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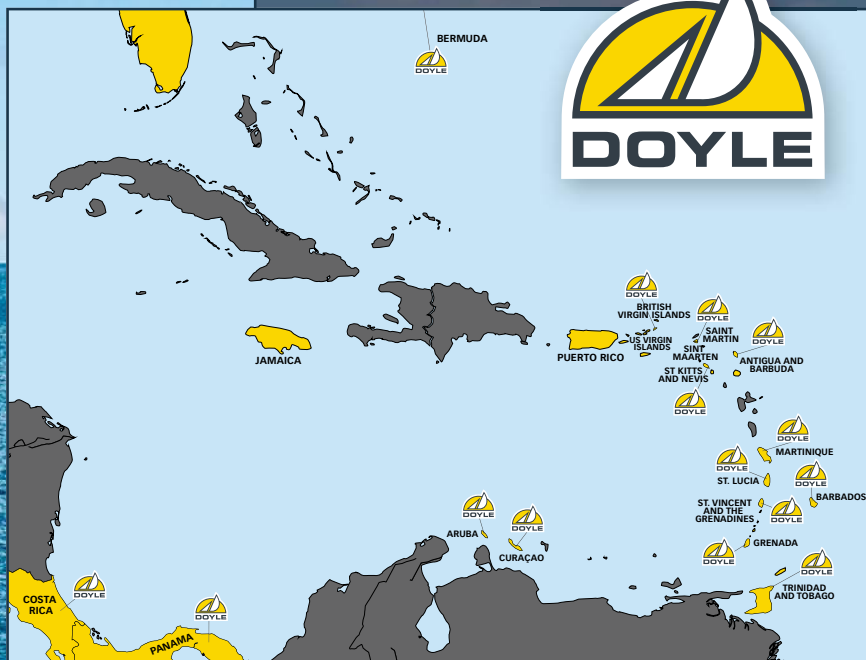
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Caribbean News

CFR YACHT SALES NEW PUERTO RICO AQUILA POWER CAT DEALER

There's a new Aquila Power Catamaran dealer in the Caribbean. As of December, CFR Yacht Sales, in partnership with boating veteran Mario Garcia Muxo, is the newest official dealer for this brand in Puerto Rico, the Caribbean, and the Americas.

"CFR clients have built relationships based on trust," says Carlos (Carli) Rodriguez, company founder and owner. "Our customers expect the most exclusive brands and the kind of personal care that makes them feel like friends and family. We are excited to offer our clients Aquila Power Catamarans, knowing they value luxury and dependability in their boating experiences."

Founded in 1973 by Carli Rodriguez and located in San Juan near Club Nautico and San Juan Bay Marina, CFR Yacht Sales is a family-owned business run by Rodriguez, his son Carlos L. Rodriguez, with the support of Ivette Rodriguez, and Cecilia Rodriguez. The company represents Viking, Princess Yachts, Valhalla Boatworks, and now Aquila Power Catamarans.

Mario Garcia Muxo brings decades of experience to the partnership and adds, "We are thrilled and extremely proud to

represent Aquila Power Catamarans in Puerto Rico. No other Power Catamaran in the world offers more features, reliability, durability, and value than the world-class lineup of Aquila. The reliable construction methods of Aquila are fundamental to match our client expectations, particularly in our Caribbean waters, where we face heavy seas throughout the entire year." www.aquilaboats.com, www.cfryachtsales.com

BURGESS LAUNCHES CARIBBEAN CREW SCHOLARSHIP

A groundbreaking initiative launched in December at the Antigua Charter Yacht Show is focused on providing talented Caribbean nationals, ages 18 to 25, with the qualifications, training, and career development opportunities needed to succeed in the superyacht sector. The Caribbean Crew Scholarship, a collaboration of Burgess, the Antigua & Barbuda Sailing Association, and Ondeck Training Maritime, covers the cost of essential training, including STCW (Standards of Training, Certification and Watchkeeping) courses, PDSD (Proficiency in Designated Security Duties), and offers mentorship, networking opportunities, and industry connections to help recipients secure full-time roles and navigate their way through a professional,

successful and fun career at sea, with the support of the complete Burgess 360 services.

Jahmarly Edwards and Junella King were named the first two scholarship recipients.

"Seeing the real effects this project has on the community is encouraging. Being a part of it makes me proud!" says Edwards.

King added, "I am grateful to the consistent hard work that has been contributed to create such an instrumental, positive impact within the growth and diversity of the community."

Burgess calls on captains, yacht owners, and other businesses within the yachting sector to get involved in the scholarship program by offering additional training, career opportunities, and mentorship to future recipients. The brokerage is hopeful that more industry partners will help build on the success of the scholarship and contribute to the long-term development of diverse talent in the industry.

"We also really hope that once established in Antigua, this is a model we can replicate and take further afield to other areas where yachting can increase its positive impact," says Georgina Menheneott, Partner & Head of ESG, Burgess.

The scholarship program is now accepting applications for its next round. caribbeancrew@burgesyachts.com



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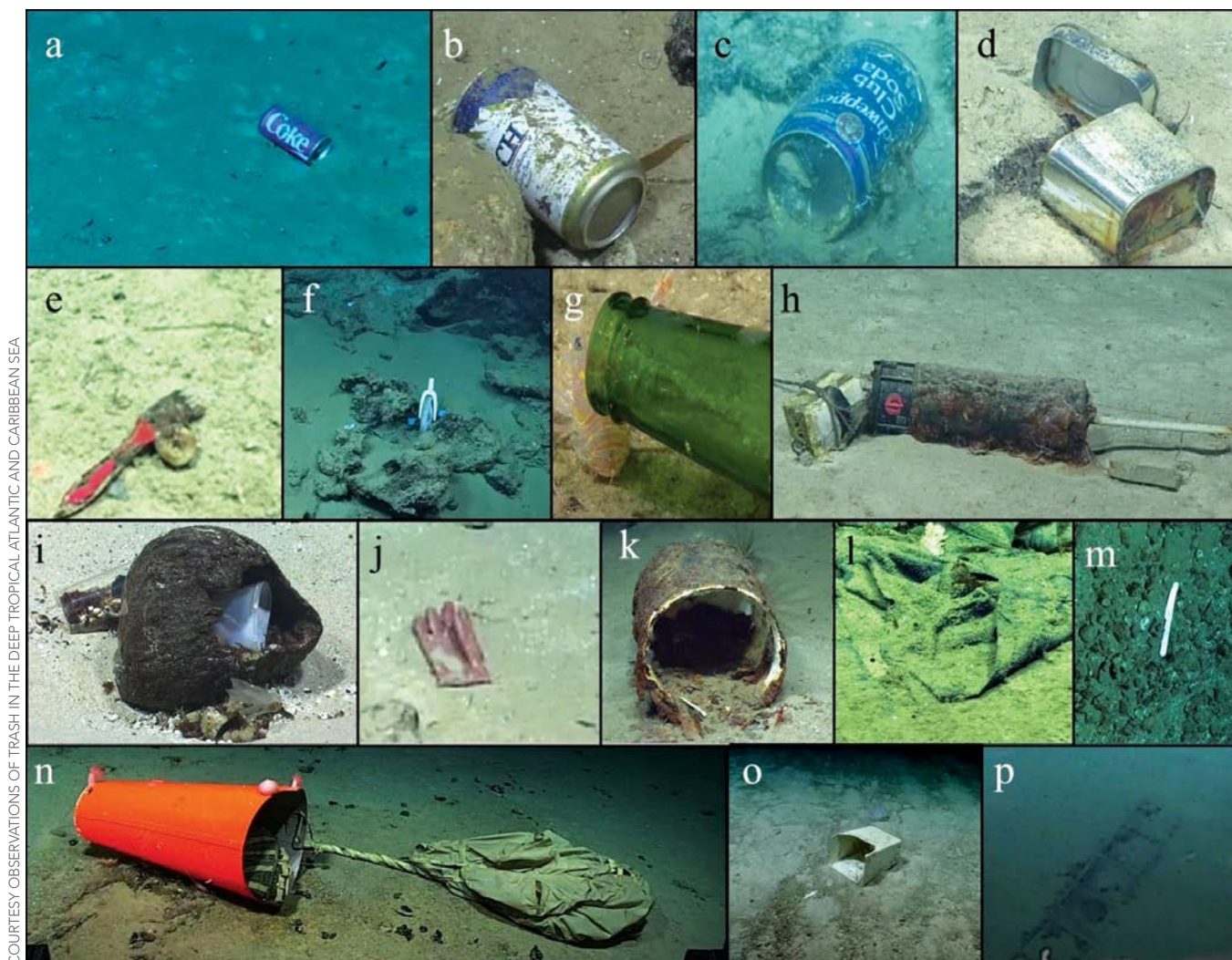
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COURTESY OBSERVATIONS OF TRASH IN THE DEEP TROPICAL ATLANTIC AND CARIBBEAN SEA

TRASH PROBLEM RUNS DEEP IN THE CARIBBEAN

Plastics, bottles, and cans are trash items that wash up on beaches in the Caribbean. A study published in the December 2024 of the Marine Pollution Bulletin, Observations of trash in the deep tropical Atlantic and Caribbean Sea, shows that humanity's throw-aways also cluttered the Caribbean Sea's depths. To learn this, a team of researchers used video analysis of the waters around Puerto Rico from 2015 to 2022. The areas studied ranged from the canyons of the Arecibo Amphitheater to the north, to the west wall of the Mona Canyon to the west, to the south shore off Caja de Muertos, and east to the Lang Bank off St. Croix, U.S. Virgin Islands.

Results revealed 139 pieces of marine litter in waters from 800 to over 20,000 feet. The most abundant waste materials were metal, plastic, glass, mixed materials, fabric, and wood. Some trash wasn't instantly recognizable, but at least ten items were considered fishing gear, including line, weights, and netting.

The researchers concluded that their findings add to growing evidence that the deep oceans act as sinks for human trash, even in unexplored or poorly known areas with little or no regular human presence. www.sciencedirect.com/science/article/pii/S0025326X24011597

SALTY DAWG RALLY TO AZORES FROM ST. MAARTEN

If you've sailed to the Caribbean with the Dawgs, how about trying a transatlantic rally? The Salty Dawg Sailing Association (SDSA) will run its first-ever rally across the North Atlantic to Horta in the Azores Islands in the spring of 2025.

"The rally will have starts in St. Maarten in the Caribbean and in Hampton, Virginia, on May 18, with an initial destination of Bermuda," says Mike Benjamin, SDSA president. "The St. Maarten start will coincide with the SDSA's annual Homeward

A photograph of an outdoor swimming pool area. In the foreground, several patterned and solid-colored pillows are arranged on a concrete deck. A lounge chair is visible on the right. In the background, there is a pool, a striped umbrella, and a lush garden with various plants and flowers. The sky is clear and blue.

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Dream Yacht Worldwide Offers Trends & Forecasts

Thirty-plus global yacht charter destinations offering options ranging from crewed yachts to bareboats and nearly a quarter of a century in business puts Dream Yacht Worldwide's (DYW) finger on the pulse of what's trending and what's on the horizon. Here are three things to know:

- **THE EARLY BIRD GETS THE SAVINGS.** The Annapolis, MD, headquartered company has seen a resurgence in early bookings. This is potentially due to travelers taking advantage of advanced offers and savings and the option to select the preferred yacht and itinerary of choice before it becomes unavailable. Last fall, DYW saw a 108% increase in bookings year on year ahead for May and June 2025 vacations.

- **AMERICANS PREFER SHORT-HAUL SAILING VACATIONS.** The Caribbean and the Bahamas remain DYW's top

sailing destinations for Americans. Nearly three-fourths (73%) of U.S.-based clients book this region. In particular, there has been increased interest in St. Martin, with bookings up 23% year-over-year based on bookings made for 2025 in 2024 versus bookings made in 2023 for 2024.

- **CABIN CHARTERS ARE ON THE RISE:** Perfect for couple travel or solo travel, DYW's cabin charter bookings made for 2025 in 2024 versus bookings made in 2023 for 2024 are up 15%. Cabin charters allow exploring beautiful destinations without the need for any sailing experience or a large group of friends to share the cost of renting a yacht, making sailing accessible, more affordable, and enjoyable for everyone.

www.dreamyachtcharter.com



COURTESY DREAM YACHT WORLDWIDE



COURTESY IQFOIL CLASS

Bound Rally to Hampton, VA, including an optional stop in Bermuda. From there, the fleet will gather in Bermuda for final preparations and festivities and depart for the Azores on June 1. The passage across the Atlantic should take about two weeks, depending on boat speed and weather. For many of us, this passage across the Atlantic to the Azores and then on to Europe has been on our bucket lists for a long time."

There will be educational webinars for participants with topics such as weather routing, cruising the Azores, provisioning, spare parts, and overviews of destinations such as Europe and the Mediterranean. The initial Azores Rally in 2025 will be limited to the first 25 boats that pay the rally fee and pass a general vetting by the SDSA rally management team. The rally fee is \$550 per boat. There is no separate crew fee. All skippers are expected to have blue water sailing experience. www.saltydawgsailing.org/azores-rally

OLYMPIC CHANGES MADE FOR WINDSURFING

It's been 40 years since windsurfing became an Olympic event for men, first on a Windglider, and over three decades for women, who started on a Lechner board. Over the years, equipment changes have ranged from the Mistral One Design and Neil Pryde RS:X to, more recently, the iQFOiL for the 2024 Summer Olympics. Aruba's Ethan Westera represented the Caribbean in this class in Marseille. Light winds and postponed racing are one reason World Sailing and the iQFOiL Class have made changes for the 2028 Summer Games in Los Angeles. Starting in January 2025, the women's and men's iQFOiL fleets will adopt new sail sizes that encourage greater accessibility and smoother transitions between youth and senior categories.

More specifically, Women and Youth Women will transition from the 8m² sail to a 7.3m² (new design) sail. Men will switch from the 9m² sail to an 8m² (current Women and Youth design) sail. Both categories will adopt the existing 490 (4.90m) mast to align with the revised sail sizes. These updates reflect a commitment to making the iQFOiL Class more inclusive for athletes of all body sizes. The new equipment supports a more level playing field, providing a competitive platform for sailors of a greater diversity of builds from different nations and continents. The iQFOiL International Games in Lanzarote in January 2025 is the first official event under the new rules.

"These changes represent a thoughtful and conscious evolution of the iQFOiL Class as a sport, which has just completed its first Olympic cycle. This new chapter prioritizes inclusivity, fairness, and accessibility worldwide," says Gonzalo Costa Hoevel, iQFOiL Class Manager. "By creating a smoother pathway from youth to senior categories and ensuring equitable competition across genders and body types, we are taking an important step toward making iQFOiL an even more global and sustainable class." www.sailing.org, www.iqfoilclassofficial.org



SDSA Azores



Sailfish Bowl

COURTESY MARINA CASA DE CAMPO

If you have any
EVENTS TO SHARE,
or **FUN IMAGES FROM**
AFTER AN EVENT,
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February 2025 Events

FEBRUARY 4, 11, 18 & 25 | Salty Dawg Sailing Association (SDSA) February Webinars. Check out these topics: 4th: Sailing Yacht Market Update & Trends, presented by David Walters Yachts; 11th Introduction to Celestial Navigation, by Jay and Dale Pokorski of SV Incognito; Cruising St. Maarten and the Northeast Caribbean with a Local Sailing Expert, given by Chris LaFrance, David Walters Yachts; and 25th Coastal Cruising 101, by the Dockwa Team. Free to SDSA members. Non-Members: \$25 for the entire Series or \$12 for an individual webinar. www.saltydawgsailing.org

FEBRUARY 6-8 | 5th Sailfish Bowl Fishing Tournament.

One of the Caribbean's most attractive and serious sport-fishing tournaments returns to the Dominican Republic's Marina Casa de Campo for a New Year and a new fishing season. Two days of fishing for sailfish, plus blue marlin, white marlin, spearfish, mahi mahi, tuna, and wahoo, concludes with the prestigious title of Tournament Grand Champion. Other prize categories include Best Billfish Angler, Best Game Fish Angler, Top Boats, Top Lady Angler, Top Youth Angler, and Best Captain. The Sailfish Bowl is also a qualifying 2026 Offshore World Championship event. "We invite all anglers to enjoy one of the top fishing destinations in the world, fun social activities, exquisite food, and Dominican Republic hospitality," invites Capt. Paco Vela, tournament director. www.marinacasadecampo.com.do/fishing

FEBRUARY 7-9 | Crucian Open.

Host St. Croix Yacht Club (SCYC) invites dinghy sailors to compete in this annual event, sailed in St. Croix, U.S. Virgin Islands protected Teague Bay. Registration is the 7th, and racing the 8th and 9th. Classes include Optimist Green, Optimist Advanced, Sunfish, and 420 Jib & Main. "Our dock improvement will be complete by then, providing easier access for the boats,"



COURTESY SALTY DAWG SAILING ASSOCIATION



says Juliet San Martin, organizer. "The entry fee of \$100 per sailor includes Continental breakfast and a sandwich bar lunch on both racing days, ensuring everyone stays fueled on the water. The event is good practice, especially for the Sunfish Class, as the SCYC will host the 2026 Sunfish World Championships. www.stcroixyc.com, www.yachtscoring.com



FEBRUARY 14-16 | Jolly Harbour Valentine's Regatta. All keel boats up to 50 feet are welcome to enter, invites Tim Richards, commodore of the host, Jolly Harbour Yacht Club. "If you have a CSA rating, great; if not, we will work something out. All visiting yachts get two free nights in the Jolly Harbour Marina courtesy of our sponsor." Regatta activities start with a social gathering and registration on the 7th. Racing occurs on the 8th and 9th, with a prize-giving on the 9th around 5 p.m. "The racing is always close and exciting and great fun to either participate in or just spectate. The best way to get up close to the action is by boat in Five Islands Bay," says Richards. All entrants get a unique regatta T-shirt and a chance to win prizes from sponsors Budget Marine, Absolute Properties, North Sails, and Jolly Harbour Marina. www.jhycantigua.com

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COURTESY BOCAS DEL TORO REGATTA

FEBRUARY 15 | 6th Annual Bocas Del Toro Regatta.

Never to be mistaken for an Eastern Caribbean Grand Prix, this annual 'fungatta' set off the Panamanian Coast in the Southwest Caribbean is a blast! "The ex-pat population is composed of sailors, backpackers, and surfers. Nobody ever arrived here because they got lost looking for Disney World. The locals speak Spanish, Rasta, and various Indigenous languages," says Ray Jason, regatta organizer and author of *Tales of a Sea Gypsy*, who lives on his 30-foot sloop, *Adventura*. "With such unusual local traits, our regatta is also somewhat contrary to ordinary. A quasi-pirate ship anchors down one end of the start line for starters. We call it a fungatta because many racers favor the chill rather than the gung-ho end of the spectrum." A good example, Jason adds, is that cruisers compete with their dinghies still swinging in their davits. "Not that some competitors don't enthusiastically go at it, with their matching crew attire and go-fast trimarans. But essentially, it is a laid-back, fun afternoon where even a banana-colored, half-century-old classic can take home a prize," he says. The Skipper's Meeting is on February 14 at Calypso Cantina in Bocas Marina, starting at 4 p.m. Racing on the 15th starts at Noon with a short spectator-friendly 'parade' between Isla Colon and Isla Carenero. The regatta begins between Noon and 1 p.m., with the 5 nautical mile course lapped twice, finishing off the south tip of Isla Carenero. The Awards Party at Calypso Cantina starts at 6 p.m. bocasdeltororegatta.com

FEBRUARY 15-16 | 45th Sweethearts of the Caribbean.

Historically focused on the classic, older vessels sailing in the Caribbean, newer vessels with crews yearning to test their mettle have always been welcome, according to Dick Schoonover, commodore of the host, West End Yacht Club, BVI. "Classics we define as the design being more than 24 years old. In the past, the event featured singlehanded racing and a schooner race." Last year, the fleet left Soper's Hole for the channel to head out and around Flanagan Rock and back. "I think we will look for a 'kinder' course this year, as sailing against the current in the narrows between St. John and Frenchman's Cay proved daunting," says Schoonover. www.westendyachtclubbvi.com

FEBRUARY 18-21 | RORC Nelson's Cup Series.

New for 2025, this third edition will be a stand-alone event from the RORC Caribbean 600. Inshore racers take place off Falmouth and English harbors on the 18th and 19th, followed after a lay day by the Antigua 360 Race on the 21st, with a start off Fort Charlotte. The Series is open to racing yachts under IRC, CSA, MOCRA, and other classes. New too for 2025, there will be a Maxi class, which will only sail inshore on the 18th, 19th and 21st. Two maxis entered include former Wallycento 100-footers, *V* and *Galateia*. Entry is free for all entries also in the RORC Caribbean 600 Race. Otherwise, the Series entry is U.S. \$180. www.rorc.org



The 2025 RORC Nelson's Cup Series is a stand-alone event

© TIM WRIGHT PHOTOACTION

RORC 600
Final Final -
Jon Desmond

CREDIT ROBERT HAIDUK

FEBRUARY 24-28 | RORC Caribbean 600. The stage is set for this popular and competitive regatta that rounds 11 Caribbean islands. Entries include Sweden's Niklas Zennström's *Carkeek 52*, *Rån*, which won last year's IRC Zero Class after nearly 63 hours of grueling offshore racing; the USA's Jon Desmond's new ride, *Final Final*, a PAC52, an impressive award winner formerly called *Warrior Won*; and new USA team, Andrew Berdon's TP52, *Summer Storm*, which claimed overall victory under the IRC rating in the 2020 Caribbean 600 under the name, *Outsider*. The Grand Prize-Giving happens on the 28th at the Antigua Yacht Club. www.rorc.org



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To this day, rudders are laced on in certain more primitive locales



The Hysterical History of Yacht Design

CRUISING | BY CAP'N FATTY GOODLANDER

I'm fascinated by humanity's mistakes—perhaps because I'm so good at making mistakes myself. Since I'm a sailor who understands little about the larger picture of life, the universe, and everything, I usually limit my mental musings to things nautical. Why? Because most readers don't know their port from their starboard.

Huh?

Okay, we'll start there.

Rudders are Johnny-come-lately items on the marine scene. Primitive dugout canoes didn't need rudders. The rower

just switched his paddle to the other side of the canoe if he wanted to arc in one direction or the other.

And this method of steering was acceptable at first. A cave dweller would leave his cave, stomp to the beach, launch his canoe, paddle out to fish, catch a few, row back to the beach, drag his boat above the high tide line—then return to the cave to slap around his wife.

... all good.

Well, okay, not perfect.

But as the number of abusers and canoes increased, more potential accidents occurred. Even the dumbest rower realized that his paddle could be used to avoid collision as well as for propulsion.

As cavemen got smarter and listened to their spouses more, they realized that their better half didn't like how they smelled after a hard row. So, naturally, the amorous rowers would stand up in their canoes and spread open their furs—to air out their armpits and thus be more attractive to their baby mamas.

It didn't take long for these guys to realize that, when the wind was astern, increasing sail area benefited them—but while going to windward, it did not.

Thus, sailing (and, eventually, the America's Cup) was born.

Soon, cavemen with extremely high IQs brought tree branches to fly numerous furs (think early North Sails) higher up, where there was more breeze.

Control of the boat became an increasing problem, so the astute caveman used the only tool he had aboard: his paddle. As canoes doubled in size, they required more power. So some cavemen drove pegs in their dugout canoes' rails (thole pins) to row it with two paddles, now called oars.

But back to rudders...

Did you know that early logbooks, coast pilots, and sailing instructions to foreign lands were called Rudders (the way to steer your boat) and often sold for large sums of money? They were even stolen at times. (Think 'watery state secrets' of yore.)

But back to steering ever-more-cumbersome canoes.

Steering oars were used—but they were fatiguing.

Many of the larger sailing canoes started sporting little horizontal thole pins just under where the helmsmen stood. These allowed the helmsman to steer by twisting the oar—without having to expend all his energy keeping its blade in place against the drag of the water.

...big up, dude!

Since most guys were righthanded even back then—this bump was on the starboard side.

Of course, poop happens at sea. And if the early sailor became distracted by a cold iceberg or hot mermaid—he might drop his oar.

Since they did not have rudder tubes, rudders, or gudgeons, they lashed their steering oar to the protruding pin so they wouldn't lose the oar.

While this was great at sea, where the steering guy could leave his station for a moment to box the ears of a particularly wayward sailor, it was a potential problem in port.

Thus, skippers, not wanting to untie and retie their steering oars, always put the left side of their vessel to the dock to load and unload their cargo. Their daily conversation began to reflect this fact.

Thus, the left side of their boat became the port side, and the steering oar side morphed into starboard. When they painted navigational markers in America, this factored in with such sayings as "(A guy named) Red left port."

This helped to remind the Yankee sailors that red nav marks were to be passed on his left (port) side as they left the harbor and "Red Right Returning" upon entering a harbor. Also, your red running light would be on your vessel's left (port) side.

Of course, if two vessels are about to collide at a 90-degree angle, the ship to port (which sees the red light) stops—while the vessels that see the green light maintain their course—just as all auto traffic in America does at unmarked intersections.

Of course, traffic lights are red and green because of the boats. But since they change electrically, yellow was added as a warning.

Don't you love stuff like this—real history that is still alive today and yet whose origins are increasingly obscured?

I certainly do.

The term “room enough to swing a cat” has nothing to do with felines. It’s about whipping sailors with a cat-o-nine tails without fouling the whip on the rigging.

Superstitions played a massive role in language as well. Women and priests were both considered lousy luck aboard—because lust and religion were common reasons for sailors to fight. (Many British ships required a sailor-before-the-mast to give the skipper his pocketknife so its tip could be broken off. That’s how common knife fights were aboard.) ...thus, rigging knives to this day don’t have sharp points.

Speaking of superstitions, it is considered bad luck to leave on a Friday—for the simple reason that the crews wanted to go ashore and tie one on with the ladies. Of course, they’d return to the three-headsail vessel later—and often awake still semi-drunk. The still-drunk helmsmen steering out the harbor frequently would lose concentration and luff up. So, “three sheets to the wind” was a way of describing a drunk.

A ‘hard and fast’ rule is from running aground. On a related note, ‘high and dry’ means the tide went out on the grounded vessel. (Stranding is similar).

“In the offing” comes from a vessel standing off in a blow versus risking approaching land.

“Running afoul” is when two vessels collide.

Experiencing a “knockdown” was a common occurrence at sea.

“Liberty” was a sailor going ashore—to get crazy with the booze and the broads.

“The Devil to Pay” is about how difficult it is to keep the garboard seam watertight. And being ‘between the Devil and the deep blue sea’ means to drown because once a sailor sank below the garboard seam (just above the keel), he was a goner.

“Batten down the hatches” was because hatches were covered by canvas held in place by thin strips of wood (battens).

“By and large” refers to a vessel that sails close by the wind and with its sails ‘large’ while broad reaching. Boats that were superior to windward were ‘aloof.’

‘Wide berth,’ ‘loose cannon,’ ‘on-an-even-keel,’ and ‘going overboard’ are all self-explanatory—as is to ‘take a different tack’ and to ‘broadside’ or ‘rake a ship from stem to stern.’

Before scheduled, prolonged battles, large warships used to heat cannonballs to cherry-red—hoping to catch the opposing craft afire. This became so popular that cabin boys stood ready with thick gloves—and the kid that prevented the most fires below decks was a real ‘hotshot.’

If a cannonball took away your mainstay, you were screwed—at least, according to Thomas Jefferson’s memoirs. To this day, we ‘jury rig’ things that we’re not sure will work.

Chinese junks used inferior gear—thus, ‘junk’ was born.

‘Hit a snag,’ ‘lay of the land,’ ‘close quarters,’ ‘run afoul,’ and ‘steer clear’ all washed ashore as well. Ditto, a ‘clean bill of health.’

To rearrange the dry cargo in the ship’s hold was to ‘rummage’ it. And ‘chock-a-block’ was when two blocks bound against each other tightly. ‘Tide over’ is to get through a difficult time. Being ‘taken aback’ is when the wind is suddenly on the wrong side of your sail.

The forward hatch (or scuttle) was where the crew’s drinking water was lashed. It was where they could gossip while they drank because the officers couldn’t see their lips move behind the ladle. (Scuttlebutt).

Oh, and sailors in Britain were called Jack Tarr (because of the tar in their hair to prevent lice). They were talented at a wide variety of mechanical tasks, thus ashore were called Jack-of-all-Trades. (Or even a jackass!)

The truth is that nautical nomenclature, like people, evolves. Yet even as it develops, it often clings to remnants of the original meaning.

Plus, it is a tiny linguistic world, especially for sailing islanders interested in such matters.

I currently live on a tiny island called Singapore. Each Thanksgiving, my daughter and I throw a huge traditional Thanksgiving meal for our many Asian friends. Monica showed up this year with her American husband, Jared Dougherty, a wonderful guy. He used to live on St. Croix and listen to my weekly marine show on Radio One during the 1990s. He especially enjoyed a weekly segment called the Salty Sea Talker. That was a five-minute ‘sailor-talk that waded ashore’ spot hosted by my daughter Roma Orion, a student at Pine Peace School on St. John, USVI. She was now his 40-some-year-old Thanksgiving hostess.

...small world indeed.





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Pool at Chub Cay, Berry

Exploring The Bahamas: Hidden Gems of Andros, Berry, and Bimini Islands

BY CAPT. SHANE McCLELLAN

Given how big The Bahamas are I've been breaking it up into various groups over the last year or two and this month I'd like to talk about the island groups of Andros, Berry, and Bimini. Each of these are fairly remote and seldom visited but they each have their own unique charm. Andros Island is by far the largest island in the Bahamas and at the same time the least visited. The Berry Islands are like a

little Exumas with some great little islands that you can have to yourself. Bimini Islands are visited more than the other two, but usually it's for big game fishing.

10 Chub Cay, Berry – At the southern end of the Berry Islands is a nice resort community that was in bankruptcy when I visited. It had a nice marina that you could

stay at and even if you anchored out, like I did, you were invited to enjoy the pool and the bar. Nearby is Mamma Rhoda Reef, which is fantastic for snorkeling. On the east side of the island is Whale Cay, which offers good protection, a lighthouse, and a nice little beach.



Entrance to
Morgan's Cave

9 Morgan's Bluff, Andros – Situated at the north end of Andros Island, this natural bay has long been rumored to have been a favored haunt of Captain Morgan. The anchorage itself is nice unless a northerner is coming through and the few shipwrecks along the wharf are interesting to explore above and below the water. Nearby is Morgan's Cave where he and his crew supposedly hung out and hid their treasure.

8 South Bimini – Not nearly as populated as the north island of Bimini, the South Island is starting to gain housing developments. Even with that there is an amazing nature trail that you can walk along and I loved walking through the little forest. In the interior of the island, you will find the fabled Fountain of Youth. I found this very interesting given how non-commercialized it is compared to the one in St Augustine, Florida.



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Fresh Creek Lighthouse

7 **Fresh Creek, Andros** - Roughly halfway up the east coast of Andros Island you will find a settlement on both banks of Fresh Creek. You can only take a sailboat a little way up the creek due to a bridge, but it does provide good protection. Nearby you will find the Batik Factory where they make a very unique Bahamian fabric by using wax and dyes. The lighthouse at the mouth of the creek is interesting with two cannons on the little battery in front of it and taking the dinghy up the creek to see some of the mangrove islands and the shipwreck is entertainment.



Bimini Shipwreck

6 **Alice Town, Bimini** - On the north island of Bimini there is a little town where I spent three or four days during a northerner. What I loved most about this town is from its past. Ernest Hemingway hung out here for several years staying at the Compleat Angler Hotel, which unfortunately burned down along with a museum dedicated to him. While on the island he wrote *To Have and To Have Not* and later based the novel, *Islands in The Stream* on this area. Besides this, today you can check out a couple other museums, twice as many bars as restaurants, a shipwreck right on the shore, and the fabled underwater Bimini Road.

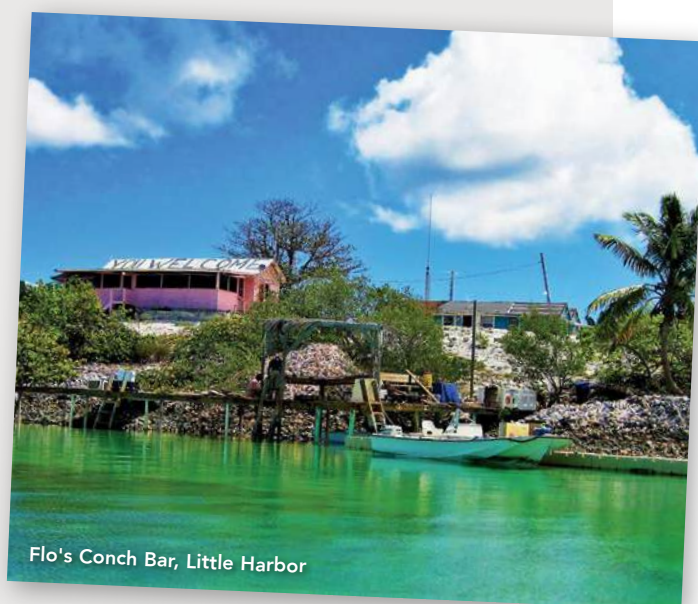


Coco Cay

5 Cruise ship islands, Berry – At the north end of the Berry Islands you will find a couple small cays that are used by cruise ships. The west one is called Coco Cay, and is used by Royal Caribbean, and the east one is Great Stirrup Cay used by Norwegian. When the ships are in you can sneak ashore and hang out with the passengers and once they left we played on the inflatable obstacle course they had in the water. Royal Caribbean also brought over a plane wreck and placed it in about 15 feet of water for people to snorkel.

4 The bights, Andros – The south end of Andros Island is broken up by waterways that go all the way across the island. There are three of them and unimaginatively named North Bight, Middle Bight, and South Bight. They're deep enough to bring sailboats into where you will find a shallow sandy bottom. There are lots of little islands with small beaches on them and the barrier reef is part of the third largest in the

world. To me the best part about the bights is the lack of visitors and the fact that you will have them pretty much to yourself.



Flo's Conch Bar, Little Harbor

3 Middle cays, Berry – Once you leave either Chub Cay or the cruise ship cays, at the south or north ends of the Berry Islands, you have to go offshore a bit before you can come back inside to visit the middle of the chain. Here you will find some great little islands to explore including Hoffman's Cay which has a big blue hole, Devil's Cay which has a nice beach, Little Harbor where you will find the famous Flo's Conch Bar, and Big Gaulinging Cay where you will find a small cave. It is definitely worth spending several days anchored here and exploring these islands that you'll have to yourself.



The Bights - Small Island

Capt Bill's Blue Hole



2 Blue Holes National Park, Andros – The northern end of Andros Island is riddled with blue holes which are part of a tunnel network that was dug by water during the last ice age. Since the sea levels rose the cave system flooded and sometimes the ceiling of the cave collapsed forming a blue hole. On Andros Island there are so many the government established Blue Holes National Park. Two of my favorite blue holes are Captain Bill's blue hole, which has a platform you can jump 15 to 20 ft into the water and Uncle's Charlie's blue hole, which has a rope swing, a small cave, and what appears to be stalactites in the water from when the water level used to be a lot lower. All of the blue holes are a blast to play and swim in. Nearby you also find a Mennonite farming community which I found interesting to visit.

1 SS Saponia, Bimini - This concrete ship was built at the end of World War I and ran aground in 1926 during a hurricane. In 1945 Flight 19 disappeared while doing a practice

bombing run on this particular ship adding to the Bermuda Triangle's myth. Nowadays this shipwreck is fantastic to visit and snorkel around. There are spots that are about 20 ft deep and it's even possible to jump off the top of the ship. If you're coming from the Miami area into The Bahamas this might be one the first areas you visit and this shipwreck, with its history, is a great beginning to your cruise through The Bahamas. 📍



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Dye Fore Golf Course,
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AT DR CASA DE CAMPO

8 Top Caribbean Golf Courses

BY CAROL M. BAREUTHER

Say 'fore' close to the water at Caribbean golf courses. Many 18-hole fairways in the region boast breathtaking views of land and sea, all elements that can also make for wonderfully challenging play. Here are 8 top greens to try for tee time:

CASA DE CAMPO, DOMINICAN REPUBLIC.

The bad news is that this resort and villa's legendary Teeth of the Dog course is under restoration until mid-December 2025. The good news is there are two other courses on the property, Dye Fore and Links, which are often overlooked but make for outstanding play. Both are within 2 to 2.5 miles of Marina Casa de Campo. Dye Fore is designed by

Pete Dye, a 27-hole, 7,740-yard course with seven scenic cliffside holes dropping 300 feet to the Chavón River below. The Links has 18 holes, over 7,000 yards, and is ideal for all skill levels. www.casadecampo.com.do

ROYAL ISABELA, PUERTO RICO.

The scenery is stunning North of Rincon and west of Arecibo on the island's northwest corner. The 18 holes are configured as two 9-hole circuits – the front nine are inland, and the back nine are oceanside – the latter are constructed on cliffs averaging 200 feet above the water and overlooking the Atlantic Ocean. The Par 72, 7,538-yard course also meanders through lush vegetation and natural sand dunes.



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AURORA INTERNATIONAL GOLF CLUB, ANGUILLA.

Check out the views from hole No.1 at this Greg Norman-designed 18-hole, 7,165-yard, Par 72 course on what was formerly the CuisinArt Resort until 2021. The tee offers panoramic views of St. Martin and the Caribbean Sea. Holes 2 and 10 share a 16,000-square-foot double green steps from Rendezvous Bay and the Anguilla Channel. Rental equipment is available. The Golf Academy offers a serious chance to elevate your game with two instructional bays equipped with Trackman simulators, pressure mats, and 3-D motion analysis. Golf newbies can also check out the walking-only, 9-hole, 1,315-yard, Par 28, Avalon Links Short Course at Aurora. The closest marina is Marina Fort



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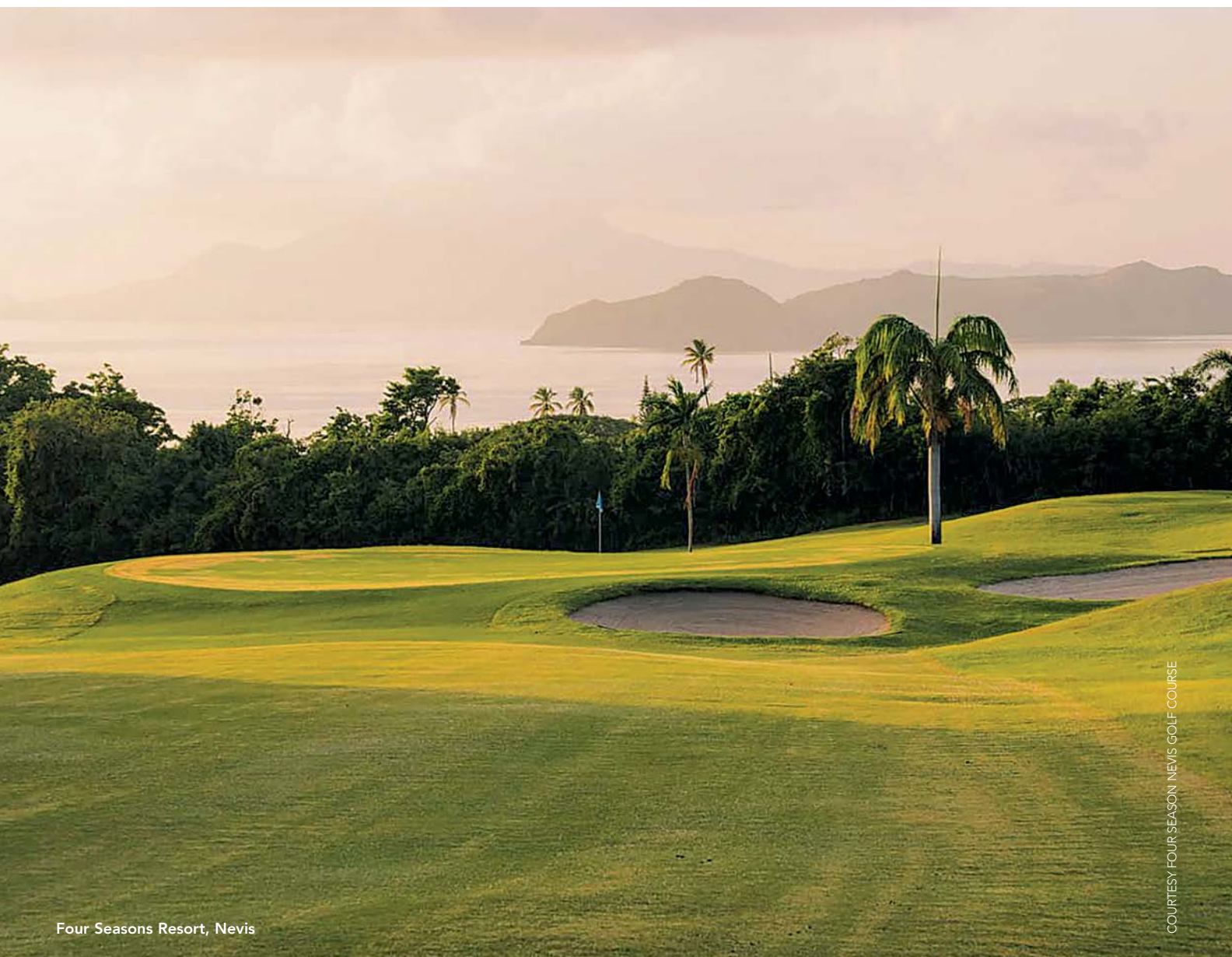
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ROYAL ST. KITTS GOLF COURSE, ST. KITTS.

Located at the St. Kitts Marriott Resort on Frigate Bay, this 6,851-yard, 18-hole, Par 71 course features the front nine

holes set under the island's lush hillsides, with the back nine with oceanfront views. Play includes 10 water hazards and 80 bunkers, all set on hybrid turf grass and seashore paspalum, which tolerate the salty sea air environment well. You can rent golf carts and clubs, perfect skills on a putting green and driving range, and have lunch at the Clubhouse Grille. No caddies are available, though. The Marina at Christophe Harbour is 5 miles south. www.royalstkittsgolfclub.com

CAP ESTATE GOLF & COUNTRY CLUB, ST. LUCIA.

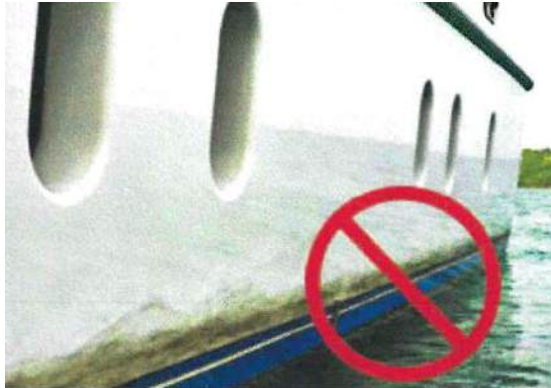
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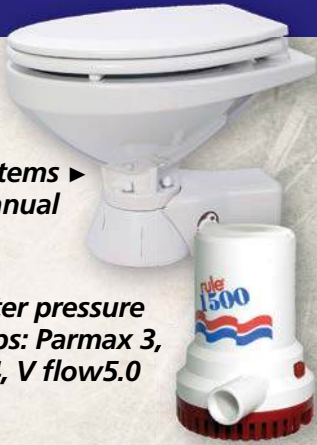
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Crackling Connections: Troubleshooting Electrical Issues Aboard Your Boat

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

A few months ago the loudspeakers in “Pitufa’s” cockpit started crackling and failing—no more metal music for sundowners. We didn’t mind too much as the speakers were rather elderly already and moreover we had a visit to Europe scheduled. So we simply added another item to the already endless shopping list of spare parts and replacement items. Back on Pitufa we installed the shiny new speakers—and they were crackling just like the old ones. The fault was not with the speakers after all, but with the cable leading down to the amplifier. We could have kicked ourselves as we really should have known better from experience...

Don’t overreact, check first

The engine just goes “click” instead of “vroom” when you turn the key? The anchor winch suddenly doesn’t move even though it worked just fine yesterday? No more wind data coming from the instrument on the masthead? The batteries are strangely empty even though the sun is burning down on the solar panels? The light in the galley flickers and goes dark? We’ve experienced all these situations and many more similar ones during our 13 years living on Pitufa. In 95 % of all cases of spontaneous failure aboard the fault lies with a dodgy connection or cable.

So when some formerly reliable gadget on the boat fails, don’t call the mechanic or electrician in panic and don’t put a hasty order for a new part. Check the cables, terminals and relays first!

Multimeter versus clamp meter

A multimeter is your best friend in such situations and you don’t have to be an electrician to handle such a device. A clamp meter is even handier as it allows you to measure current without breaking the circuit. Even I as a complete layperson can thus follow the series of connections from its source to see how far the electric current actually reaches.

Careful: if you measure when the device is switched off you might overlook faulty areas as the voltage might look fine, but as soon as a load is switched on and current is running the voltage suddenly drops. So it’s sometimes advisable to measure voltage drops along a cable while the load is switched on.

To fix the faulty part some more expertise and equipment is needed, but if you lack this expertise (and don’t have an electrician as a partner like I luckily do) or the necessary replacement part, you can at least point the professional to the dodgy connection without having to watch him/her searching and sweating in unreachable corners of your boat while you’re paying a hefty price for each working hour.

Overdimensioned, tinned cables in cable ducts

The marine environment gnaws relentlessly on all metal parts aboard. Most shipyards go for shiny aesthetics instead of practicality and think it’s cool to hide all “ugly” electrical installations behind paneling and insulation—often glued in and made for eternity, without any considerations for repairs, adjustments and additions that will be necessary during the long life-time of a boat. The previous owner of Pitufa had most electrical connections redone outside those panels and run in more easily reachable cable ducts. Well done in principle, but he then used bare copper cables that started corroding away soon after we had bought the boat. It really pays off to invest in tinned cables whenever you do a new installation as bare copper does not stand a chance. If you’ve inherited regular landlubber copper cables from the previous owner like we did, it may pay off in the long run to bite the bullet and install everything new while you’re still in a place with well-stocked hardware stores and plenty of professionals around.

Excessive voltage drops while measuring shouldn’t be ignored as they might indicate a dodgy connection



Checking the
the solar panels

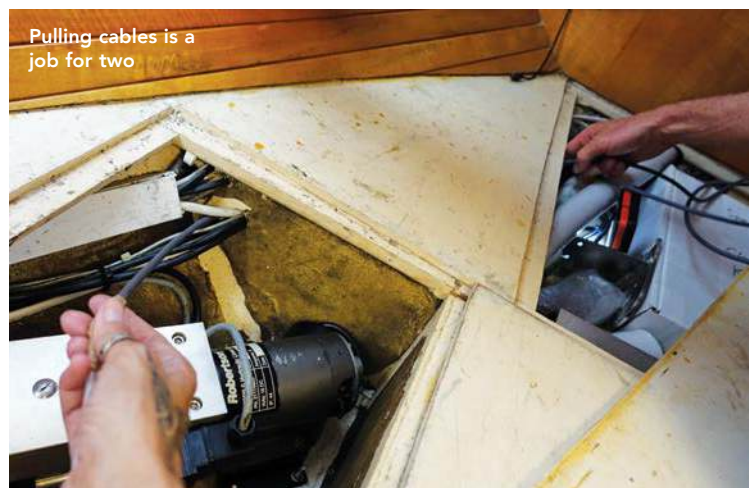


Multimeter versus
clamp amp

or that the chosen cable diameter was not adequate right from the start. Everything to do with batteries, chargers, windlass, watermaker, solar panels and inverter should be overdimensioned—don't be stingy with thin cables wherever high currents are running.

Gadgets coming off and on

Even more annoying than a complete failure, are devices that unexpectedly fail (usually when they are really needed, like a wind instrument on a long passage) and then just as unpredictably and inexplicably bounce back and resume their work just as if they had never deserted you in the first place. To find the faulty connection you need to follow the cable and wiggle and pull relentlessly as dodgy bits can be hiding everywhere. When the starter of our Yanmar failed, it turned out that the end of the cable was rusted through and the crimped on eye-terminal was only held in place by the heat-shrunk tube—everything looked peachy from the outside and the tube didn't even give way when pulled. Only when we cut it off, we found the damage underneath... Ⓜ



Birgit and Christian have been sailing and repairing their S&S 41 SY Pitufa half around the world for 13 years. Check out their blog www.pitufa.at for more info or read their books "Sailing Towards the Horizon" and "Cruising Know-How"—both available on Amazon.

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Angler with Dolphin (mahi)

Riding the Waves: Sportfishing Boats Tailored for Caribbean Waters

BY CHRIS BURKE, BVI YACHT SALES

The Caribbean Sea, with its stunning turquoise waters and abundant marine life, has long been a paradise for anglers. Yet, its idyllic surface can be a challenging reality for mariners: rough seas, sudden squalls, and an unforgiving chop that tests even the most seasoned captains. These conditions have shaped the region's maritime traditions, from the sharp-entry bows of classic Caribbean pirogues to the rise of sportfishing boats designed to conquer the elements with style, durability, and fishability.

From Pirogues to Sportfishers: Navigating the Caribbean's Waters

The pirogue, a staple of the Caribbean's fishing heritage, is a testament to the ingenuity of local boatbuilders. Its narrow beam and sharp entry, deep V bow allow it to slice through rough seas with remarkable ease, making it the go-to vessel for generations of fishermen. However, pirogues come with a notable trade-off: they're wet, prone to broaching in a large following sea, and with limited freeboard and little protection



from the elements, pirogues provide a splash-filled ride that's not for the faint of heart.

Enter the modern sportfishing boat, a vessel that marries seaworthiness with comfort and practicality. Designed with the Caribbean's challenging waters in mind, these boats often feature deep V hulls, renowned for their ability to cut through waves and provide a stable, dry ride. Beyond their rough-water performance, these boats boast large, uncluttered cockpits ideal for battling big game fish like marlin, tuna, and mahi-mahi.

The Bertram Legacy: Born to Tame the Seas

Few names in the sportfishing world carry the prestige of Bertram. The brand's origin story is the stuff of legend. In 1960, founder Dick Bertram entered a prototype deep V hull design, the "Moppie," into the grueling Miami-Nassau powerboat race. The Moppie not only finished first but set a new standard for offshore performance, thanks to its revolutionary hull design that allowed it to glide over rough seas with ease.

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Bertram's latest offering,
The Bertram 35

CREDIT: BERTRAM YACHTS



Hatteras 50C

CREDIT: SPORTFISH TRADER



Viking 44C

CREDIT: VIKING YACHTS

Bertram boats quickly gained a reputation for their durability and exceptional handling in rough water, making them a favorite in the Caribbean. Models like the Bertram 31 became icons, celebrated for their rugged construction and fishability. The large cockpits provide ample space for anglers to maneuver during a fight, while the deep V hull ensures a smoother ride back to port, even when the seas turn nasty. Their robust construction also ensures excellent resale value, a feature shared with other leading brands. Additionally, Bertram models are versatile, making them equally well-suited for family cruising vacations and weekend getaways.

Hatteras: Luxury Meets Bluewater Performance

Hailing from North Carolina, another hotbed of offshore fishing, Hatteras Yachts has earned its place as a premier builder of sportfishing boats. The brand's commitment to innovation and quality is evident in its hull designs, which combine a deep V forward section with flatter aft sections for optimal performance and stability.

Hatteras boats are particularly suited to Caribbean anglers who value comfort as much as performance. With plush interiors, spacious salons, and modern amenities, they allow anglers to enjoy a touch of luxury without sacrificing seaworthiness. Like many top-tier sportfishing brands, Hatteras boats are renowned for their durability, with older models thriving in the Caribbean's vibrant used-boat market.

Viking: A Commitment to Innovation

Viking Yachts, a leader in the sportfishing industry, has built its reputation on a relentless commitment to innovation. Known for their high-performance hulls and attention to detail, Viking boats are a common sight in Caribbean marinas.

The deep V hulls of Viking boats provide the stability and ride quality necessary for long offshore runs to the fishing grounds. Their designs emphasize both performance and fishability, with large cockpits equipped with all the essentials—live wells, rod holders, and tackle storage to satisfy even the most demanding anglers. Additionally, Viking's use of advanced composite materials ensures their boats are lighter and more fuel-efficient without compromising on strength.

Blackfin: Compact Powerhouses

For those seeking a more compact option without sacrificing performance, Blackfin boats offer an excellent choice. Known for their rugged construction and deep V hulls, Blackfins are particularly popular among Caribbean anglers who appreciate their ability to handle rough seas with ease.

Blackfin's smaller models, like the 24 and 29, are prized for their agility and efficiency. I've had the privilege of owning both models, and it's hard to find another boat in that size range that handles the rough Caribbean seas as well as they do. I purchased the single-diesel-powered Blackfin 24 in Tortola

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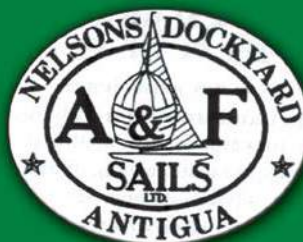
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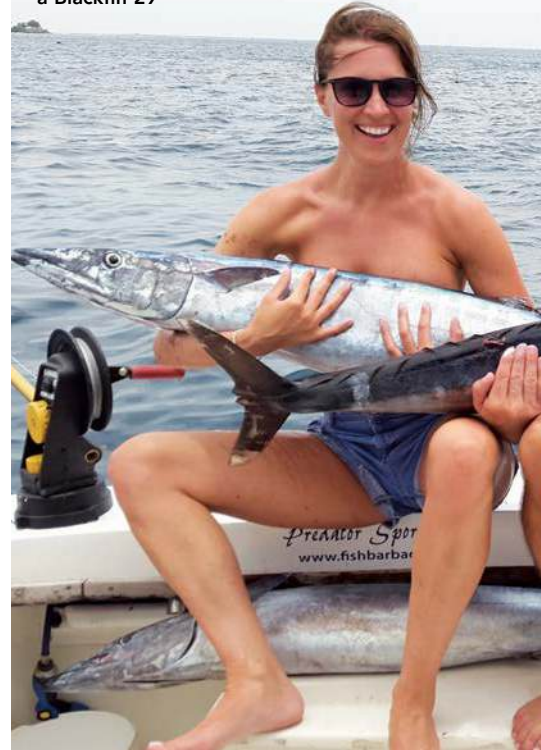
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Blackfin 29 on the hard, showing the Deep V and sharp fwd entry that these boats are known for.



Four Wahoo taken aboard a Blackfin 29



and ran her over 500 miles back to Barbados. It tackled the head seas with ease, performing like a much larger vessel. These boats are built to last, with robust hull designs and high-quality finishes that stand up to the harsh marine environment. Despite their size, Blackfins don't skimp on fishability, offering well-laid-out cockpits and ample storage for gear. Blackfin boats hold their value well in the used-boat market, making them a sound investment for anglers. Their versatility also makes them appealing for short family outings and casual cruising adventures.

Many More Options

While Bertram, Hatteras, Viking, and Blackfin are standout names in the Caribbean sportfishing scene, they are by no means the only options. Numerous other brands, including Cabo, Grady-White, and Boston Whaler, also produce excellent boats tailored to the demands of offshore fishing. These manufacturers share a focus on rugged construction, innovative designs, and excellent fishability, ensuring that anglers have a wide range of choices when selecting their ideal vessel.

Why Deep V Hulls Dominate the Caribbean

The deep V hull is the cornerstone of sportfishing boat design, particularly in regions like the Caribbean where conditions can be unforgiving. With a sharp forward entry and a steep

deadrise angle, deep V hulls excel at slicing through waves, minimizing pounding and keeping the ride comfortable. This design also enhances stability in choppy conditions, a critical feature for anglers battling big game fish.

While deep V hulls can be less efficient at lower speeds and require more power to plane, their advantages far outweigh these drawbacks in the Caribbean. Whether trolling for marlin off the coast of Trinidad or navigating the windward passages, the deep V hull provides the confidence and capability needed to tackle the region's waters.

The Second-Hand Market: A Treasure Trove of Value

One of the hallmarks of sportfishing boats is their durability, and this is especially evident in the Caribbean's thriving second-hand market. Brands like those mentioned here hold their value remarkably well, thanks to their robust construction and timeless designs. Many boats from the 1970s and 1980s remain in active service, a testament to their longevity and the care of their owners. Many buyers look to repower their new-to-them sportfishing boat with more modern diesel engines than the originals, it's often possible to get that great boat you always wanted, repower it, and still spend way less than a new build. I've done this myself, back in 2000, I purchased a rough looking, early 70s Bertram 31. I completely stripped her



down and did a full restoration and repower. I think of that boat sometimes while out fishing these days, and I regret selling her, however selling a boat for more than you have invested puts a smile on any boat owner. This is another win-win possibility with refurbishing one of these classics.

For anglers looking to enter the sportfishing world without the steep price tag of a new boat, the second-hand market offers an attractive alternative. With proper maintenance, a well-built boat from any of these leading brands can provide decades of reliable service, making it an excellent investment for those passionate about offshore fishing.

Fishability and Beyond

While seaworthiness is paramount, the true test of a sportfishing boat lies in its fishability. Large, open cockpits are a common feature across all the aforementioned brands, providing plenty of space for anglers to work their lines without obstruction. Additional features like outriggers, fighting chairs, and built-in tackle stations enhance the fishing experience, ensuring that every aspect of the boat is optimized for success on the water.

Storage is another critical consideration. From rod lockers to insulated fish boxes, these boats are designed to accommodate the needs of serious anglers. Live wells with advanced circulation

systems keep bait lively, while ample cooler space ensures the catch stays fresh until it reaches the dock.

Conclusion

For Caribbean anglers, a sportfishing boat is more than just a means of transportation, it's a trusted partner in the pursuit of adventure. Brands like Bertram, Hatteras, Viking, and Blackfin have set the standard for what a great sportfishing boat should be: seaworthy, durable, and impeccably designed for fishability.

Whether you're chasing billfish off the coast of Barbados or exploring the deep trenches of the Dominican Republic, a well-built sportfishing boat is your ticket to experiencing the best that Caribbean waters have to offer. With their deep V hulls, spacious cockpits, and enduring appeal, these boats embody the spirit of offshore angling and stand as a testament to the ingenuity and craftsmanship of their builders. In the challenging waters of the Caribbean, they are not just boats, they are legends. 

Chris Burke is a broker with BVI Yacht Sales, based in Barbados, and specializes in getting boats sold across the Caribbean. Contact him at chris@bviyachtsales.com.



DESSERT – Fairy Wheels with Strawberry and Tamarind Sauce

1st Place 180+ ft

Leny Belin,
M/Y Wheels



MAIN DISH – Steamed Turbot with Asparagus Ribbons, Zucchini Tart and Pomegranate Crisp, Smoked Mashed Potato, Carrot and Vanilla, Corn Puree Miso Caviar Beurre Blanc

STARTER – Spinach, Truffle and Ricotta Candy Pasta, Grilled Leak, Umami Sauce, Onion Tuille and Powder Confit Yolk



Culinary Elegance on the High Seas

Highlights from the 24th Annual Antigua Concours de Chef

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

The prestigious 24th Annual Antigua Charter Yachts Show set the stage for an unforgettable culinary spectacle with its much-anticipated Concours de Chef and Tablescape Competition.

This year's theme, "The Art of Charter," challenged chefs to craft a three-course dining experience—first course, main course, and dessert—centered around imaginative Charter Theme Nights. Adding a thrilling twist, each dish had to feature a mystery ingredient, pushing participants to elevate their artistry while embracing creativity and innovation.

As the competition unfolded, the air buzzed with excitement, culminating in a showcase of unmatched culinary mastery. From elegantly plated creations to unique tablescapes that transported diners to a world of luxury, the judges faced an enviable challenge in selecting the winners. Ultimately, the titles went to the following exceptional chefs and yachts:

YACHTS 180 FT +

1st Place: Chef Leny Belin, M/Y Wheels

2nd Place: Chef Hamish Dean, M/Y Holdin My Own

3rd Place: Chef Thean Labuschagne, M/Y Sealion



STARTER – Red Snapper, Fermented Beets, Creamy Beetroot, Tamarind Sauce, Ginger Tuile, Avocado Cream



DESSERT – Mascarpone Tamarind, 24-Hour Sous-Vide Pineapple, Almond Streusel, Tonka Coconut Ice Cream, Meringue Cardamom, Butterfly Pea Kombucha, Rum Lime Gel



1st Place 126 - 179 ft
Mikhailo Chekan,
M/Y Nuri



MAIN DISH – Mahi Mahi Cooked over Charcoal, Mushroom Fermented Risotto, Buerre Blanc, Hazelnut Crunch, Lemon Verbena Leaves, Broccolini, Black Caviar.

"Coordinating the Antigua Charter Yacht Show's Concours de Chef and Tablescaping Competitions is an incredible honor. This year, 30 yachts showcased immense talent, impressing judges with creative interpretations of the theme and secret ingredient. While only a few took home awards, every participant displayed exceptional skill. I applaud the 2024 competitors and look forward to welcoming even more talent next year."

–Elizabeth Lee, chef, author & coordinator

YACHTS 126 FT – 179 FT

1st Place: Chef Mikhailo Chekan, *M/Y Nuri*
2nd Place: Chef Ryan Weymouth, *M/Y Pisces*
3rd Place: Chef Sam Dux, *M/Y Serenity*

YACHTS 125 FT AND UNDER

1st Place: Chef Tom Rider, *M/Y Oculus*
2nd Place: Chef Casey Strickland, *S/Y Aeolus 77*
3rd Place: Chef Graham Dutton, *M/Y Fifi*

Stay tuned as we dive into the winning dishes and explore the inspiration behind the chefs' remarkable creations, each one a testament to the art and elegance of luxury chartering.

Winners of the 2024 Concours de Chef competition

YACHTS 180 FT +

1st place: Chef Leny Belin, *M/Y Wheels*
2nd place: Chef Hamish Dean, *M/Y Holdin My Own*
3rd place: Chef Thean Labuschagne, *M/Y Sealion*

Continued on page 76

Caribbean Marinas

ALL AT SEA'S CARIBBEAN 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
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.curacaoyachtclub.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	Clarkes 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.bocas-marina.com	507-757-9800	20'	150'	83	•	110 - 220v		•		•	•	•	•	•	68	FREE
Panama	Red Frog Beach Marina redfrogbeach.com an IGY destination™	+507 6726-4500	20'	300'	84	•	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		•	•	•	•	•	•	•	68	•
Panama	Shelter Bay Marina	507-433-3581	20'	320'	192	•	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	•	•	•	•	•	•	•	•	74	•
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	•	110 volts / 220 / 480 for megayachts		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina de Salinas	787-824-3185	10'	65'	103	•	120/220V, 30/50 amp		•	•	•	•	•	•	•	16	•
Puerto Rico	Marina Pescaderia www.marinapescaderia.com	787-717-3638	8'	115'	99	•	30, 50, and 100 amp		•	•	•	•	•	•	•	16	FREE
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	•	110/220V, 30A, 50A and 100A		•	•	•	•		•	•	68	FREE
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	•	•	•	•	•	•	•	16/71	FREE
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel Gas	Shower / WC Laundry	Provisioning Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	16	FREE
St. Croix	St. Croix Marine www.stcroixmarinecenter.com	340-773-0289	11'	150'	23	●	110/220 - 30A, 50A, 100A		●	●	●		●	16/06	FREE
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an  IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	16/12	●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	16/69	●
St. Maarten	Island Water World Marina	+1 721-544-5310	8'	60'	47	●	110/220V, 60Hz		●	●	●		●	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an  IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	16/79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an  IGY destination™	721 544 2408	18'	320'	45		480V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	16/78A	FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht-harbor.com an  IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven-grande.com an  IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	16/71	FREE
Trinidad	Peake Yacht Services Marina	868-634-4420/3/7	20'	90'	17	●	110/220				●	●	●	69	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	72	●
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●	●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-499-5500	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 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	+1 284 499-5501	10'	180'	37'	no limit	110/120/220	7am-6pm	70  350 CIMOLAI	•	•	•	•	•	•	•
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° 23.06W	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 	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 	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 	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 	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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1
GRAND CAYMAN, CAYMAN ISLANDS. FIN is Cayman's most iconic luxury complex. FIN's amenities include courtesy cars and boats, an owners lounge, massage room, gym, a glassed lap pool, security, management, close proximity to town, great swimming, and snorkeling via a saltwater lagoon, plus some of the Caribbean's best sunsets. #19 is an elegant, oceanfront, second-floor 2 BR/2.5 BA bath corner unit of 1,945 sq. ft. Price: US\$1,995,000. MLS 416066. Member of CIREBA
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2
NASSAU, BAHAMAS. The Bahamas Property Group and Legendary Blue Water Cay Marina offer for sale dry slip storage and wet slip dockage. The Legendary Marina Resort at Blue Water Cay is the only marina in Nassau that provides dry storage. This enclosed and protected facility is being built to withstand Category 5 hurricane wind speeds for ultimate protection. The marina also offers daily, weekly, and monthly dry storage rentals for boats up to 55' LOA. For wet slips, choose conventional storage and secure your boat on one of the floating docks. Wet slips are available for boats up to 220' LOA. Price: U.S. \$330,750 to \$1,885,000
PATRICK RYAN KNOWLES, Bahamas Property Group
www.bahamaspropertygroup.com
 Office: (242) 677-1000 | Cell: (242) 359-1825

3



ISABELLA, PUERTO RICO. Incredible views of the North Coast of Puerto Rico, Pastillo Beach, and the scenic Royal Isabela Golf course result from this gem of a multi-level property with a separate apartment downstairs and great rental income potential. The main house is approximately 1,100 sq. ft with 2 BR/1 BA and a large open-plan living room and kitchen. Upstairs are two large, covered balconies overlooking the pristine beaches of Isabela. The 1 BR/1 BA downstairs has an outdoor kitchen. Sold furnished. Price: U.S. \$959,000

JAMES WESTFALL, Island West Properties
jnwestfall00@gmail.com | puertoricorealestatesales.com
 Office: (787) 823-2323 | Cell: (310) 270-5232

4



VIEQUES, PUERTO RICO. Located on the beachfront in the Monte Santo Playa neighborhood, Evamer is a spectacular 6,292 sq. ft. turnkey concrete compound on approximately 3/4 of an acre of titled land. This stunning property boasts 10 BR/11 BA and has been utilized for long-term rentals with contractors; it previously served as a thriving venue for short-term rentals, Airbnb hosting, weddings, and a charming family compound. Amenities include an infinity pool, a BBQ deck, a gazebo, and ample parking. Price: \$3,700,000

BOB GEVINSKI, Paraiso Realty
bgevinski@gmail.com | www.paraisorealtypr.com
 Cell: (787) 900-8909

5



ST. CROIX, USVI. Big 2.4-acre lot with big, big sea views over the island's north shore to St. Thomas and the British Virgin Islands beyond. Plenty of road frontage. The lot slopes down from the road. Located in a subdivision of large lots and paved roads only a few minutes from the main town of Christiansted, with marinas, a golf course, restaurants, and shopping. Price: U.S. \$140,000

JULIET SAN MARTIN, RE/MAX St. Croix | julie@teamsanmartin.com
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ST. THOMAS, USVI. Enjoy views of Charlotte Amalie's town and harbor, Hassel Island, Water Island, St. Croix, and Puerto Rico from Villa Havencrest, a large 6 BR/8 BA residential compound. The towering Mediterranean-style home, which boasts 7,000 sq. ft over three levels, features multiple terraces surrounding a huge pool with Gazebo for entertaining. A circular drive along with a 2-car garage makes entertaining and daily life a breeze. The 40-kW generator will always keep the lights on when the power goes out. There is also a small caretaker's apartment below. Price: U.S. \$2,995,000

**SCOTT NEWLAND, Newland Real Estate, LLC | Scott.newland01@gmail.com
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VIRGIN GORDA, BVI. Live in the ultimate tropical vacation destination year-round. Boulder Beach in Spring Bay, within walking distance to The Baths, sits within over an acre of landscaped tropical gardens. The main house provides a kitchen, living and dining, and two guest bedrooms. The master bedroom suite is set in a private Cabana about 10' from the sand. The second guest bedroom suite sits behind, while two additional guest suites are behind the tennis court. Completely rebuilt following the 2017 hurricanes. Drinking water is supplied by five cisterns under the main house and two cisterns under the back building for 70,000 gallons total. Price: U.S. \$9,600,000

CHRIS SMITH, Coldwell Banker BVI Real Estate
chris@coldwellbankerbvi.com
www.coldwellbankerbvi.com
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POINT PIROUETTE, ST. MAARTEN. Luxurious, spacious 3 BR/3 BA residence, with its own private boat dock and private pool overlooking the lagoon and French Lowlands in the distance. Master bedroom with whirlpool bath. New electric, plumbing, concrete roof, and paint. Andersen windows and doors with hurricane-proof glass push open to a beautiful outdoor living and dining area, private pool, and sun deck. Gourmet kitchen bar space with stainless steel appliances located off the porch outside. 24/7 secure gated development. Price: U.S. \$1,199,000

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9 GALLEON BEACH, ANTIGUA. Expansive ocean views of Freeman's Bay, beautiful sunsets, and vistas of the mountainous island of Montserrat are visible from most rooms of Blue Moon, a tropical villa located in a gated community. The 0.40-acre property offers a larger estate-like feel with its 2400 sq. ft, 2 BR main residence, plus two separate, 1100 sq. ft. 1 BR villas. Beautiful stone retaining walls and cement walkways enhance lush tropical plantings of mature shrubs and palm trees. The popular white sandy beach of Galleon Beach is a few minutes stroll away. Price: U.S. \$2,350,000

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10 KRALENDIJK, BONAIRE. Rare opportunity to own one of the island's most exclusive homes! This 5 BR/5 BA villa, Kas Playa, is built on two lots and makes maximum use of the nearly 100-foot-wide beach that fronts the sea. The incredible amount of attention to detail is apparent on arrival. Amenities include a private gym, HEOS music system, infinity pool, Bulthaup kitchen with Miele and Gaggenau appliances, panoramic view of the Caribbean Sea from almost every room, rinse tank and storage for diving equipment, and double garage. Ten-minute walk to Kralendijk. Price: U.S. \$9,950,000

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11 ROATAN, BAY ISLANDS, HONDURAS. Discover your private paradise on this serene half-acre lot, perched overlooking breathtaking panoramic views of Roatan's crystal-clear Caribbean waters. This is the perfect location to build your dream home or vacation getaway, offering the tranquility of a private retreat with easy access to island amenities. Electricity at the property line. Fifteen minutes to Black Pearl Golf Course, groceries, and restaurants. Price: US \$80,000

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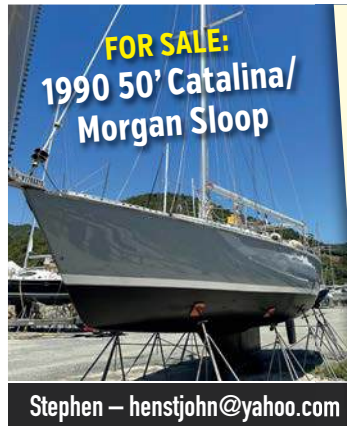
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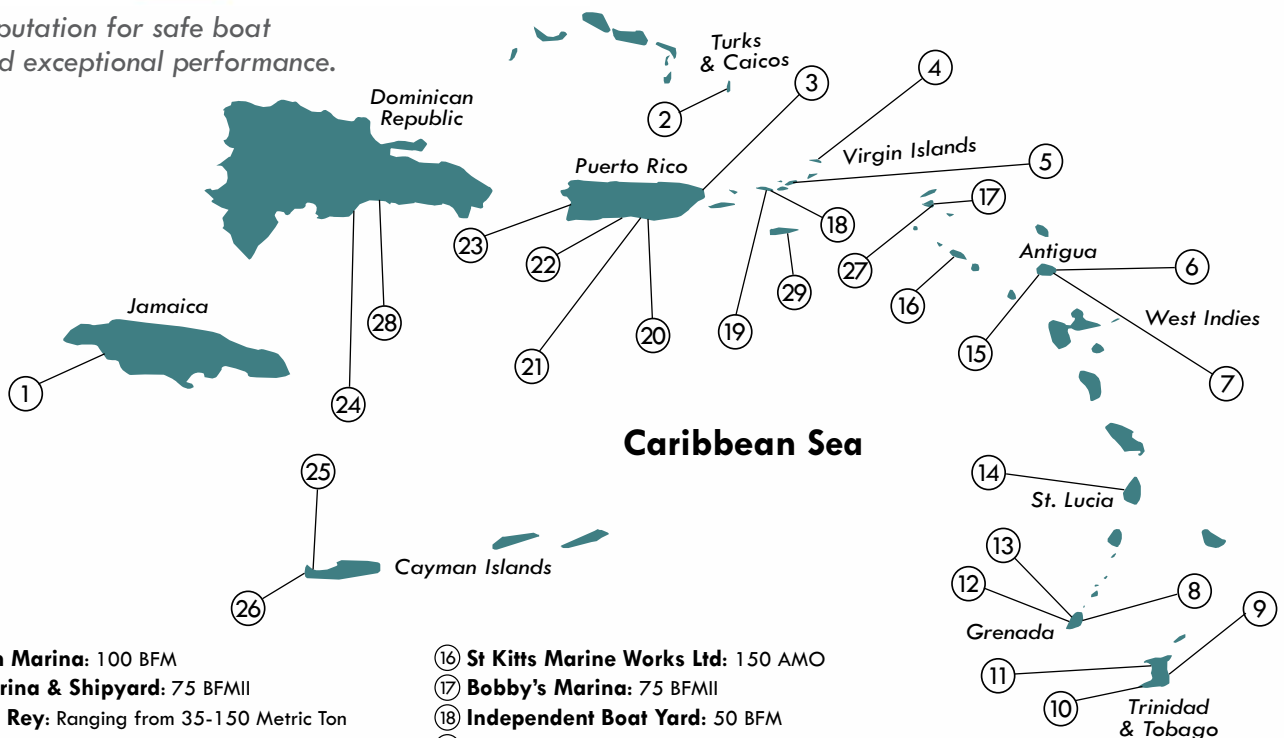
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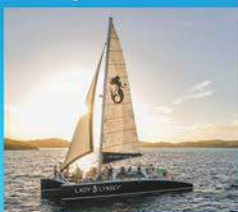
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- Responsible to train and develop all new Front of the House (FOH) & Back of the House (BOH) employees.
- Assures operational expenses and costs are in line with budgets.
- Direct and maintain inventory, product mix and merchandising standards
- Delegates tasks for ordering supplies and follows up to assure accuracies.
- Enforce sanitary practices for food handling, general cleanliness, and maintenance of kitchen and dining areas.
- Ensure compliance with operational standards, company policies, local laws, and ordinances.
- Maintain professional market image, including market cleanliness, proper uniforms, and appearance standards.
- Maintain product quality and positive guest relations in the Market.
- Ensure the market is properly opened/closed and maintained in areas including but not limited to the front of the house, outside searing areas, and interior market floors.
- Assist in facilitation of floor flow and product rotation including merchandising, facing and blocking
- Ensure proper cash management controls are followed by all staff members, as per policy.
- Manage shifts which include daily decision making, scheduling, maintaining attendance logs, upholding service standards, product quality and cleanliness.
- Provides direction and communication to team members regarding operational information and procedural changes
- Maintain an accurate and up-to-date plan of market staffing needs with trained competent individuals.
- Have complete knowledge of all policies, standards, and procedures of the department.
- Available for work assignments outside of Manager's customary work schedule. This may include evenings, catering events, weekends, and holidays.

Physical Requirements:

- Must be able to stand entire shift if necessary.
- Must be able to stand, walk, reach with arms and hands, climb or balance, and to stoop, kneel, crouch or crawl.
- Must be able to actively inspect, balance or transport objects repetitively
- Must be able to communicate effectively amongst their staff and upper management.

Education, Experience, Skills and Abilities:

- Must be able to understand, communicate, read and write English
- Knowledge of computers (MS Word, Excel, Micros POS)
- High school certificate with at least 5 years of experience directly related to the duties and responsibilities specified
- Completed degree (s) from an accredited institution that are above the minimum education requirement may be substituted for experience on a year to year basis.

Salary is commensurate with experience.

Boatyard Supervisor

Virgin Gorda Yacht Harbour Management Limited

We are seeking an experienced marine industry professional to take a leadership role as Boatyard Supervisor as part of our dynamic management team at Virgin Gorda Yacht Harbour Marina.

The Boatyard Supervisor holds ultimate responsibility for the safe, efficient, and profitable operations of the boatyard at Virgin Gorda Yacht Harbour Marina. The position calls for a hands-on team leader who has the ability to operate all of the plant and equipment as well as supervise subordinates and third parties utilising the boatyard facility. The boatyard facility is to be managed in absolute compliance with all company and regulatory policies and procedures.

It is the Boatyard Supervisor responsibility to maximize the efficiency of the boatyard assets in terms of generating activity and financial returns. It is the responsibility of the Boatyard Supervisor to ensure that all boat lifting operations are undertaken in strict compliance with company Health and Safety policies and procedures.

The Boatyard Supervisor will be expected to undertake all duties as is required for the efficient operations of the boatyard at VGYH Marina.

The Boatyard Supervisor will at all times consider operational requirements to include peak demands, events, and or shows and is required to be on call to deal with matters such as inclement weather or an emergency situation as may arise.

Requirements and Skills:

The Boatyard Supervisor must be able to demonstrate the following:

- An understanding of boating and water sports and an appreciation of the range of recreational boating types and associated customer needs.
- Experience in the handling of heavy plant and equipment for the purpose of lifting leisure vessels into and out of the water.
- Experience in securing vessels ashore using a range of methods, fixed cradles, adjustable cradles, timber shoring, blocking and boat stands.
- An appreciation for leisure vessel construction materials and methods of building.
- To lead a small team and instill confidence in subordinates to deliver exceptional service and meet common goals and objectives.
- Approach to business in a tactful, respectful manner treating others with respect and consideration regardless of their status or position. Reacts in a measured and considered way when under pressure.
- Possess accurate communication skills both verbal and written and in a timely manner.
- Be able to demonstrate an ability to deal with conflict, disaster and emergency situations.
- Possess certification in plant and equipment equivalent to NPORS for boat hoist, boat mover, forklift truck, banksman/slinger.
- Demonstrate a general level of competence in modern business office procedures, to include word processing, excel, Outlook.
- Understand Marina Regulations, Terms and Conditions, Local Regulatory policy, berthing and storage agreements as well as short- and long-term contracts.
- Manage levels of service to include internal and external customers, with an ability to respond quickly and efficiently to concerns and or complaints.
- Strive to evolve and improve services and facilities throughout the marina operations.
- Demonstrates an ability to prioritize tasks, plan work activities and use time and resources efficiently and plan and meet deadlines.
- Provides a safe and healthy working environment for all users of VGYH Marina, reporting any areas of concern that are out of his/her control to the General Manager.
- Must be able to swim.

Salary is commensurate with experience.

If you are interested in this challenging career opportunity, please forward a copy of your resume and cover letter, by March 31, 2024 to:

Human Resources
The Sage Group of Companies
P.O. Box 4617, Road Town, Tortola VG1110, Virgin Islands (UK)
Tel: 284-444-7546
Email: gsharrigan@gmail.com; erichardson@bviinvestmentclub.com



STARTER – Ceviche in a Coconut Half with Garnish. Paired with Chablis White Wine

DESSERT – Dark Chocolate Mousse Sphere, Chocolate Tamarind Cake, Chocolate Mirror Glaze, Gold Leaf Blackberry Tamarind Sorbet



1st Place 126 ft and under
Tom Rider, M/Y Oculus



MAIN DISH – A5 Wagyu Beef with Potato Pave, Petrossian Royal Ossetra Caviar and Creme Freche. Garish. Medley of Mushrooms, Finished with Bordelaise Sauce. Paired with a Caymus Cabernet Sauvignon



Culinary Elegance on the High Seas

Highlights from the 24th Annual Antigua Concours de Chef

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 51

YACHTS 126 FT – 179 FT

1st place: Chef Mikhailo Chekan, M/Y Nuri
2nd place: Chef Ryan Weymouth, M/Y Pisces
3rd place: Chef Sam Dux, M/Y Serenity

YACHTS 125 FT AND UNDER

1st place: Chef Tom Rider, M/Y Oculus
2nd place: Chef Casey Strickland, S/Y Aeolus 77
3rd place: Chef Graham Dutton, M/Y Fifi

Tablescaping Competitions Winners

YACHTS 180 FT +

1st place: Chief stewardess Emily Birkett, M/Y Wheels
2nd place: Chief stewardess Doreen Sullivan, M/Y CC Summer
3rd place: Chief stewardess Nadine Coronado, M/Y Sealion

YACHTS 126 FT – 179 FT

1st place: Chief stewardess Kirsty Mead, M/Y Oceanus
2nd place: Chief stewardess Josipa Lozo, M/Y Pisces
3rd place: Chief Stewardess Rachel Bradley, M/Y Adventure

YACHTS 125 FT AND UNDER

1st place: Chief stewardess Cathleen Botha, M/Y Oculus
2nd place: Chief stewardess Chene Nel, M/Y Aeolus 77
3rd place: Chief stewardess Kathryn Creighton, M/Y Fifi

Jan Robinson, Health Coach, Charter Yacht Consultant, 2019 CYBA Hall of Fame, Former Chef Competition Coordinator/Judge, and author of the Ship to Shore Cookbook collection; available on Amazon and CaptJan2@gmail.com

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

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



Nurture Belize — protecting fishing areas from development and destruction

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

Bahamas — flats and mangrove conservation

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

Boca Grande, Florida — juvenile tarpon habitat restoration



BONEFISH & TARPON TRUST

To donate, join, learn more about us, or identify a project you'd like to be involved in, visit us on the web at www.bonefishtarpontrust.org or email us at info@tarbone.org.

