Realtor owners lived in this neighborhood for nearly twenty years and love this area. Plus, it is affordable! Price: US \$149,000

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6



ST. JOHN, USVI. Desirable top-tier parcel in Virgin Grand Estates. Private end-of-road setting in a gated community above The Westin St John Resort Villas. Unobstructed views of the Caribbean Sea, St. Thomas, numerous islands & outlying cays, and year-round sunsets. Short drive to Cruz Bay shops, restaurants, ferry, car barge & North Shore beaches. Topo included. Seller may consider financing with 50% down.

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7



THATCH CAY, USVI. Possibilities are endless on this uninhabited 229.8-acre island. Envision a single compound, individual luxury residential estates, or a thriving tourism and hospitality business. As a completely blank canvas, the island offers unlimited configurations with unmatched privacy and seclusion, yet easily accessible from the neighboring island of St. Thomas. Price: US \$19,995,000

SCOTT NEWLAND, Newland Real Estate, LLC

Scott.newland01@gmail.com

vibeachfrontproperties.com | Cell: (340) 643-4147

8



TORTOLA, BVI. Situated right above Smuggler's Bay, this elegant 3 BR/3 BA villa offers stunning views over Long Bay and the islands that line the island's northwestern horizon. Designed around an open patio, pool, and covered porches, there's privacy and shade when desired and fun in the sun as well. This villa is all about the exotic with its rich colors and eclectic collection of designs and artifacts. Rich dark wood louvered doors throughout lend an elegant feel. Price: US \$1,700,000

CHRIS SMITH, Coldwell Banker British Virgin Islands Real Estate | chrissmithbvi@gmail.com

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NEVIS, ST. KITTS & NEVIS. Conveniently located in a quiet residential area, about 1 mile to the Four Seasons Resort and Pinneys Beach, 3 miles to Charlestown and just a 5-minute drive to the beautiful Paradise Beach is this well-maintained, fully furnished 3 BR/2 BA villa on half an acre. Surrounded by a mature garden with flowers and an orchard with a variety of tropical fruit trees. Sit on the comfortably furnished front veranda at an elevation of some 300 feet and enjoy sea views and spectacular sunsets. Price: US \$650,000

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SANTA BARBARA, BONAIRE. Located on a green hill in a popular and child-friendly residential area, this charming 3 BR/2 BA home is located on a double plot. This property has a magnesium pool, air-conditioned bedrooms with ceiling fans, and a cozy living room and dining room. The large glass sliding doors in the living room give access to the covered terrace at the side and front of the house. Shops, supermarkets, and cozy restaurants are just 10 minutes away. Price: US \$685,000

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Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●	●	●	●	●	68/10	●	
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	68	FREE	
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220		●			●	●	●	16/69	●	
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●		●	●	68	●	
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●	●	67	FREE	
Curaçao	Curaçao Yacht Club www.curaçaoyachtclub.com	5999-767-4627	16'	160	120	●	110/220 v; 50 hrz		●	●	●			●	68	FREE	
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	68	●	
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●	110/220, 308	●	●	●	●	●	●	●	5	FREE	
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	16/68	●	
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●		●		16	FREE	
Grenada	Clarks Court Boatyard & Marina	473-439-3939	11'	150'	20	●	110/220; 50hrz				●	●		●	68	FREE	
Grenada	Grenada Marine	473-443-1667	15'	70'	4	●	110/220		●		●	●		●	16	FREE	
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	16	FREE	
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	14	FREE	
Grenada	Whisper Cove Marina www.whispercovemarina.com	473-444-5296	15'	100'	18	●	110/220, 50hrz				●	●	●	●	68	●	
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	9	FREE	
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	16/9	FREE	
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20'	150'	83	●	110 -220v		●		●	●	●	●	68	FREE	
Panama	Red Frog Beach Marina redfrogbeach.com an  IGY destination™	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	68	●	
Panama	Shelter Bay Marina	507-433-3581	20'	320'	192	●	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	●	●	●	●	●	●	●	74	●	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	●	110 volts / 220 / 480 for megayachts		●	●	●	●		●	16/10 68	●	
Puerto Rico	Marina de Salinas	787-824-3185	10'	65'	103	●	120/220V, 30/50 amp		●	●	●	●	●	●	16	●	
Puerto Rico	Marina Pescaderia www.marinapescaderia.com	787-717-3638	8'	115'	99	●	30, 50, and 100 amp		●	●	●	●	●	●	16	FREE	
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●			●	68	FREE	
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE	
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	●	30, 50 & 100 amp				●	●	●	●	74	●	

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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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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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& well-maintained. Nanny
Cay, BVI. USD \$119,000



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BVI. USD \$350,000



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galley. Argyle, Grenada
USD \$239,000



1998 Hallberg-Rassy HR
42 F Mark II. Shows like
new. St John's, Antigua &
Barbuda. USD \$230,000



1988 Passport 40
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boat! St. John's, Antigua &
Barbuda. USD \$99,000



2004 Glacier Bay 3470
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upgrades. Tortola, BVI.
USD \$259,000



2000 Jeanneau Sun
Odyssey 45.2. Turn key &
ready to go. Nanny Cay,
BVI. USD \$99,000



2017 World Cat 320 CC.
Ready to go, highly sought-
after! St. Thomas, BVI.
USD \$160,000



2017 Custom Ramcat
Brand new Yamaha F300s.
Saint Vincent & The
Grenadines. USD \$99,000



2018 Dufour 460 Grand
Large Adventure. Low
hours. Scrub Island, BVI.
USD \$269,000



2007 Legacy 32.
New generator/electronics.
Turn key. St Thomas,
USVI. USD \$252,000



1998 Sweden Yachts 370.
New mast/rigging. Mahog-
any woodwork. Cruz Bay,
USVI. USD \$90,000



2013 Lagoon 450 F
All new rigging & sails
in 2018. Tortola, BVI.
USD \$350,000



2012 Custom Americas
Cup Tender. Volvo IPS with
Dynamic positioning. Virgin
Gorda, BVI. USD \$450,000



1989 MacGregor 65
New sails 2021. Ready to
go. Juan Lacaze, Uruguay.
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2002 Beneteau 50
Perfect for large family.
Motivated seller
Grenada. USD \$99,000



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BVI. USD \$89,000



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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**



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**



ANDREW RUTLEDGE Andrew Rutledge has been a full time liveaboard cruiser for the last four years sailing on a Hanse 445 monohull and now a Nautitech 46 open catamaran in the Eastern and Western Caribbean. Growing up racing Coronado 15's with his dad up and down the Pacific Northwest sailing has been a passion since his teen years. After selling his business in 2018 the time to follow a lifelong dream of evading Canadian winters and full time sailing presented itself. Deciding to sell everything to pursue this dream was a big leap of faith so his goal is to help other cruisers buy, sell or upgrade to the yacht of their dreams and live this lifestyle. With his previous experience as a commercial pilot, retail sales, and now being a full time cruiser, the transition to yacht broker brings a lot of his skills together to help other Caribbean Cruisers. **He can be contacted by email andrew@virginislandsyachtbroker.com or phone +1 250 417 7055.**

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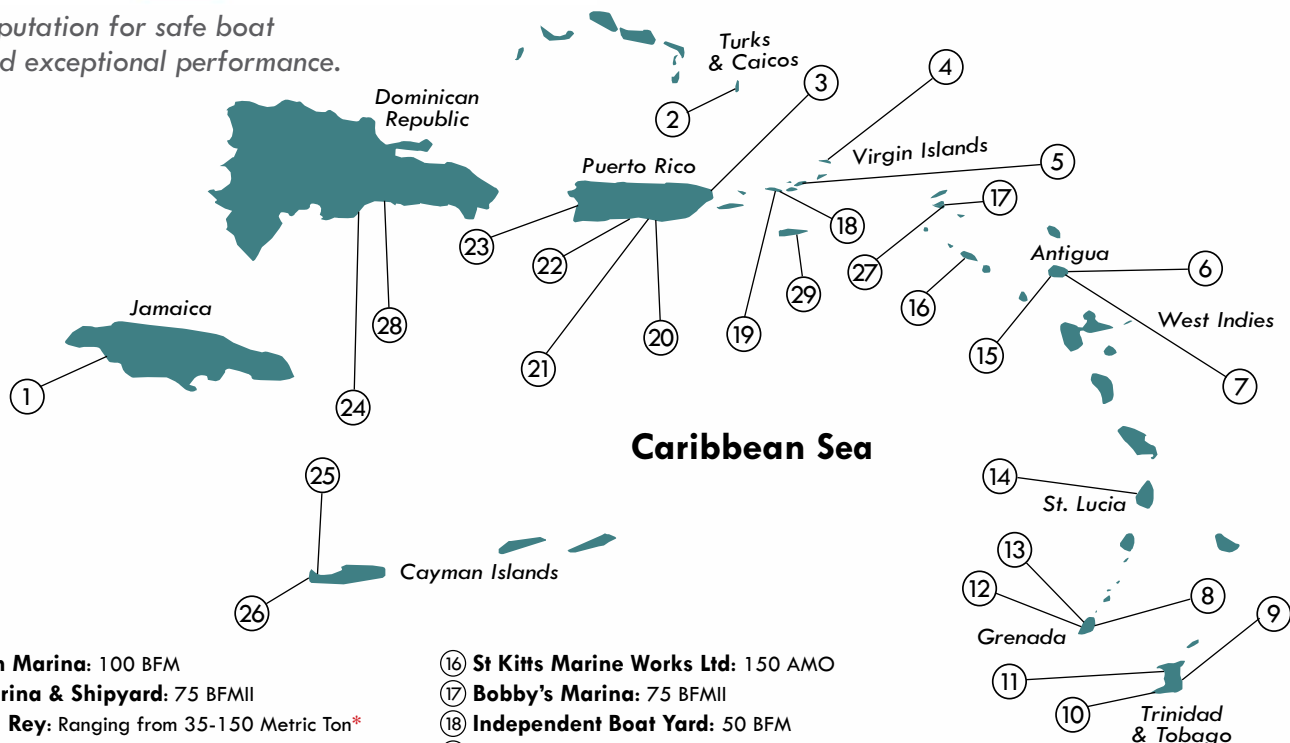
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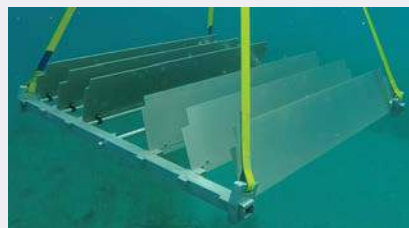
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Holiday Season Delights Beyond Turkey Day

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

While the spotlight of November may be on Thanksgiving, the entire month is a precursor to a festive season filled with hearty meals and cozy gatherings. If you're seeking to infuse some variety into your holiday menus, look no further. Here are two sumptuous recipes that are sure to impress any guest.

SAUTEED SCALLOPS OVER SPAGHETTI SQUASH

Prep time: 15 minutes. Cooking time: 50 minutes. Serves: 4
2 (1 lb. spaghetti Squash, cut in half lengthwise and seeded
2 Tbsp. olive oil, plus more for baking pan
4 leeks, white and light-green parts, thinly sliced lengthwise
2 medium shallots, peeled and thinly sliced lengthwise
20 medium sea scallops, muscles removed
Salt and freshly ground pepper
3/4 cup dry white wine or 3/4 cup rice wine vinegar/water
2 Tbsp. unsalted butter, chilled and cut in small pieces
GARNISH: See photo below by Sandy Hamel

Heat oven to 375 degrees F. Place squash, cut-sides down, on an oiled baking pan. Cook until easily pierced with a knife tip, about 45 minutes. Remove from oven. Using a fork, separate the flesh into strands and transfer to a bowl; cover.

Heat 1 Tbsp. oil in a sauté pan over medium-heat and cook leeks and shallots, stirring until crisp, about 10 minutes. Transfer to a plate.



Heat a large, heavy bottom skillet and remaining oil. Place in scallops in a single layer and cook, medium-high, for about 2 minutes each side. Season with salt and pepper. Remove scallops and set aside on a warmed plate. Add white wine or rice wine vinegar/ water to pan. Using a wooden spoon, scrap up any brown bits on bottom. Cook until liquid has reduced by half. Slowly whisk in butter until sauce begins to thicken. Season to taste. Divide the squash and leek mixture onto four warmed dinner plates; top with scallops. Drizzle with sauce and garnish with toasted sesame seeds.

SWEET POTATO BURGERS TOPPED WITH AVOCADO

Prep time: 15 minutes. Cooking time: 15 minutes. Makes: 6 or 8 patties

1 large sweet potato, baked,	Pinch cayenne
peeled & mashed (about 2 cups)	Salt to taste
2 cans navy beans, drained	1/2 tsp crushed
and rinsed	red pepper flakes
2 tsp honey	1/3 cup chopped parsley
1 tsp black pepper	1/4 cup wheat flour
1/2 tsp cinnamon	Panko bread crumbs
1 tsp cumin	Grapeseed oil

BURGERS: Whole wheat buns, avocado, red tipped lettuce (or lettuce of your choice), sliced tomatoes, chopped green onions or sliced red onion, parsley, and anything else that you would like.

Place mashed sweet potato in a large mixing bowl, add beans. Mash beans and potatoes together. Mix in honey, black pepper, cinnamon, cumin, cayenne, salt, crushed red pepper flakes, parsley, and flour. Form patties (add more flour or a scoop of Panko to thicken the mixture if needed) into 6 or 8 large patties or smaller ones if you prefer. Coat each patty with a thick layer of Panko crumbs.

Heat oil in a large, heavy bottom, skillet over medium high heat. Place each patty in the skillet and cook until browned on both sides. Transfer cooked patties onto paper towels to cool for a couple of minutes. Serve on toasted bun with toppings.

NOTE: Sweet potatoes and avocados are loaded with vitamins and these burgers are delicious!!



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