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Caribbean News

SEVENSTAR FOCUSES ON CLIENT-CENTRIC YACHT TRANSPORT

The demand for yacht transport between the Caribbean and the U.S.A. and Europe is on the rise. This is especially true for a broad range of racing, cruising, charter, and private yachts of all sizes. International shipping companies, such as Sevenstar Yacht Transport, are leading the way in providing fast, efficient, and safe delivery options. Notable is that the Amsterdam-headquartered shipping company is the first to receive certification for its transport cradles from Lloyd's Register.

"Over the years, we've seen more people interested in this transportation solution," says Sanne van den Heuvel, trade manager for the U.S. and Caribbean. "Time is one of the most valuable commodities for owners and crew. Time savings, as well as saving the wear and tear a vessel on its own hull might receive in potentially choppy Atlantic Ocean waters, are the top reasons we see increased interest in yacht transport."

In the spring months of March, April, and May, when many yachts leave the Caribbean, Sevenstar offers several sailings in two options of routes. These are from the Caribbean to Northern Europe or the Mediterranean, and from the

Caribbean to the U.S. East Coast. Sevenstar loads vessels from ports in St. Thomas, U.S. Virgin Islands; Le Marin, Martinique; and St. John's, Antigua.

Sevenstar has divisions within its company, including dedicated teams for racing and sport fishing yachts, that cater to these client-centric needs of different types of yachts.

"One trend we see and are offering is more specialized sailings in terms of timing. In the past, there was quite a wide window. Today, while we do have a fixed schedule, we can also



adjust our schedules based on feedback when talking with our clients. For example, we might have a big group of racing yachts that want to leave the Caribbean to get to Europe in time for a specific regatta or regattas, and we can adjust to fit these needs. That's the benefit of the company having 120 vessels worldwide," says Sander Speet, who handles racing yacht logistics for Sevenstar and hands-on attends Caribbean regattas such as the RORC Caribbean 600.

Sevenstar has opened a new office in Palma de Mallorca, the destination of many race yachts coming from the Caribbean.

New in 2024, Sevenstar is the Official Yacht Transport Partner of the Viking Explorers Rally. The event departs in January from the Canary Islands en route to Grenada. More cruising yachts are now seeing the advantages of shipping their vessels back across the Atlantic in the late spring.

5 Top Pre-Loading Tips to Ship Your Yacht

Like hauling a yacht for yard work or storage, or winterizing in colder climates, there are points owners and crews can do to prepare their yacht for transport. Companies like Sevenstar send complete checklists to their clients once a sailing is scheduled as a preparation guide. Here is an example of five tips for pre-loading at the marina:

- 1 Lighten your Load:** Ensure there is a minimum of fuel on board and that water tanks are empty.
- 2 Battan Down Below Decks:** Make sure everything is stowed away. Lock cabinet doors and consider taping them shut to prevent items from falling out on the passage.
- 3 Remove Your Backstay.** Monohull sailing yachts need their backstays removed upon loading, otherwise, the spreader of the crane can get to the boat's center of gravity, which is behind the mast. After loading, re-install the backstay.
- 4 Tie Down the Dinghy.** Secure the dinghy tightly upside-down on the deck, or better yet deflate it, fold it, and stow it down below with the outboard engine.
- 5 Protect Deck Hardware.** Cover winches and furling systems, for example, and tape them off or protect them with wax or Vaseline against salt spray and dust.



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Photo of Old San Juan where new Safe Harbor Marina will be built

NEW MULTIMILLION-DOLLAR MEGA YACHT MARINA PLANNED FOR SAN JUAN

Puerto Rico is going after a piece of the mega yacht pie in a big way. In November, the island's government inked a deal with Dallas, Texas-headquartered Safe Harbor Marinas, LLC, to build a new marina spanning a little over 16 acres and located in the two docks in Old San Juan that currently dock superyachts. The new facility will dock six yachts at a time, plus offer shore power, water connections, pump-out service, and high-speed internet. Safe Harbor Marinas is expected to invest \$12-\$15 million in the project. In turn, they will receive a 40-year concession lease agreement from Puerto Rico's Port Authority, \$200,000 in rental fees, share 5% of gross income from the Authority and 5% net profits from fuel sales. The lucrative deal also includes the construction of recreational facilities, retail outlets, a business center, repair services, and a boat supply store. Currently, some 30 megayachts visit Puerto Rico annually. Officials are hoping this new marina project will attract up to 200 a year, generating a multi-million boost in economic activity for the island. The project's first phase is expected to be in operation by the end of 2024 and the second phase open a year later. This new project will mark the second marina in Puerto Rico for Safe Harbor Marinas. In 2021, the company acquired Marina Puerto del Rey, the largest marina in the Caribbean. shmarinas.com



COURTESY SMYC

ANTIGUA TEEN SETS WORLD RECORD FOR OPTIMIST SAIL

It's official! Fourteen-year-old Antigua sailor, Carrack Jones, sailed 100 nautical miles from Antigua to St. Maarten single-handed and unassisted to set a new world record for the longest distance sailed in an Optimist dinghy. The distance breaks the record set by St. Barths teen, Lolie Osswald, who sailed her Opti 80 miles from St. John's Antigua to Gustavia, St. Barths, in June 2022. Jones launched from the shores of the Antigua Yacht Club, in English Harbour, on Wednesday, November 22, and arrived at the dock at the St. Maarten Yacht Club on Thursday, November 23, just past 11 p.m. Light winds and a large north swell turned the anticipated 24-hour trip into 30 hours. Three support boats accompanied Jones but didn't communicate with him to ensure the sail was indeed a solo one.

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"The hardest part was staying focused and awake after the first night," says Jones. "What kept me going was the determination to complete the 100 nautical miles and not let everyone down."

Jones voyaged to St. Maarten to compete in the 18th St. Maarten Budget Marine Optimist Championship, November 25-26. Over 30 sailors from St. Maarten, St. Martin, St. Barths, Martinique, St. Kitts & Nevis, and Antigua competed.

NORTHERN LIGHTS SUPPORTS MARINE CHARTER SEASON KICKOFFS

Strong support is what it's all about! Northern Lights Generators and Lugger Marine Diesel Engines recently showed theirs by sponsoring three events in the Virgin Islands to kick off the 2023-2024 marine season. Parts & Power, distributor for Northern Lights in the Eastern and Southern Caribbean with locations in Fish Bay and Nanny Cay, Tortola, BVI, attended all three crewed charter yacht events. The brands sponsored the food and drink for the BVI Charter Yacht Society Crew Party and Annual General Meeting on November 6. They pitched their Northern Lights tent and met with yacht crews at the BVI Vendor night on November 7. Then, sailed to St. Thomas on November 10 and attended VIPCA's USVI Charter Yacht Show's Marine Expo. Parts & Power Ltd.'s Gavin Dooley and Shawina Jacobs were joined by St. Thomas Northern Lights dealer Mark van den Driessche for the event. Both Virgin Islands Shows were filled to capacity with yachts, indicating a positive sign for the marine industry going into 2024.

Northern Lights has supported the charter yacht industry for over 25 years and is committed to continuing its support. The Northern Lights, Technicold, and Lugger Products are uniquely qualified for charter yachts where simplicity, durability, and long life are critical to the vessels' success. Both the VIPCA and the



BVI Charter Yacht Society Crew Party

COURTESY PARTS & POWER

BVICYS organizations are continuing to grow and support their members. The BVICYS has a record number of member yachts in 2023. www.partsandpower.com

NEW TENDER DOCK AT FALMOUTH HARBOUR MARINA

There's now more space to tie up your tender at Falmouth Harbor Marina, in Antigua. The marina built the new 180-foot Tenders Dock primarily for two reasons, says Robert 'Bobby' Reis, general manager. "First, the tenders of the superyachts are getting larger and if the docks are full, cannot be accommodated alongside the yacht. Some tenders are between 40- to 60-foot in length and their values range from US\$1.3 million to US\$2.5 million and more. So, this dock will accommodate those tenders and others which may be smaller."

Secondly, Reis continues, "We host two tournaments annually for the Antigua and Barbuda Sports Fishing Association. The first one is held on the Whit Weekend and is a Caribbean Tournament and the other is usually in October, which is a local event. Our wide, concrete docks which were designed and built for superyachts are too high to comfortably accommodate the fishing vessels so this new dock will be ideal for them. We always try to satisfy our clients' needs and make their experience here as comfortable as possible." antigua-marina.com



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New Product News



SailForce, a Smart Electric Winch, Pushes the Limits. Meet the advanced control system that allows total control of both winch speeds, high and low. "Hot humid conditions as in the Caribbean can lead to thunderstorms, posing challenges for sailors who need to quickly adjust their sails. The fast speed of SailForce's electric winch provides an impressive 25% boost in velocity, while the slow speed excels at precise sail fine-tuning, trimming smoothly at 1.6 centimeters per second. Plus, the real-time line tension monitoring ensures a seamless sailing experience, even during those changing navigation conditions. of navigation," says Tiffanie Schenone, communication and marketing director at Hyeres, Franch-headquartered, Ewincher. www.ewincher.com/en/

FlagGuard Keeps Kids Safe in the Water. Designed out of need from a near-miss experience, FlagGuard is a water safety product that attaches easily and securely to the back of a child's life jacket. When they fall into the water, a bright orange flag automatically pops up over their head making them more visible to oncoming boats and their parents. When the user gets out of the water, the flag automatically retracts to its resting position where it sits until the user goes back into the water. "The Caribbean is a popular destination for tourists, and water activities are a significant part of the experience. FlagGuard can help benefit families that are on vacation by providing an additional layer of safety during water-based activities such as snorkeling, paddleboarding, sailing, jumping off boats and rafts, or any boat-related activities," says Erin McLaughlin, founder. www.flagguard.net



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January 2024 Events

JANUARY 7 | RORC Transatlantic.

Twenty-four epic yachts were registered by November for this 3,000-mile Atlantic Ocean race that departs from Marina Lanzarote, in the Canary Islands, on this date en route to Camper & Nicholson's Port Louis Marina, in Grenada. In 2023, Italy's Giovanni Soldini's Maserati, a Multi70, set a new outright race

record on 5 days, 5 hours, and 46 minutes. That means the fleet's fastest should land in Grenada by January 13. Maserati will return in 2024, as will Jason Carroll's MOD70, Argo; Jens Linder's Volvo 70, HYPR; and Andrew and Sam Hall's Lombard 46, Pata Negra. Roy P. Disney's Volvo 70, Pyewacket, will also race in 2024. rorctransatlantic.rorc.org

JANUARY 13-24 | Barbados Sailing Week.

Twelve days of activities feature world-class sailing combined with a celebration of culture and warm hospitality, all orchestrated by the Barbados Cruising Club. Youth take the helm on the 13th and 14th in 4 dinghy classes. There's small but mighty racing on the 16th and 17th with remote-controlled Dragon Flites in pond racing. Coastal racing for keelboat classes happens on the 18th and 20th, then wingfoilers and freestyle kitesurfers take to the seaside stage on the 20th and 21st. The legendary Mount Gay Round Barbados Race sets sail in a clockwise fashion on the 21st too, with the Awards Ceremony on the 22nd. New, the Rum to Spice race on the 24th links Barbados Sailing Week to Carriacou, seamlessly connecting sailors to Grenada Sailing Week the following weekend. "Sign up to race. We are also partnering with charters for sailors who want to race. If you'd rather watch, we have arranged on the water and land spectator zones for our near-shore coastal racing," invites Taro Singh, marketing coordinator. www.roundbarbados.com

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JANUARY 22-26 | Republic Bank Spice Island Billfish Tournament.

This 54th annual is one of the biggest in the Caribbean, with anglers arriving from throughout the Southern Caribbean, U.S., and Europe. In 2023, *Hard Play III* from Grenada won Top Boat with 1 blue marlin and 10 sailfish released. Hosted out of the Grenada Yacht Club in St. George's, the event is more than a fishing competition. This year especially, one that marks Grenada's 50th year of independence celebrations, there will be an all-encompassing experience that melds fishing fervor with a mix of local culture and festivities. Spectators are welcome to immerse themselves in the excitement by watching the fleet return in the afternoons. www.sibtgd.com

JANUARY 28-FEBRUARY 2 | Grenada Sailing Week.

Some 40 boats are expected to compete in this 6-day event, which starts with a Skippers Briefing and Party in Carriacou, followed by four days of racing with a lay day in the middle. After several years away, the event is returning to Prickly Bay Marina, in Grenada, for the 'It's A Wrap Party.' This party includes the Overall Prize Giving, and to support the very close links to the boat-building heritage in Carriacou, the prizes are to-scale miniature Carriacou Sloop models sponsored by some of the premier hotels in Grenada. Entered as of late November are the two biggest vessels from either side of the pond, the USA's Mathew Barker's *The Blue Peter*, an Alfred Mylne 65, and the UK's Andy Young's *Bluejay of Portsmouth*, a 60' Clipper. Plus, there are impressive entries from Canada, Austria, Trinidad & Tobago, Antigua, and Martinique. "We are hoping the feeder race will make both Barbados Sailing Week and Grenada Sailing Week more exciting options for sailors up for the challenge," says regatta director, Carol Gorvett, of the new Rum to Spice race from Barbados to Carriacou on January 24. grenadasailingweek.com



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The Perfect Boat? For What?

CRUISING | BY CAP'N FATTY GOODLANDER

The perfect boat only exists in relation to its design criteria and its eventual use. That's why the best details of a racing boat can be actual drawbacks on a cruising boat. This is why boats designed to circumnavigate look so different (in nearly every way) from racing boats.

For example: A racing boat needs, first and foremost, to be fast—but only strong enough to finish the race. Since a racing boat spends the highest percentage of its time *on the wind*, its speed-made-good to windward is of paramount importance.

Think about it. The length of the race is the must-do endurance goal. Contrast this to our very windy, very rough, 48 days out-of-sight-of-land in the vast Pacific during our fourth circ.

There's a difference—a vast difference between hours and years.

I congratulated one Australian owner of a certain type of flimsy production boat that his keel wasn't "grinning." "She's almost brand new," he said, puzzled.

We sailed across the lower Indian Ocean together. Neither of us ran aground or stressed our vessels in any unusual way. Upon hauling out in Cape Town, he was horrified to see about an 18-inch-long crack in the forward hull-to-keel joint. The waves had literally been pounding the keel off as he sailed.

Oops.

Light is good, sure—but weak is dangerous.

A good cruising boat, on the other hand, needs to be able to survive a wide variety of weather conditions in safety *and* comfort. It also needs to be able to carry enough supplies to weekend or vacation aboard. Plus, dry decks allow for open hatches, which makes the entire boat more livable. And the ability to anchor in all conditions is of paramount importance.

The perfect boat to *circumnavigate* aboard must be, first and foremost, crew friendly *for years on end*. It also must be able to carry an enormous payload of provisions, supplies, spare parts, and fluids. Just the electrical needs are enormous—and growing daily. (Our *Ganesh* had nine solar cells during our third circl!)

Since a boat intended for circumnavigating almost never has to sail long distances on-the-wind, its windward ability mostly pertains to being able to beat off a lee shore in heavy weather. Thus, light air windward ability isn't nearly as important as heavy air ability in big seas.

Boats that can claw off a lee shore have to be strong—as do boats that occasionally ground. Modern boats with wobbly, stick-on keels gobble up the race course in light airs; but often aren't heavy, deep, strong, and directionally stable enough to claw off in adverse, breaking-wave conditions. Lee shores are a real danger and a fatal one if you can't claw back out to sea. How often does this happen? Once a month? Once a year? Once a circumnavigation?

The better the skipper, the *less* it happens, but eventually all offshore sailors are faced with a deadly lee shore.

This, as much as anything, separates the men from the boys or the females from the girls. (Each year, more circumnavigating skippers are women—and my experience is that almost all of them are fine, fine sailors.)

Now, I love to race on boats with aft cockpits—especially offshore. Why? Because I can see the sails better, and most of the spray will sheet to loo'ard forward while going to windward.

However, while circumnavigating, we rarely sail to windward. Thus, amidship cockpits are actually *drier* and *safer* than many aft cockpits while, say, getting pooped in the Indian Ocean. (Pooped = cockpit filled up with water by the vessel being engulfed by a breaking sea over its transom. An important consideration? Yes. *Ganesh* was once pooped and had its cockpit filled every 40 seconds... for 28 hours!)



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Our \$3,000 *Wild Card* was sloop-rigged. We sailed twice around the world aboard her.



Amidship cockpits on boats over 40 feet allow for a spacious aft cabin, a spacious engine compartment accessible from two sides, and massive storage. Plus, the motion amidships is less than the hobby-horsing elevator ride fore and aft.

Let's talk about tankage.

We use the half/thirds rule. We use 1/3 of our water in the first half of our passage and 1/3 of our water during the second half—and, thus, come in with 1/3 of our water as a realistic safety margin in case we get blown back out to sea at the last minute. We've found that if we're reasonably careful, we only use three gallons a day offshore—and can, if extremely miserly, survive on half that. (We have two fresh water tanks. We also have a completely separate different 'deck collection fresh water' system with its own tank and faucet. Plus, we have a salt water pump on our galley. (Three faucets.)

Twice we sailed around the world with no watermaker. At one point in our first circ, we went four and a half months without taking water aboard—trapping it on deck instead. Currently we have a PUR unit that came with the boat. It makes 3 gallons an hour—and both myself or my wife can rebuild the damn thing blindfolded. (Yes, we can always get it to dribble some precious freshwater but only if we tear it to bits and loudly curse at its innards.)

We carry 120 gallons of diesel fuel. But that's not all. We carry enough lube oil for two changes—and three lube filters. We carry enough 5-year coolant to fully replace the three gallons inside our engine—plus a separate gallon for topping off. We

carry distilled water for our lead/acid batteries. Don't forget transmission fluid!

Of course, fluids are heavy. As are hurricane anchors, cordage, Jordan Series drogues, and life rafts. And we purposely stow all this stuff amidships not at the ends.

Wild Card, our light Hughes 38, was dangerous offshore with its two anchors and 200 feet of 10mm chain forward on the bow—but she was a sweet sailer with all that stuff stowed below amidships.

Everyone knows that you shouldn't carry excessive weight aboard—and that's true—but it is often the *placement* of that weight that is really critical.

Weight at the ends of a yacht causes severe hobby-horsing, which increases wetted surface and destroys performance, especially to windward.

This is why we don't have a wind generator or a tower-of-power aft—like the CT37 next to us did off Madagascar in a prolonged gale, when it flipped keel-up and we had a second cup of coffee and warm fresh bread from our gimballed oven.

Yes, we practice what we preach. We never crossed an ocean in *Wild Card* without bringing all our chain and anchors from forward and lashing them below to the mainmast base in the head.

Ketch rigs are almost non-existent these days. I agree they are



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inefficient, *except while circumnavigating shorthanded*. Our four working sails are small—jib, staysail, main, and mizzen—and our easily hoisted and doused mizzen staysail is nearly as large as our main. Sailing off the hook is easy with the mizzen—just push it to one side as you begin to make sternway in order to guarantee you’ll sail off on the tack desired. Yes, we can, and do, heave-to temporarily under mizzen alone.

Of course, we use the mizzen to dampen our roll in harbors with swells. We also use it to turn/angle our boat up to 25 degrees while at anchor. This often is the difference between rolling from rail-to-rail and barely rolling—especially if combined with a bridle. (We also have flopper-stoppers because I want to be able to comfortably anchor where almost no other yacht can.)

To sum up: Ketch rigs are often slow, especially to windward. I don’t recommend them to most people unless they intend to circumnavigate west-about when shorthanded—*then* they are utter magic.

We often drop the entire main and jog off under jig-and-jigger (jib and mizzen) safely and with full control in short lived gales. (In prolonged gales we hoist our storm trysail and in

ultimate storms we consider our Jordan Series Drogue or our Paratech sea anchor.)

We love our ketch rig. The mizzen gives us a convenient place to put our radar (we took off the wind generator to reduce roll). Oh, and we have spreader lights, anchor lights, and deck lights on our mizzen as well. (Wanna understand how rough the Indian Ocean is? Well, we always leave with three sets of perfectly-sealed running lights, but often arrive in Cape Town with only one set still working. They tend to fail by height-above-water—with our bow bicolor the first to go and our masthead tricolor usually the last.)

It’s important to realize that almost all sailors eventually learn how to sail their vessel—usually somewhere around 20,000 miles into their circumnavigation. Thus, I can tell you how to sail *Carlotta*, *Wild Card*, or *Ganesh* in both light and heavy airs.

However, that doesn’t mean I know how to sail your boat. I can heave-to *Ganesh* in five minutes to survive 72 hours of 50-knot winds. However, I just hove-to a friend’s fin keel boat—and it took me almost two hours of playing with rudder, sheet, out-haul, halyard and topping lift before I got her to stop hunt-

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ing and have zero forward speed. (Poke a damp paper towel underwater with a boat hook on the windward side. If the paper appears it is being magically sucked to windward into the breakers—that means your vessel is trimmed perfectly with no forereaching. Large scary waves will break behind and forward of you—but not upon you. If, however, the paper appears to quarter off at a 45-degree angle astern, we’re still fore-reaching and might be sailing out of the turbulence/slick that is taking the sting out of the seas.)

Many people think that you have a choice of three different displacement boats while circumnavigating—light, medium, and heavy. That’s not true because even the lightest racing yacht becomes a medium or medium-heavy displacement yacht when all the gear and provisions for circling are loaded aboard.

If you hang out in the Caribbean where provisions and spare parts are plentiful, your lightweight boat might only be slightly overweight while anchored off St. Barts—but by the time you emerge from the Panama Canal, it will weigh another 2,000 pounds or so.

And we haven’t even mentioned chafe. Rolling downwind for 30,000 miles is extremely hard on sails, running rigging, gear, and—most of all—humans.

Here’s just one example—normally, I buy the correct length jib sheets. While circumnavigating, however, I buy them 30

feet longer than needed so I can chop-off two feet every 1,500 ocean miles or so—to renew the area where my sheet goes through my spin pole jaws. (On our fourth circ I began using a snatch block outboard and low on the pole—and this greatly reduces chafe on the outboard sheet end.)

Basically, all the gear you need on a circ has to be robust. A California sailor whose boat is moored in Long Beach might be okay with his cheap electric autopilot lasting three years—which would translate into a single week of a 260-week circumnavigation.

This is why I have a robust Monitor windvane for use while under sail and also an hydraulically-operated ram on my electro autopilot—a unit designed and built for use on commercial fishing boats in Alaska. (Yes, it draws 12 amps but so what while the engine is running?)

To sum up—all boats are compromises. But if you circumnavigate-as-lifestyle, your life (and the life of your loved ones) will depend on your boat and its gear repeatedly. Many boats are designed and constructed to be dock queens—and, dollar-for-dollar, they are pretty-okay things to get drunk aboard while plugged into shore power.

Offshore vessels, however, are different. Mother Ocean is a harsh mistress—and if you refuse to learn basic seamanship, she kills you. (Not vengefully, just with utter and complete indifference.)



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Surfer's Beach Viewing Hut

Top 10 on the Bahamas Eleuthera Island

BY CAPT. SHANE McCLELLAN

A couple months ago I wrote a Top 10 about the different Bahamas island groups and my number one island was Eleuthera Island. This issue I want to do a Top 10 for Eleuthera Island itself, so you can see why I loved it so much.

Eleuthera Island is 110 miles long and only one to two miles wide for most of the island. To the east is the deep Atlantic Ocean and to the west the 20 foot, or less, sound. This makes

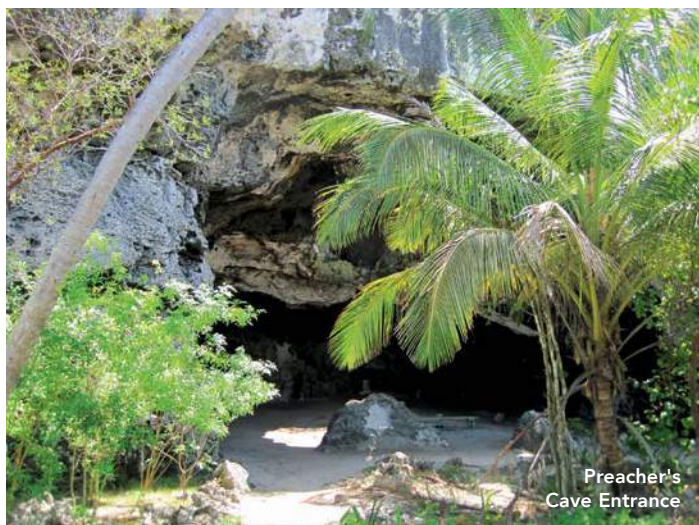
aerial photos amazing with the indigo blue contrasting against the aquamarine separated by a thin strip of green.

Now lets get down to my Top 10 on Eleuthera Island!

10 Surfer's Beach - In 1962 Ray Shilling discovered this surfing hot spot. It is located on the Atlantic side a third of the way from the northern tip of the island. While surfing is obviously the main draw at this beach, it is still a



Preacher's Cave -
Devil's Backbone



Preacher's
Cave Entrance

wonderful beach for the non-surfers out there. Plus, heading to Surfer's Manor for fish tacos is not a bad way to pass the time.

9 Preacher's Cave – While The Bahamas is riddled with caves, Preacher's Cave is one of the most historical. English settlers coming from Bermuda shipwrecked on the Devil's Backbone, a reef on the north end of the island, and lived in this large, open air cave for a year in 1647. If you want to take your boat across the north of the island from Spanish Wells and Harbour Island (both of which I will mention on this list) you will need a local guide to get through the Devil's Backbone. Nearby you will also find Sapphire Blue Hole.

8 Governor's Harbour – The capital of the island is Governor's Harbour and it sits roughly in the middle of the island. On Friday nights this is the place to be on Eleuthera

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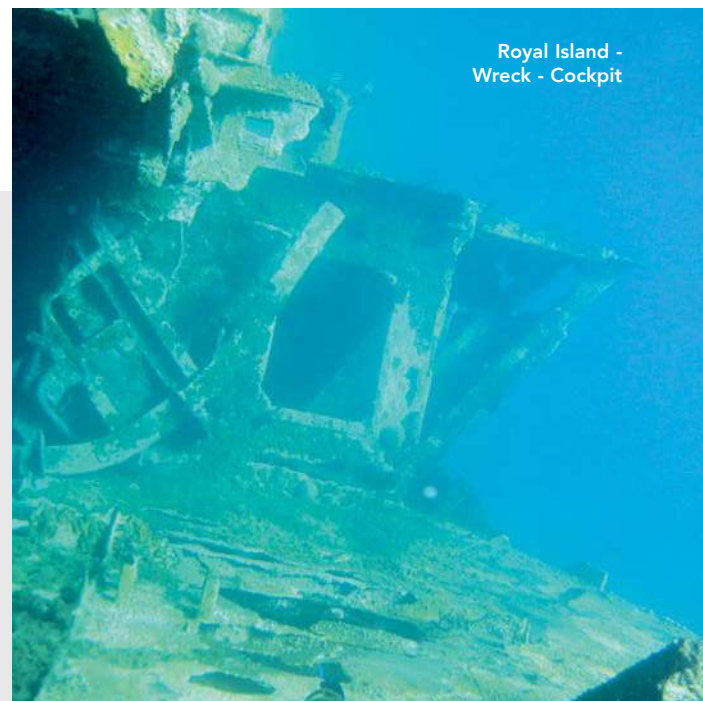
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Governor's Harbour -
Consulate Grounds

Island, because the music will be pumping and the food will be serving for Friday Night Fish Fry. Other sights are the beautiful gingerbread house library built in 1897 and the reputed ruins of the very first US consulate established in 1789.

7 Royal Island - This is an island in the north part of Eleuthera Island to the west of Spanish Wells. It has a well protected harbor to anchor in and the island is home to several private residences ruins. The biggest draw for me was Egg Reef off the northwest corner and the shipwreck between Egg Island and Little Egg Island. Now only the bow of this wreck sits a couple feet above the surface, but back in the 80's I was told much more of the vessel was out of the water and the local drug runners stored their goods here. The DEA knew drugs were being run through the area, but could never find them. Now we know why.



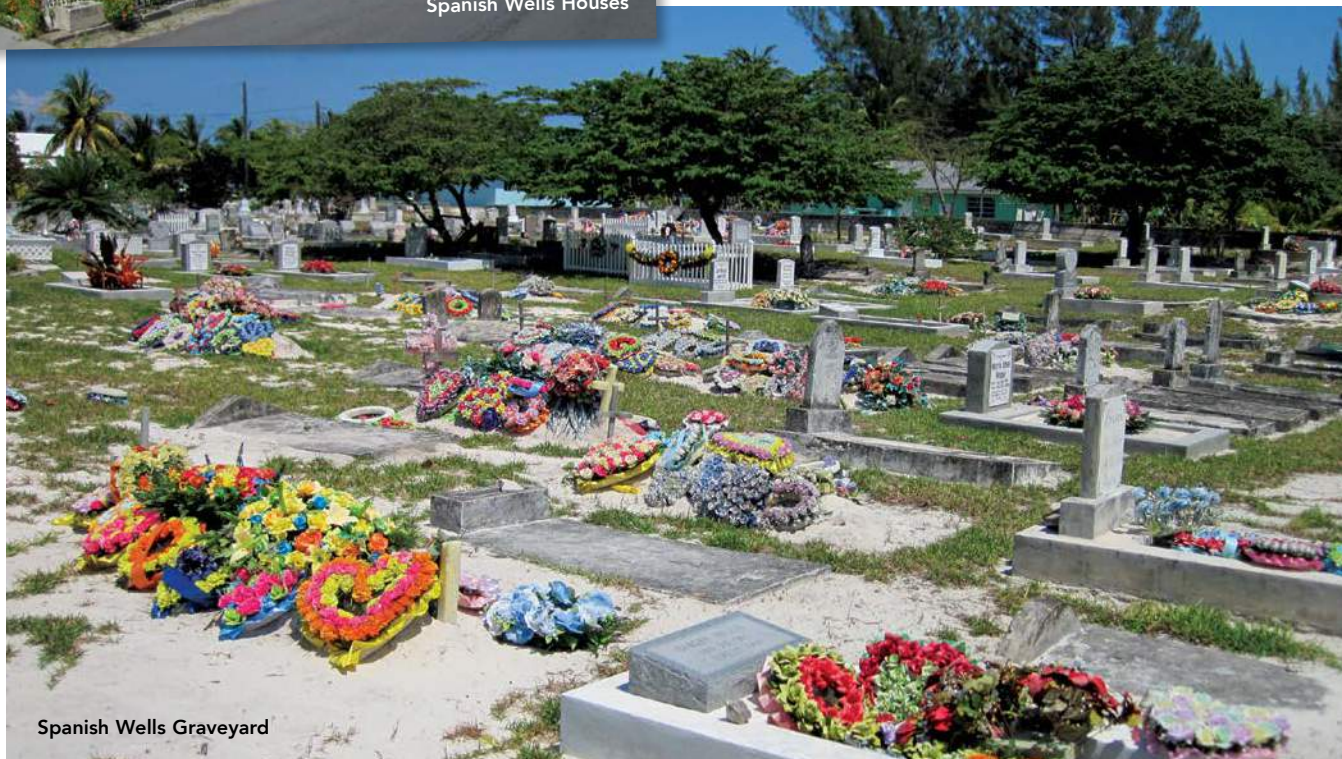
Royal Island -
Wreck - Cockpit

6 Harbour Island - Sitting on the northeast part of Eleuthera Harbour Island is renowned for its pink sand beach. While I found the pink to be more muted than expected, the island itself is quite wonderful and there is a reason people love to vacation on this island. I enjoyed riding my bike around town and even spent some time under the Sea Grape Tree limin' (hanging out) with the locals.

Harbour Island -
Sand All Over Me



Spanish Wells Houses



Spanish Wells Graveyard

5 Spanish Wells - If you want to find just about the most perfect little island community, then Spanish Wells is the place for you. The settlers who shipwrecked eventually moved out of Preacher's Cave and onto this small island 1000 feet or so from the main island. The island is extremely well maintained and the locals boost a lobster fleet that accounts for 90% of the country's exports. On top of this Spanish Wells has great beaches and a palm tree park. The island got its name from the fact Spanish galleons stopped here to fill their water supply before the long journey back to Spain.

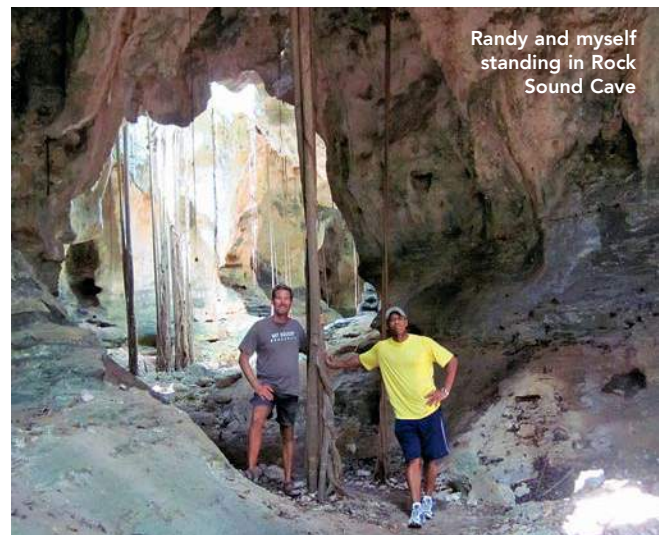


Alice Town
Cave

4 Alice Town - While this town is pleasant there is nothing overly amazing about it, but it is this high on my list because of what is around it. First off if you need all around protection for your boat, Hatchet Bay is exactly what you are looking for. Up the road Hatchet Bay Cave is a long cave you can explore. In order to go past the beginning you must have a flashlight and a swimsuit is a good idea to swim in the partial submerged lower section. The final site is Seahorse National Park where you will actually find seahorses in the clear salt pond among other creatures.

3 Rock Sound - Down at the southern end of the island is the town of Rock Sound. I was lucky I happened to visit during the annual homecoming celebration and met some people who live elsewhere and came home for the weekend. Besides their friendship, they showed me the Ocean Hole in the middle of town that everyone swims in and

Cathedral Cave. The cave is a large open air cave system with tree roots hanging from the ceiling where they poked through from above. They told me storied of the community riding out hurricanes in these caves when they were growing up.



Randy and myself
standing in Rock
Sound Cave



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Glass Window -
View from The Rocks

2 Current Cut – Back at the north end of the island there is a narrow cut where all the water from the sound ebbs and flows through it. This causes the water to reach speeds of up to 10 knots. If you time it right you can snorkel Current Cut at those speeds. It is exhilarating! While you wait for the current or after your swim you can hang out on the beach that makes up the sand flats.



Me In The Current

1 Glass Window – Even though Eleuthera Island is narrow, it gets even narrower at the Glass Window where there is a bridge over a small chasm showing off the color differences between the Atlantic Ocean and the Eleuthera Sound. When the seas are rough the waves crash through this chasm and into the sound. It is very dramatic and well worth a visit. In fact on Halloween Day of 1991 a wave hit the bridge so hard it moved it 11 feet and took it out of commission. Around the bridge you will also find blowholes, The Cow & The Bull rocks, and the Queen's Bath. 📍

Captain Shane and Chef Lily are in the Virgin Islands running charters while Lily daydreams of when Shane will take her to experience The Bahamas. Check out [svGuidingLight](#) on the web or social media to join their adventure.



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Bareboats Race

The 2024 Caribbean Regatta Season: Global Trends Go Local

BY CAROL M. BAREUTHER, RD

Global yacht racing has changed dramatically over the last century-plus. In 1851, it was a 100-foot schooner that won the America's Cup, while in 2021, it was New Zealand's AC foiling monohull that did the trick. Sailing debuted in the 1900 Olympic Games, where there were six classes separated by size, from ½-ton to 20-plus tons. In 2024,

we'll see men's and women's formula kite classes added. Women could always compete in the Olympics, with men, but in 1988 women got their own classes. In the Caribbean, early sailboat racing was started by fishermen. The first back to shore met the biggest crowd of buyers and got better prices for their catch. It was five trading schooners that first faced off



COURTESY BVI SPRING REGATTA

in a race around Barbados in 1936 in the Mt Gay Regatta. The Round Barbados Race is now a highlight of Barbados Sailing Week. Tourism, and the advent of fiberglass boats, brought recreational sailing and racing to the region in a bigger way. Antigua Sailing Week started in 1968, the BVI Spring Regatta in 1973, the St. Thomas International Regatta in 1974, and the St. Maarten Heineken Regatta in 1980. Today, warm weather and wind remain a big draw to Caribbean regattas. But that's not all. The region's regatta organizers are taking major trends in global yacht racing and making them their own in ever-changing and competitive formats. This creates a double draw for sailors to island start lines, especially in the winter and spring.

"The sailing conditions are spectacular with the trade winds,

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Grenada Sailing Week

CREDIT ARTHUR DANIEL



Competitive racing at the St Maarten Heineken Regatta

CREDIT LAUREN MOREL



Local Flavor at the St Maarten Heineken Regatta

CREDIT SOULEYMAN

but Caribbean regattas are very well run and managed," says Michele Korteweg, president of the Caribbean Sailing Association (CSA) and director of the St. Maarten Heineken Regatta. "Knowing that race management is handled professionally is a big pull for boat owners and sailors. Furthermore, the diversity in classes makes the regattas ideal for any type of sailor, pro or leisure. These include bareboat classes for chartered boats, and Island Time or Club Classes for liveaboards, smaller boats, and boats with limited crew, with fewer challenges to enter the racing and shorter/fewer races. It's a great way for non-pros to participate in the regattas. Of course, we still see the Maxi's with pro crews and similar boats that come to the Caribbean for serious competition. Add to this the welcoming nature of the islands and there's really no reason not to participate."

It's also easy to do more than one regatta as the CSA has worked with organizers to create a calendar where regatta dates don't overlap.

Women in Caribbean Racing

Like the Olympics, women have always participated in

Caribbean Regattas. Now, with a greater spotlight on this demographic by World Sailing, more events are embracing women's participation on land and sea.

"Women are integral to race management in the Caribbean. At Antigua Sailing Week (ASW), and in nearly every other event, women run the regattas, participate on race committees, and play leading roles in on-the-water management," says Rana Jamila-Lewis, event manager.

All-women teams are racing on the water too. Recent examples are Team Fope in the Caribbean Multihull Challenge and Chloe Need and her all-female crew who will be racing aboard the Salona 44, Moonflower 3, in Grenada Sailing Week, St. Maarten Heineken Regatta, BVI Spring Regatta, Les Voiles de St Barths and Antigua Sailing Week.

Distance & Round the Rocks Racing

Increased interest for offshore races continues globally with the Vendee Globe, Fastnet, and the Ocean Race, says the Korteweg. "We see this regionally with increasing interest in the RORC Caribbean 600."



Race Charter on
Spirit of Juno - ASW

COURTESY ONDECK



Aerial View of Racing

COURTESY BVI SPRING REGATTA



Race charter yacht at the
St Maarten Heineken Regatta

©LAURENSMOREL



After Racing Regatta Village

COURTESY BVI SPRING REGATTA

Course-wise, Caribbean regattas are moving back to round-the-island rather than round-the-buoy races.

"Marks are the gorgeous topography of the islands, cays, and rocks. This enables courses to be set with very clear easily identified marks but marks that challenge the course, having their natural wind shadows, changes in depth, currents, etc. It provides variability which is lost on courses only defined by laid marks/buoys," says Cayley Smit, director of the BVI Spring Regatta.

One-Design & Diversity

There's a continued adjustment of classes, says Alison Sly-Adams, president of ASW and past CSA president. "We're seeing one-design fleets like the Diam 24s, IC24s, RS Elites, and Dragons fully chartered."

Sly-Adams adds, "We encourage people to Rock up and Race. A broad range of boats from dragons to sport boats, race charters, and bareboats are available and mean that you literally can just fly in, enjoy a couple of practice days and you are ready to race."

Multihulls Multiplying

The biggest changes Carol Gorvett, regatta manager for Grenada Sailing Week, and her team have seen is the number of multihulls that want to race. "In 2019 there were none registered. In 2022 there were 2. In 2023, we had a big jump to 6 and we expect the trend to continue."

ASW is looking at introducing a multihull cruising class to accommodate the interests of the many cruisers in the region, says Jamila-Lewis. For scoring, "this will be run using the simplified system we apply to Club Class."

Multihulls and foiling technologies gaining momentum is exciting because it not only pushes the boundaries of speed and excitement, but it allows large boats to make the trips within the islands much quicker than the standard journey, says Taro Singh, marketing coordinator for Barbados Sailing Week. "That means more opportunity for world-class racing within the region since travel time is cut down."

Foiling Faster

There's now a dedicated foiling event in the Caribbean, the

Barbados Sailing Week

COURTESY BARBADOS SAILING WEEK



Caribbean Foiling Championships (CFC) each December in St. Martin. Some events, like ASW, have added a foiling feature as this is a growing aspect of the sport."

"In collaboration with the CFC, we are integrating a wing foil series at the start of our week. This 3-day race will be the 2nd year of the Antigua Foiling Championship. We expect a regional contingent of foilers to join us to race which brings additional energy as we kick off the week of keelboat racing at ASW," says Jamila-Lewis.

Superyachts

"We are also proud to welcome Maxi's back for this season, as the majority stayed in the Med in 2023 for maintenance," says the CSA's Korteweg. "We should be seeing a good solid number in the Caribbean. Leopard is back to defend some wins, but also newcomers like Galatea will be represented in the Maxi fleet."

The St. Barths Bucket continues to be very popular with superyacht owners, guests, permanent crew, and professional sailors, says Jeanne Kleene, event manager. "At the Bucket one will see new builds and classic yachts. Of note is that within recent years, the Bucket began offering a 'Corinthian Spirit' class that has proven very popular. Innovations include a 90-foot class and a 100-foot class. There is also the option

Having Fun Racing at the BVI Spring Regatta



COURTESY BVI SPRING REGATTA

for social/non-racing entries whereby both motor and sailing yachts can participate in all social activities and enjoy dockage and preferred positioning for racecourse observation."

Looking Forward to the 2024 Caribbean Regatta Season

"Regionally we seem to have been ahead of Europe and USA. We still see declining numbers at big multiclass regattas in Europe and the USA, but we are expecting an increase in participation in the Caribbean. Shipping rates are better, and people are far more comfortable traveling," Korteweg says.





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Christian developing his navdata gateway

Never Bored Aboard!

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

“**D**on’t you get bored on your boat just lying in the sun and reading books all day?” That’s a question we often hear and it nicely shows the stereotypical perception landlubbers have of cruising life. On the contrary: the days are usually not long enough to fit everything we want to do on top of all we have to do aboard our floating home! So if you’re contemplating going cruising, but worried that it might be a boring lifestyle, this article should convince you otherwise...

In a nice anchorage with clear water the list of fun activities is endless: We’re happy to spend as much time as possible in the water snorkeling with fishy friends and exploring un-

derwater. Scuba-diving, kayaking, SUP paddling, kitesurfing, windsurfing—there’s certainly something for you to do as well, depending on how sporty you are! Ashore yet another array of activities is beckoning: from leisurely beach walks via hiking or cycling to rock-climbing—with or without additional equipment there’s something fun to be done in most places.

A cruising boat is only a happy boat if it gets regular maintenance, so there’s basically always a long to-do list (best displayed in a prominent spot on a bright yellow post-it) to fend off boredom: engine, outboard, watermaker, sails—the possibilities (and need) to check, change, repair or improve is never-ending! On top of necessary tasks there are (at least on

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our boat) cosmetic issues that are usually far down on the to-do list waiting to be addressed in an hour of potential leisure: polishing stainless steel parts (on dry days outside) or wooden furniture (inside on rainy days) or cleaning the waterline (on hot days) and a dozen other little tasks.

Apart from these obvious activities, many cruisers specialize in creative skills: writing, blogging or vlogging only requires a laptop and a camera and with better internet connections it's getting easier and easier to work online and upload even large files. Crocheting or knitting equipment is even less bulky and a sewing machine that's primarily aboard to repair canvas can of course be used for more delicate projects as well. Language skills are always useful when traveling and there's a whole array of online courses and apps available that make it easy to acquire a new language. Even if you can only communicate with basic vocabulary peppered with mistakes, don't worry and just try: the locals will appreciate your efforts and you'll find it easier to make friends and get

insights into the culture of the place you're visiting. Do you play an instrument or have you always wanted to do so and never found the time? Just bring it along--unless it's a piano, then you might have to settle for an electric version. We have met many boats with guitars and ukuleles, but also a trumpet and even an accordion underway. Other hobbies require more equipment or a whole workshop, but can still fit aboard a tiny, floating home!

SY Liward carries microphones, an amplifier and loudspeakers along, so Steve can get cruisers and local musicians together for jam sessions to "Rock the dock" or "Rock the boat" wherever Steve and Lili go!

Our friend Sue used to make artful prints of people, animals and landscapes they encountered while traveling the world aboard their Halberg Rassy 43 *SY Spruce*. Now they have settled down and Sue gets to work on a much bigger scale. You can follow *Spruce Ohlson* on FB to see more of her art!

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The cruising lifestyle gave Roxy the opportunity to achieve a childhood goal of being a serious watercolor artist. She paints large landscapes en plein air from Sky Pond's cockpit, dinghy or bow, exposed to the elements while capturing the light and atmosphere. <https://www.instagram.com/roxypodlogar/>

Whenever I'm in the mood to play with shiny things instead of mere words, Pitufa's large salon table fills up with my Dremel drillpress and a whole array of accessories and tools to make necklaces, bracelets and earrings with black pearls. https://www.pitufa.at/pearls_august_23/

My partner Christian's a geek and always loved programming. Three years ago he designed and built a multiplexer/navdata-gateway and over the time it turned into a fully-fledged product. Most days all he needs to work on his "Pitufino" www.pitufino.com

is a laptop, but sometimes he puts up a complete electronic lab in Pitufa's salon.

No matter how big your boat is or where your skills and interests lie, there's bound to be a way to adjust your favorite pastime to your cruising lifestyle! 

Birgit and Christian have been sailing, playing, working and tinkering all-year-round for 12 years aboard their SY Pitufa. Check out their blog www.pitufa.at for more info or order their books on Amazon: "Sailing Towards the Horizon" is a travel-book about their adventures, "On Velvet Paws Towards the Horizon" is an homage to their ship's cat and "Cruising Know-How" is a compilation of articles.

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Mount Gay XO Triple Cask Blend

RUM REVIEW BY CLINT AND TERRY BORAM

When Trudiann Branker became Mount Gay's first-ever female Master Blender in 2019, one of her first tasks was to "reimagine" the company's Black Barrel and XO offerings. Branker is quoted as saying, "...I knew which pieces of the puzzle needed to fit well together to enhance these blends to create bold, multifaceted rums..." In 2020, with some "tweaks" to the recipe and a total repacking

effort, Mount Gay XO became Mount Gay XO Triple Cask Blend (MGXO.)

Branker's journey began at Howard University, where she double majored in science. From there, she studied at the Siebel Institute and the Institute of Brewing and Distilling. She attributes her confidence in distillation and blending to

her solid foundation in science. Branker returned to Barbados and eventually took on a Quality Assurance Manager role at the oldest rum distillery in the world. Former Mount Gay Master Blender Allen Smith mentored Branker and set her on the path to become not only the first female Master Blender but also only the fifth Master Blender in the company.

The new XO is produced using molasses from a variety of sugar canes. It is distilled in both copper pot batch distillation and traditional continuous column stills, and aged between five and 17 years. But the significant change is given away right there in the name. The "Triple Cask Blend" refers to the rum being aged in American Whiskey, Bourbon, and Cognac barrels and then carefully blended to get precisely the "tweak" Branker was looking for.

REVIEW

The golden rum coats the glass and takes its sweet time rejoining the liquid. The nose presents green bananas, coconut husks, and young pineapple with oak hanging behind the curtain. While the nose has a tropical feel, it's not overly sweet. The palate is drier, with the coconut husks being the dominant note. There is a slight sweetness that takes a while to present itself. If you hold the liquid on your palate and let it move around, you can feel the richness of the rum. As you release the liquid to the finish, there is a flash of molasses before cloves take you through the finish. The warmth of the cloves hugs your chest like a warm blanket and keeps you cradled until you decide to experience another sip. No surprises and no understudies want more attention. The experience is pleasantly consistent from start to finish.

OVERALL

While we are spot on with our tasting notes, the ratings are surprisingly different. Clint would give this a 4.25 because of its consistent notes from nose to finish, leaving him little to contemplate. Terry would rate it a 4.5 or slightly higher because she didn't have to think and explore. The notes were there every time she sipped. To her, there was something meditative about sipping MGXO. The rum was exactly what she needed as the setting sun ended another day. At \$67/bottle, it's worth every penny.

P.S. It makes an outstanding Old Fashion.

RATING 4.40 OF 5.0



ABOUT CLINT AND TERRY: We have sampled many a dram over our 33 years of marriage and quite often we don't fully agree. Could be the difference is male/female taste buds. Or, somebody is just wrong.

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2

ABACO, THE BAHAMAS. Walk to the beach from this new-build 3 BR/3 BA property nestled in the heart of Joe's Creek, Turtle Rocks. The airy and spacious open-concept layout seamlessly connects the living, dining, and kitchen areas, offering a perfect blend of comfort and style. A unique feature of this property is the well-appointed downstairs efficiency. Ideal for guests or as a separate rental unit. The 0.4-acre property provides ample space for a tropical garden, pool, or outdoor entertainment space. Price: US \$560,000

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3 PROVIDENCIALES, TURKS & CAICOS. Lilikoi Beach Villa at 20 Harbour Gates is a picture-perfect, two-level, 6 BR/5.5 BA residence. An open floorplan seamlessly connects the well-appointed kitchen, living, and dining areas to the beautifully landscaped patio and pool area. Here you will find an outdoor kitchen with barbeque and a large raised outdoor dining area. Only a few steps away is the pristine beach and Sapodilla Bay. The Bay is one of the best natural anchoring locations in TCI. Price: US \$6,950,000
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4 ST. CROIX, USVI. See through the lush rainforest to the sea beyond on this big, beautiful building lot on the island's sought-after northwest section. Nearly 3 acres in size, with no further subdivision. The lot fronts Mt. Washington Road, across from a Great House property and wildlife sanctuary, with an existing long dirt drive accessing the top of the property. Price: US \$152,000
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MAHO, ST. MAARTEN. Enjoy breathtaking views of the Simpson Bay Lagoon and Caribbean Sea from the luxurious waterfront residence of Aqua Marina. The community consists of lagoon-front villas, penthouses, and 1 to 4 BR condos. This fully furnished 1 BR/1.5 BA condo comes with a fully equipped kitchen, and laundry room. Ownership includes access to the pool, fully equipped gym, sauce, barbecue area, tropical gardens, and a 36-slip marina. The location is minutes away from Maho Beach. Price: US \$349,000

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9
OUALIE BAY, NEVIS. Perched high, the views from this well-appointed 5 BR/5 BA villa, from Bay Roc, across the Caribbean Sea to the sister isle of St. Kitts beyond, are fantastic. Outside, the large 15½ x 30½ swimming pool with sundeck provides superb views too. A recently built entirely fenced tennis court is situated higher up, with lights to play at night. The courtside bar with kitchenette and sitting area are perfect for relaxing after a game, watching the sunset, or gazing at the stars. Price: US \$1,800,000

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10
ST. GEORGE'S, GRENADA. Listen to the sound of the waves and enjoy magnificent ocean views from this 4 BR/5.5 BA single-family home near the scenic end of the point at Ft. Judy. The property sits on a 0.5-plus acre planted with tropical fruit trees and has a large, fenced yard. The residence features an open-plan kitchen/dining/living room. A separate structure next to the swimming pool boasts a bohemian-style 1 BR/1 BA and wooden deck. Near several marinas. Price: US \$1,150,000

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Puerto Rico	Marina de Salinas	787-824-3185	10'	65'	103	●	120/220V, 30/50 amp		●	●	●	●	●	●	16	●	
Puerto Rico	Marina Pescaderia www.marinapescaderia.com	787-717-3638	8'	115'	99	●	30, 50, and 100 amp		●	●	●	●	●	●	16	FREE	
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●	●		●	68	FREE	
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE	
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	●	30, 50 & 100 amp				●	●	●	●	74	●	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16		FREE
St. Croix	St. Croix Marine www.stcroixmarinecenter.com	340-773-0289	11'	150'	23	●	110/220 - 30A, 50A, 100A		●	●	●				●	16/06		FREE
St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com an IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16		FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12		●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●		●	●	●	16/69		●
St. Maarten	Island Water World Marina	+1 721-544-5310	8'	60'	47	●	110/220V, 60Hz		●	●	●				●	74		FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16		FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/79A		FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45		480V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/78A		FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht-harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6		FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11		FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven-grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10		FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16		●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16		Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71		FREE
Trinidad	Peake Yacht Services Marina	868-634-4420/3/7	20'	90'	17	●	110/220				●	●	●		●	69		FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72		●
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16		FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11		●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72		FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16		FREE
Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		●	●	●	●	●	●	●	88A		FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase					●	●	●	●	69		FREE

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Caribbean Boatyards




ALL AT SEA'S CARIBBEAN BOATYARDS GUIDE

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26° 31.189 N	78° 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' & 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Panama	Shelter Bay Marina	09° 22' 12" N	79° 56' 51" W	507-6813-5327	11'	100'	28'	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina	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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Raised Pilot House Prime
Time VII. 70 HP Yamaha
BVI. USD \$995,000



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beautiful, well-equipped
& well-maintained. Nanny
Cay, BVI. USD \$99,000



2008 Summit King 40
Ultimate racing boat.
Recent upgrades. Tortola,
BVI. USD \$299,000



2015 Hanse 455
3 cabin, 2 head, generous
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



2012 Jeanneau Sun
Odyssey 409. Budget-
friendly & Pristine. Tortola,
BVI. USD \$135,000



2004 Glacier Bay 3470
Ocean Runner. Many
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 \$245,000



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.
USD \$149,000



1981 Tartan T42
Exceeds expectations.
Fully equipped. Trinidad &
Tobago. USD \$133,000



2005 Intrepid 377
Walkaround. Seats 12+.
Motivated seller. St. Thomas,
USVI. USD \$139,000



1985 Cape George
36 Cutter. 2010 yanmar
engine with only 423 hours.
BVI. USD \$89,000



2011 Hanse 40
3 cabin/2 head. Easy
Sailing. Tortola, BVI.
USD \$89,000



2019 Hanse 455
One owner, all the options!
1200 hrs, new sails.
Tortola, BVI. USD \$359,000



1967 Breaux's Bay Craft
Inc. Custom Dive Boat.
Turn key operation.
Tortola, BVI. USD \$90,000



1987 Warwick 46
Fast, safe, & comfortable.
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Meet the Team:



STEVE VARROW takes the natural progression to a professional yacht broker after spending the last 17 years in the Caribbean as a well known Charter skipper 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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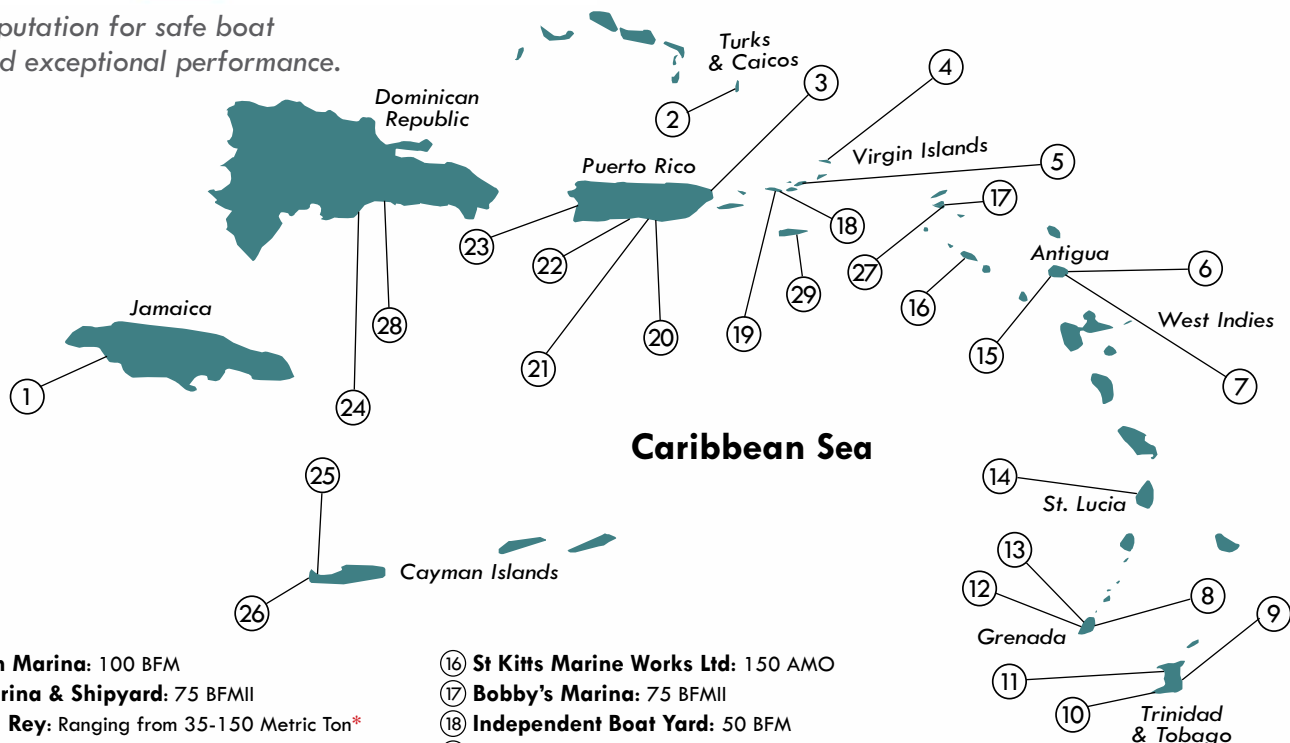
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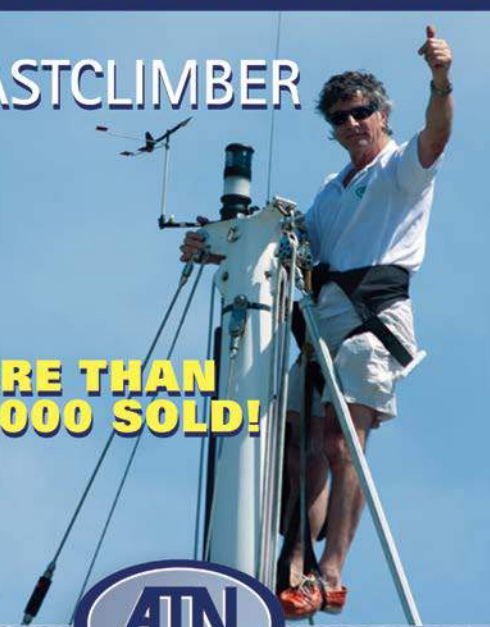
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CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

The New Year is here, and we are ready to start on our New Year resolutions; like, eating more healthy meals, and exercising. Well, I can help you with the eating, but you're on your own for the exercising. Remember, the more you exercise the more you can eat!

BROILED SPINY LOBSTER

Prep time: 10 minutes. Cooking time: About 10 minutes*. Serves: 2

1/4 cup butter

2 garlic cloves, minced

1/4 tsp. cardamom

1/4 tsp. smoked paprika

1/4 tsp. cayenne pepper

1/4 cup fresh squeezed lemon juice

GARNISH: Fresh lemon wedges and parsley

Prepare the oven. Preheat the oven to Broil (500°F or 26°C). Set the oven rack so that lobster when placed on a baking sheet would be 4 to 5 inches away from the broiler.

How to butterfly a lobster. Using a very sharp knife and starting at the head, cut down the center of the shell, all the way to the tail, but not cutting the tail. You want to cut through the top of the shell and through the lobster meat, but don't cut through the bottom shell. Split it in half and clean out the head of the lobster, then rinse it out. Lightly salt the lobster meat then prepare the herb butter.

In a small saucepan, melt butter and add garlic, cardamom, paprika, cayenne, and lemon juice. Bring it to a slow simmer, whisk and brush it onto the lobster. It's important to coat all the lobster meat so that it stays nice and juicy. Lobster is now ready to cook. Place under the broiler, until the meat is opaque and slightly browned, about 1 minute per ounce of individual tail. Garnish with lemon wedges and fresh parsley.

**NOTE: The cooking time for broiled lobster will vary depending on the size. If you want to be sure — the perfect internal temperature is 140°F.*

BLACK BEAN AND CHICKPEA SALAD WITH A SHERRY DRESSING

Prep time: 15 minutes. Marinating time: 30 minutes. Serves: 8

1 (15 oz.) can low sodium black beans, drained and rinsed

1 (15 oz.) can chickpeas, drained and rinsed

1 (15 oz.) small white beans, drained and rinsed

4 green onions, chopped

3/4 cup frozen green peas, thawed

1/2 cup shredded carrots

Garnish: lettuce leaves

SHERRY DRESSING:

3 cloves garlic, minced

1/3 cup sherry

1/3 cup red wine vinegar

1/4 cup honey

1/4 tsp. black pepper

Mix dressing and set aside. Combine black beans, chickpeas and white beans with onions, peas, and shredded carrots. Toss with dressing. Marinate 30 minutes, mixing once or twice. Serve on top of lettuce. *HINT: This salad keeps very well and gets better when made ahead of time.*

CARIBBEAN FRUIT MELANGE WITH GINGER SAUCE

Prep time: 20 minutes. Chilling time: 2 hours. Serves: 4

1 fresh pineapple peeled, cored, and cubed

2 large mangoes or papayas, peeled, and cubed

2 oranges, peeled, sectioned, and pith removed

1 pint blueberries, rinsed


1 banana, sliced

GINGER SAUCE:

2 cups plain nonfat yogurt

3 Tbsp. freshly grated ginger

1 Tbsp honey

Combine first four ingredients in a large bowl. Combine yogurt, ginger, and honey in a small bowl. Chill both for several hours. Slice banana into fruit mixture and dollop sauce on top before serving. 

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