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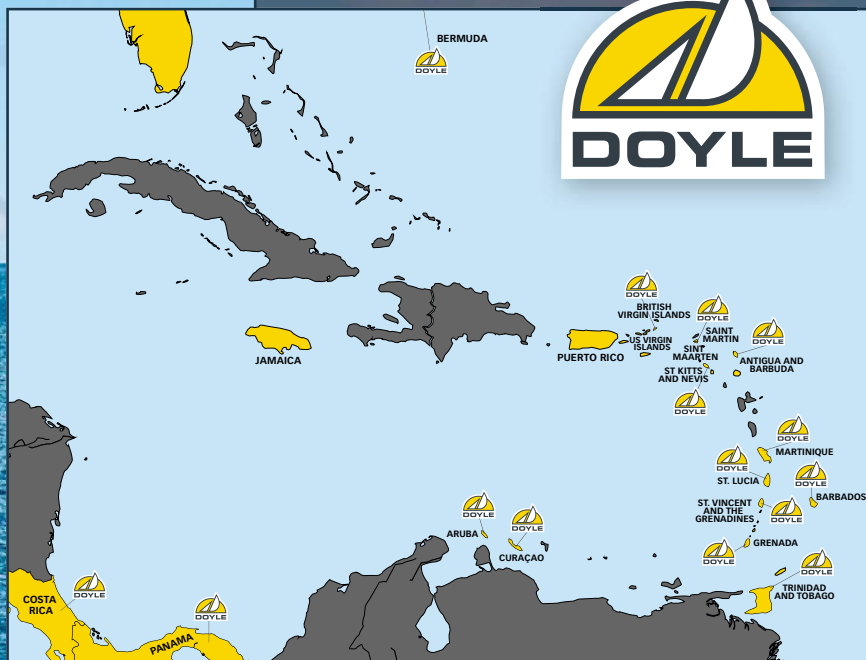
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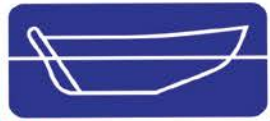


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Would You Be Okay with Bioengineered Insects Being Dropped Over Your Head?

Picture this: you're anchored off a pristine island in the Caribbean. The breeze is gentle, the water is turquoise... and above you, a plane is releasing genetically modified mosquitoes—engineered to self-destruct or sterilize future generations. You might not see them. But they're falling—on your boat, on your food, on your skin.

Would you be okay with that... if it meant fewer cases of dengue, chikungunya, or malaria?

This isn't science fiction. It's happening. The sterile insect technique has been used for decades (think screw worms in

Central America), and now genetic engineering is pushing that boundary even further.

We're told it's for the greater good. But where do we draw the ethical line?

- Should we manipulate nature to protect ourselves?
- Who decides which species live and which go?
- And are we solving problems—or creating new ones?

Let's talk. Because out here at sea, the edge of civilization and the front lines of nature often blur. And the choices made in labs far away may drift into our bays and coves without our consent.

BE PART OF THE STORY... SHARE YOUR THOUGHTS WITH EDITOR@ALLATSEA.NET TO BE PUBLISHED IN A FUTURE EDITION...

A photograph of an outdoor pool area at dusk. A large, closed patio umbrella stands on the left. A lounge chair with a cushion is on the right. Several patterned pillows are scattered on the pool deck. The background shows a line of trees and a clear sky.

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Caribbean News

GET MY BOAT, INC. NAMES BAHAMAS & CARIBBEAN'S TOP BOATING DESTINATIONS IN 2025

Nassau in The Bahamas is the top Boating City in the Caribbean, according to a March 2025-published report of demand data by Get My Boat, Inc., the world's largest boat rental marketplace headquartered in Menlo Park, CA, and a subsidiary of Yanmar. Powerboats rule here, with 167 for rent by the company. Trips to Pig Beach, half- and full-day fishing charters, and snorkeling in the famous Thunderball Grotto rank among the top marine destinations.

To create this report, Get My Boat analyzed all boat rentals, charters, and demand data for Caribbean cities in 2024. The data was cleaned to exclude outlier hourly rates and locations with insignificant sample sizes, and rentals were categorized. Data on top Caribbean cities includes the most popular boat style in that destination and the number of vessels available.

Fajardo, Puerto Rico, has 110 yachts available, and it is ranked second, with its nearby bioluminescent bay and offshore islands of Icacos, Vieques, and Culebra as the most popular.

Cartagena, Columbia, was third, with 285 catamarans and a day trip to the Rosario Islands as a top boating itinerary.

In fourth and fifth are Bavaro and Punta Cana, Dominican Republic, with 167 and 345 yachts, respectively. With 24 yachts, Curacao's Jan Thiel is sixth; Montego Bay, Jamaica, with 53 powerboats, is seventh; and Oranjestad, Aruba, with 18 yachts, is eighth. Rounding out the top 10 are Leeward Settlement, Turks & Caicos, with 27 powerboats, and San Juan, Puerto Rico, with 15 sailboats. www.getmyboat.com

ALEXSEAL YACHT COATINGS LAUNCHES DIGITAL COLOR CONFIGURATOR

Color it your way! Alexseal Yacht Coatings, a yachting brand of German paint manufacturer Mankiewicz, now offers a brand-new tool on its website. The company, specializing in premium paint products designed for interiors and exteriors, has introduced its online digital color configurator that helps yacht owners visualize all of Alexseal's stan-

dard solid and metallic colors on five different digital yacht types. The colors include 121 shades, ranging from Snow White to Super Jet Black, Venetian Red to Lambo Orange, and Stardust Silver to Dolphin Blue. The five yacht types to virtually model the colors are sailing, motor, picnic, sport-fisher, and superyacht. There are three areas for personalization: the hull, the superstructure, and the bootstripe because the combination of color in these areas is essential for the overall appearance of a yacht.

"The main focus during development was the suitable representation of the painted surfaces on the water—with all the lights and reflections—in combination with a simple and intuitive user interface," says Thomas Schultz, sales director of Alexseal Yacht Coatings, based in Charleston, South Carolina. "Visualizing your favorite colors on different hulls within seconds – that's the mission of the color configurator. And a perfect addition to our solid and metallic color cards."

Alexseal's Digital Color Configurator is compatible with desktop PCs and mobile devices. www.alexseal.com/color-configurator



CAREER YACHT BROKER REG BATES JOINS BVI YACHT SALES TO EXPAND ST. MAARTEN OPERATIONS

Who do you call to buy or sell a yacht? In St. Maarten, Reg Bates, an industry veteran with over 40 years of yacht sales experience, is the team's newest member at BVI Yacht Sales, headquartered at Nanny Cay, Tortola. Before joining BVI Yacht Sales, Bates operated Weather Eye Yachts, offering boutique brokerage services. Now, as part of the BVI Yacht Sales team, Bates will continue delivering top-tier service while benefiting from the broader reach and mar-



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COURTESY BOTE



keting strength of an established international brokerage. He will be based at St. Maarten's Porto Cupecoy Marina.



"Reg's reputation precedes him," says Brian Duff, managing director of BVI Yacht Sales. "We've worked together over the years, and bringing him into the BVI Yacht Sales team is a perfect fit. His knowledge of yacht ownership in the Caribbean and his client-focused approach strengthens our brokerage's ability to compete with the largest firms worldwide. We are excited to expand our services in St. Maarten and beyond."

BVI Yacht Sales sells pre-owned catamarans, sailing and motor yachts across the Caribbean, connecting clients with expert brokers in key island markets. Reg's addition to the team aligns with the brokerage's ongoing growth strategy of actively seeking experienced brokers in other Caribbean locations to ensure the best service for buyers and sellers. bviyachtsales.com

BOTE LAUNCHES ECO-FRIENDLY PADDLEBOARD MADE WITH BLOOM ALGAE

Say hello to one of the newest 'green' water toys! BOTE, a Miramar Beach, FL-based leader in the innovation of pad-

dleboards, kayaks, and water lifestyle products, has added to its popular Breeze Aero line of paddleboards with Breeze Bloom. The standout feature of the new board is its Full Trax (nose to tail) foam deckpad, which is made from Bloom algae. This material addresses the environmental challenge of harmful algae blooms by harvesting nuisance algae and returning clean water to the environment. The construction begins with wet algae, which is dried into flakes, refined into green powder, blended with polymers, and converted into Bloom pellets, which were used to create the deckpad.

"The Breeze Bloom is a testament to how innovative technology can create meaningful solutions to environmental challenges while enhancing our outdoor experiences," says BOTE's marketing director, Skye Bailey. "As a brand, we're 100% focused on the water, so it's exciting to work with Bloom and have a product that helps restore aquatic habitats while offering the same performance, stability, and style that our customers expect."

The Breeze Bloom paddleboard features BOTE's AeroULTRA construction, which combines military-grade PVC for unmatched durability with a lightweight design for easy transport, storage, and handling. The Breeze accommodates a wide range of skill levels and is available in 10'6" and 11'6" lengths at the same price (\$699) to ensure paddlers get the right board for their needs. www.boteboard.com

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Coming to an island near you! One Planet, a 100% electric Sunreef 70 Eco Sail with zero noise, zero fumes, and zero vibration, is available for charter in the British Virgin Islands, Leeward Islands, and Windward Islands during the 2025-2026 winter season. She features a cutting-edge solar energy system with panels seamlessly integrated into the hulls, superstructure, and Bimini roof, ensuring an eco-conscious and luxurious voyage.

"Every space on board One Planet has been meticulously designed to enhance the most luxurious charter experience, from the superyacht flybridge with breathtaking sea views to the expansive bow terrace

and the spacious stern cockpit, perfect for alfresco dining and relaxation. She accommodates 8 sleeping guests and has 4 dedicated crew members: Captain, Chef, Deckhand, and Stewardess," says Caroline-Lu Hayot, marketing specialist for Sunreef Yacht Charters, headquartered in Gdańsk, Poland.

One Planet's owner offers flexibility, allowing charter guests to choose their preferred destinations within the Caribbean region. All itineraries with Sunreef Yachts Charter are personalized and flexible to ensure guests' preferences and peace of mind. sunreef-charter.com/en/charter_boat/one-planet/



Guests on front terrace underway

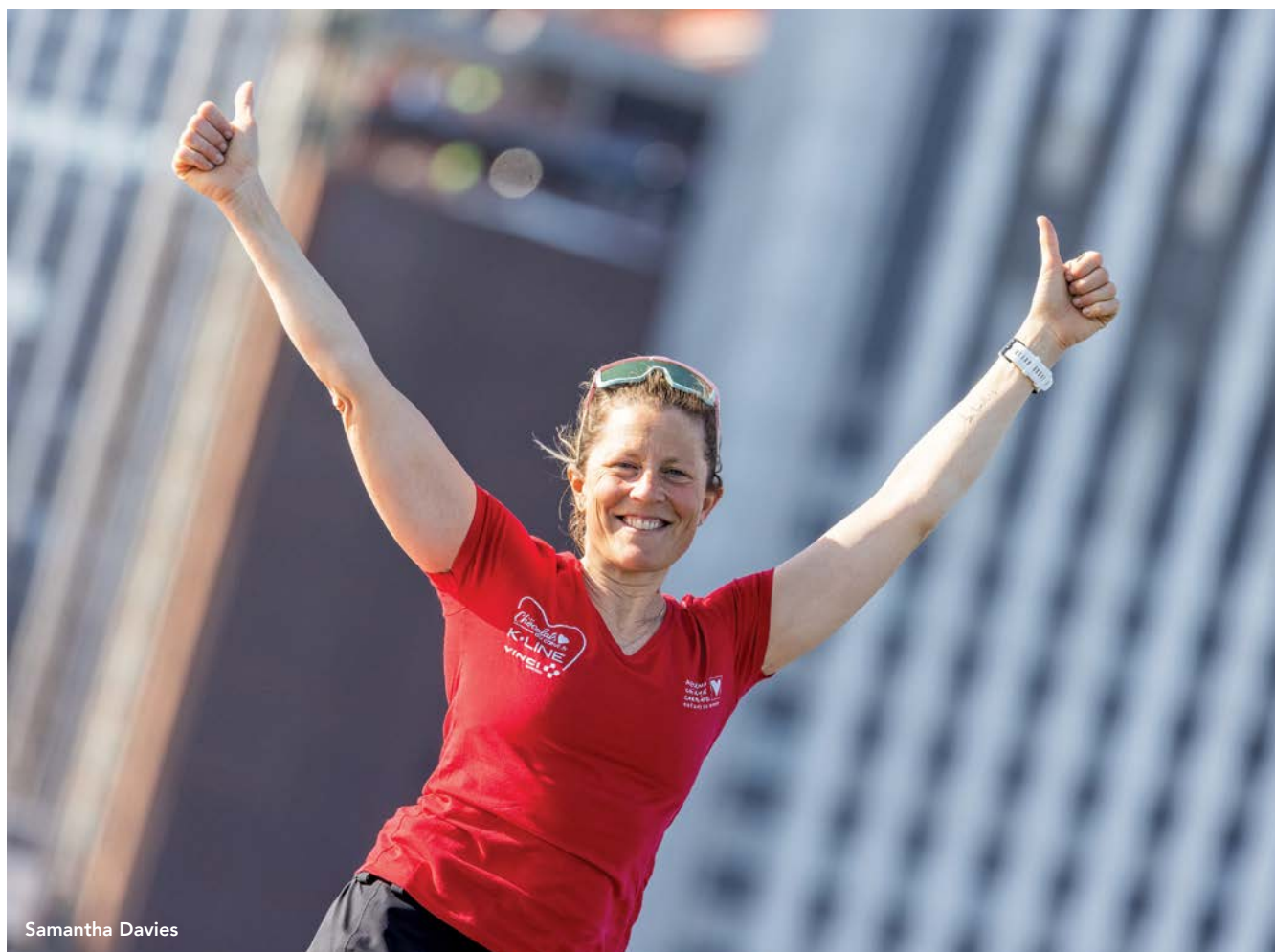


Salon TV



Coral Double





Samantha Davies

TRANSAT PAPREC SETS SAIL AS MIXED DOUBLES FOR SECOND TIME

The first of some 20 mixed double crews racing one-design Figaro Beneteau 3s are expected to arrive in St. Barth's between May 7 and May 8 on the Transat Paprec. Started in 1992 and formerly called the Transat AG2R, this double-handed race will feature one man and one woman on each boat for the second time. In 2023, the arrival of Paprec as the title partner marked the first edition contested entirely by mixed duos. Two years later, this principle became an integral part of the DNA of the Transat Paprec, with the number of participants almost doubled from eleven to twenty pairs.

Many famous female sailors participated in the race, including the UK's Samantha Davies in 2004, 2006, and 2010. Davis has five circumnavigations and several transatlantic crossings to her credit.

"I think it's great that such a famous race is completely mixed," she says. "It's a great opportunity to open the doors

of ocean racing to more women and allow them to sail at a very high level. It's also a way of showing confidence in them and helping them so that they can progress more quickly. In doubles, you're obliged to share everything: you're on watch on your own, you're involved in the strategy, you analyze the weather. It's an excellent opportunity to take things to the next level. Being able to mark the Transat Paprec on your CV is a great asset for the future and for continuing to climb the ladder. And this transatlantic race is a great challenge. I have good memories of my three participations: you always must be at the helm, always pushing hard to find the trade winds and give it your all right to the end."

Other female sailors have been Catherine Chabaud (1994), Florence Arthaud (1996), Isabelle Autissier (2000), Justine Mettraux and Clarisse Cr  mer (2018), and Violette Dorange (2023). However, only two women have added their names to the list of winners: Karine Fauconnier in 2000 and Charlotte Yven in 2023. In early May, at the end of this 17th edition, a third yachswoman will add her name to the prestigious Transat Paprec prize list. www.transatpaprec.com/en 



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May 2025 Events

MAY 11-12 | BVI Dinghy Championships. Adults and junior sailors are invited to compete in ILCA, Optimist, RS Feva, and Foilers in this annual event, which first started in 2002. Racing will take place on the Sir Francis Drake Channel. All are welcome," invites Tamsin Rand, manager of the host, Royal BVI Yacht Club. To enter, visit www.regattanetwork.com/event/29647, or contact regattas@royalbviyc.org, or visit www.royalbviyc.org

MAY 15-18 | 2nd VIBE (Virgin Islands Boating Expo). Fountaine Pajot, Axopar, Grady White, Pursuit, Tiara, Lagoon, and Bali are some of the yacht brands on display, and for sale, at this second annual U.S. Virgin Islands yacht sales show. New this year, St. Thomas Yacht Club sailors will host demonstrations and offer hands-on sailing. There will also be a seminar, Understand Boat Loans and Financing, presented by Azul Marine Lending, and an exclusive raffle, sponsored by The Bitter End Yacht Club, offering attendees a chance to win a prize package valued at over \$2,000. VIBE 2025 is the premier marine charter industry event in the Virgin Islands, uniting yacht brokers, charter operators, marine businesses,



CREDIT SAVANAH WILLOW

and industry professionals worldwide. Come hear tax advantages and the benefits of purchasing a boat in the USVI," says Staci Smith, VIBE director. "Beyond tax incentives, VIBE is a



true 'destination boat show,' combining business with leisure in a spectacular setting. Attendees can step aboard luxury yachts, connect with industry experts, and even test sail exhibiting yachts straight from their show berths." *vibe.vi*



MAY 18 | SDSA Homeward Bound Rally.

Weather permitting, the Salty Dawg Sailing Association (SDSA) Homeward Bound Rally will depart from Simpson Bay, St. Maarten, and March Harbor, Bahamas. "We encourage participants to consider a stop in Bermuda this year. Several Salty Dawg boats will be there, including those sailing in the feeder Bermuda Rally from Hampton, Virginia, to Bermuda, and those departing June 1 from Bermuda on the inaugural Azores Rally," says Michael Benjamin, SDSA president. While the Rally's official destination is Hampton, boats can sail directly to ports throughout the U.S. East Coast and Canada. The Rally includes weather routing by The Marine Weather Center, 'concierge-style' 24/7 emergency medical support from GW Maritime Medical Service at George Washington University, position tracking map, and extensive coordination and support during the offshore passage. www.saltydawgsailing.org

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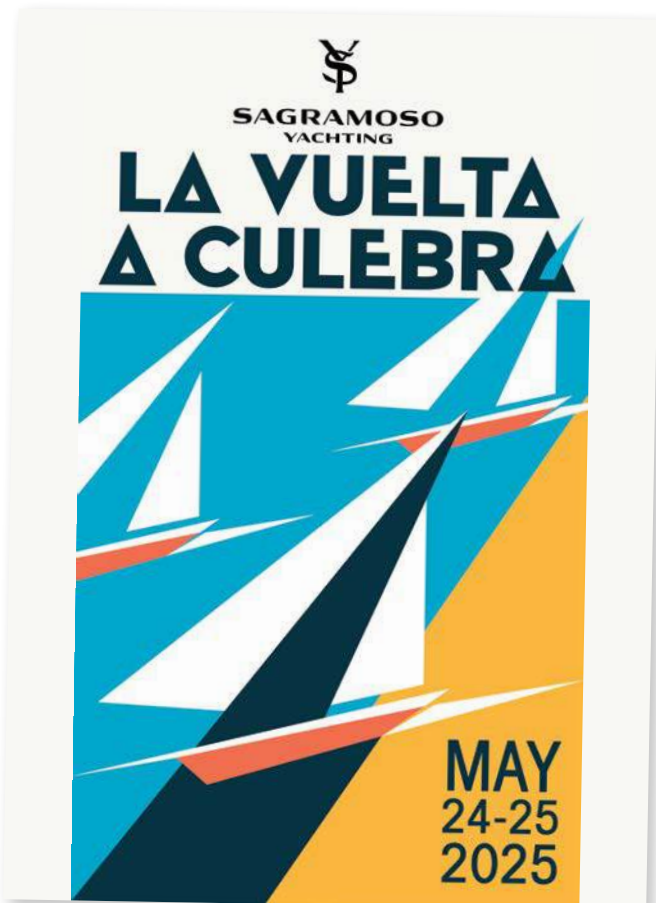


COURTESY MARINA CAP CANA

MAY 22-24 | Cap Cana White Marlin Tournament. It's the thrill of the bill(fish)! May and June are the most outstanding months for fishing for white marlin in the Dominican Republic. Last year, 32 boats in Sonar and Non-Sonar divisions released 60 white marlin, 24 blue marlin, and one sailfish in this tournament, and organizers expect the same or more, both boats and catches, this year. Shoreside activities include food, drink, entertainment, and an Awards Ceremony. Register by or before May 7, and pay only \$1700 per team to enter. marinacapcana.com/wmt/

MAY 24-26 | Sagramoso Yachting Vuelta a Culebra 2025. Set over the U.S. Memorial Day Weekend, this event celebrates sailing off Puerto Rico's eastern offshore island of Culebra. Last year's event saw 25 boats and over 100 participants, and organizers anticipate an even larger fleet this year, bringing more excitement to the event and fostering stronger connections within Puerto Rico's sailing community. "A major highlight of this year's rally is rafting the boats up on Saturday, creating a dynamic and festive gathering on the water. Culebra's Municipal Dock will serve as a key hub

for participants, with sailboats anchoring in the bay while sailors and guests use dinghies to reach shore. The week-end will be filled with festivities, live music, and local gastronomy, offering a true taste of island hospitality," invites Enid Marie Reyes, commodore of BRISA East, as organizing authority with Sagramoso Yachting. For more information, Email: enidmariereyes@gmail.com, Call: (214) 215-1736. www.brisasailing.com



COURTESY WEST END YACHT CLUB

MAY 25-26 | Foxy's Wooden Boat Regatta. Celebrating 50 years this year, nearly a dozen boats are expected to race this iconic Caribbean regatta. "We are hoping to have an international event, inviting boats from all over the Caribbean," says Steve Varrow, the new West End Yacht Club (WEYC) commodore, who sails his classic sailboat Nomad, lives in West End, Tortola, BVI, and has five transatlantic catamaran deliveries as skipper, along with extensive passages throughout Europe, the Caribbean, and the East Coast of the U.S., under his belt. Shoreside activities include RC boat racing in Great Bay in front of Foxy's. The WEYC will soon be able to offer online regatta entries via its website. www.westendyachtclubbvi.com

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Before circumnavigating, I sought out circumnavigators—especially serial circumnavigators—to see if they were of-a-type. They weren't. Or, at least, not that I could parse. But in so doing, I began to think of them as the *Men Who Leave*, as varied individuals who self-actuate. And I noticed they shared one characteristic: humility. Mother Ocean had taught them much—her primary lesson being how little they knew. Still, they soldiered on.

Take Lucky Leo, for example. One day his younger, healthier brother dropped dead—and Leo stumbled away from the funeral (in his mid 50s) not to return to work but rather to buy a modest 37-foot Gulfstar sailboat, dub her *Lucky*, and 'begin to live' as he put it.

After completing his second circ, he said to me with a rueful smile, "...this time I hit fewer reefs."

Good to know.

Part of the problem with cruising undersail is that we must learn it backwards. There's a lot to learn to be able to leave the dock and return an hour later.

...less to learn in order to sail down the coast for a day or two.

...and almost nothing to learn to cross an ocean. (Keep the water out of the boat and display the proper amount of canvas—all else is bonus points.)

In fact, the first three days of most ocean crossings are the worst. You're tired. Your sleep patterns are shattered. Your stomach is upset. Your muscles ache. You may have a touch of motion sickness. And worst of all—you're constipated. That's the bad news. The good news is that by the fourth day all this begins to diminish and, as your epidermis adjusts to the sun, your lower back to the constant motion, and your lungs adjust to the super-oxygenated air—you begin to feel as invincible as Superman.

Sound isn't bad—it is man-made (and machine created) noise that's the problem. And the constant motion ends up like a soothing gym from which there is no escape. I'm never as calm and as balanced as when I'm at sea within the sweet embrace of Mother Ocean.

"What do you say," asked my wife on our 48th day at sea, "Can we anchor here for a day or two?"

The tropical island off our port bow was well-protected. Its harbor was both calm and commodious. The few boats anchored there weren't rolling and were all pointed into the wind. It was a fine place to anchor. And, everything being equal, I like to please my wife Carolyn—who has, more than any person alive, made me the man I am today.

But I didn't want to abandon the sanctity of the sea for the vexation of shore. "...how 'bout we keep going," I said, "to Nova Scotia?"

Carolyn was perplexed. "Nova Scotia? That might take another *month* at sea, Fatty. And why Nova Scotia? I've never heard you express the slightest interest in Nova Scotia."

"I don't care about Nova Scotia," I admitted, "I just want to spend another month at sea with you."

She tilted her head and smiled. "Well, I'd like to stretch my legs ashore. And, maybe, do a little beachcombing?"

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And so we did—hand in hand.

Often, on passages longer than 30 days, we stay aboard upon arrival for the first 24 hours or so—steeling ourselves for the onslaught of email, thin bank statements, and the harsh reality of modern shore life.

Yes, a company that I worked for once gave us a Satphone. Yes, eventually they called us on it. On a perfect day at sea—a peaceful day; a day brimming with good vibes. I listened for a moment or two. We were both in the cockpit at the time.

I listened some more—then sighed.

“Get the camera,” I told Carolyn.

She did.

“...are you filming?”

“Yes,” she said.

I stood up. “Are you sure?”

“Yes.”

Then I slowly, carefully, and reverently frisbeed that Satphone into the sea—and later sent the company who’d called the video.

I’m happy to report the company never called again.

What did the poet E.E. Cummings say? That, “...there is some sh*t I will not eat?”

But back to Lucky Leo Wright. One day between his second and his third circ, I suggested we both sail from St. John in the USVI to Jost in the BVI. It’s only a couple of miles. Jost was in plain sight. I wanted to introduce him to Foxy and Tess. Leo checked his chart, noticed all the rocks to avoid getting out of Pillsbury Sound, and said, “No thanks, Fatty. Too complicated. Maybe later... after my third.”

At the time, I thought his response betrayed senility—because I was too young to recognize wisdom. It was a tricky bit of navigation—well, in comparison to circ’ing Leo-style, at least.

Anchoring is the bedrock skill of the daysailor. Navigation and commonsense are the two pillars of coastal navigation. And showing the proper amount of canvas is the bedrock skill of the offshore sailor.

Let’s see if we can make that last bit plainer: you wouldn’t drive to the marina in a car with a sticky gas pedal, would you? Then you shouldn’t go to sea on a vessel you can’t reef easily and well under all conditions.

When are you ready for ocean sailing? When you can routinely go on deck and tuck in a reef during 45-knots in breaking seas in the pitch black.

If you can’t—don’t go offshore until you can. (And remember the ‘all conditions’ part.)

That—and keeping the water out of the boat as previously stated—is all that is needed... plus a bit of seamanship which is merely commonsense mixed with experience upon the water.

How long should this process—from lubber to ocean rover—take? I dunno. I’ve seen couples do it in less than a year—couples who are together, in love, and share the same goal of global freedom.

After completing his second circ, he said to me with a rueful smile, “...this time I hit fewer reefs.”

But actual hands-on experience is key. Every person, no matter how smart, who has stolen a sailboat and went to sea—has almost immediately come to grief.

Mother Ocean doesn’t suffer fools gladly—she kills them without fear or favor. And if you don’t believe that—perhaps some farm property in Indiana might be a better investment than, say, a 50-foot-long, 50-foot-wide cattlemaran that sports a lovely LED chandelier under the Bimini in the cockpit?

I knew a guy named Bert who has a sweet tooth for LSD. He went to the library and studied a dozen books on flying. He then went to an airport, purchased a plane, and successfully flew/wobbled away. However, as goofy as Bert was, when he purchased his 42-foot SOS (Southern Ocean Shipyard) ketch, he wisely sailed her greater distances in diverse conditions before crossing an ocean. (Yes, the crossing was far, far too eventful—but it took Bert years to realize that.)

Anchoring is fairly simple: have good, properly-sized gear. Use generous scope—5 to 1 minimum using chain; 7 to 1 with Nylon. Never throw an anchor nor dump it in a pile. Pay out the rode as the boat drifts aft—then snub it off and wait; only then reverse on it. (Reversing too early with too little scope can



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make the anchor dig in at too steep an angle. For more—see my book *Creative Anchoring*.)

The objective isn't merely not to drag on any particular night—it's to anchor in such a manner that you don't drag more than once every two or three years (if you live fulltime on the hook).

Yes, this *staying in place* is difficult and takes lots of work. On our first circ, we almost never went into a marina and we never left the boat to go ashore without two anchors down (because our boat was too light/narrow to carry a windlass or chain forward).

This was a lot of work—but well-worth it to us.

...the first three days of most ocean crossings are the worst. You're tired. Your sleep patterns are shattered. Your stomach is upset. Your muscles ache. You may have a touch of motion sickness. And worst of all—you're constipated.

On ocean passages, all anchors and chain would be stowed low and in the middle of the boat belowdecks—otherwise our Hughes 38 would hobby-horse excessively.

More work—but if you don't like work, why buy a boat?

Coastal navigation is easier today than during my youth of 'throwing the lead' but such useful tools as radar and GPS can often encourage newbies to do silly things—like go into strange harbors at night, for example.

Our rule is simple—we don't enter strange harbors at night. We stand off and wait until dawn. If you're so impatient to be in a safe harbor—if you're so scared of being at sea—what are you doing out there? (Hundreds of times during my 65 years of living aboard and ocean sailing I've seen wrecks that didn't seem possible—that no one could have been *that* stupid—but it was night and they just didn't see the breakwater ahead of them. Or the bridge. Or the cable between the tug and the unlit barge.

My job as a captain isn't to ask myself if I think I *could* make it in tonight—but rather if I attempted the entrance a couple of *hundred* times, might it come up Snake Eyes? And the answer is almost always—*probably*. So, we don't.

And thus, I've never lost a vessel in 200,000 nautical miles and over six decades. (Yes, I've had vessels sink out from under me in harbors during hurricanes—but that's a different matter.)

True, numerous times I've taken a ribbing from a fellow boater for being too conservative and too safety conscious—a few times by newbies who soon came to grief doing something that no sane seaman would even *think* of doing.

Can newbies—with the proper hi-tech modern nav equipment—go into strange harbors at night. Of course! And they do. Regularly until they lose their boat and then utter the phrase—"...well, it could have happened to *anyone*."

...that's true—it could have happened to any fool attempting it.

I can't afford to lose a boat. If so, I'll have to live on land with dirt-dwellers—YUCK!

The bedrock offshore skill of reefing is easy under calm conditions—and not-so-easy during a mature gale while careening down the face of 28-foot waves on a night darker than a politician's heart.

Yes, I believe in roller furling gear and have two units—one for my jib and the other on my storm staysail—but operating these units under battle conditions... in the dark... takes hands-on experience that can't be learned ashore.

It has to be learned at sea and *practiced* at sea—otherwise you might *think* you know it, but you don't *actually* know it.

The proof is in the pudding, not merely upon the pages of my heavy-weather book ***Storm-proofing your Boat, Gear, and Crew***.

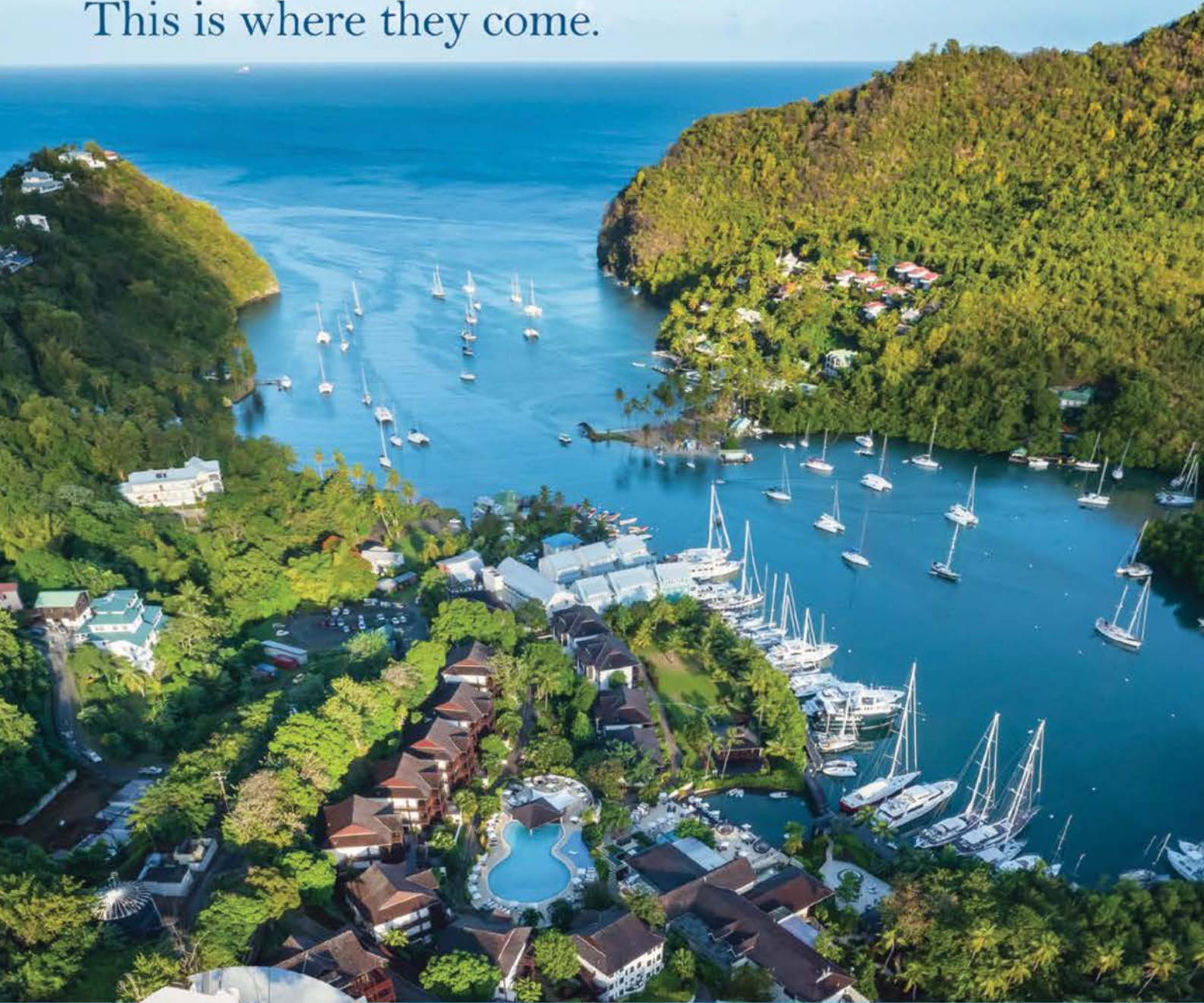
Why was my buddy Webb Childs able to circumnavigate six times, sail open boats such as an 18-foot Dascombe Lugger (*Chidiack Tichborne*) across oceans, and zoom *Gannet*, a lightweight Moore 24 around the world (while in his late '70s)—without major incident?

Because he kept the water out of the boat, reefed early and well, avoided rocks, and knew how to anchor. He's the only sailor I know that has the right to say, "The sea doesn't want me, Fatty. I've tried repeatedly to donate myself—but she always refuses."

Those are brave words but backed up by consummate seamanship in Webb's case—they ring true.

(Editor's note: last week, with the grandkids aboard, Fatty and Carolyn circumnavigated the island of Ubin—in daylight!) 🌊

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Florida Keys Top Ten: A Cruiser's Favorite Stops

BY CAPT. SHANE McCLELLAN

The Florida Keys are a group of islands that run southwest from the tip of Florida and are linked by US Highway 1 starting in Miami. This chain of islands will give visitors a tropical feel while still being connected to the mainland. I spent my first year of 15 years aboard Guiding Light on the Gulf and East Coast and the Florida Keys were definitely a highlight. Writing this article took me on a wonderful trip down memory lane. Now let's dive into my top ten of the Florida Keys.

10 Islamorada - The second large settlement coming down the chain from Miami is Islamorada and is an interesting mix of restaurants and bars. I feel like this island gets a lot of day trippers from Miami coming down to watch



the sunset and do a bit of partying. I enjoyed anchoring in the lee of the island and I saw a guy driving a limousine boat which I thought was fascinating.



9 Fishing - I know for many people fishing will be much higher up on their list, but I've always been a recreational fisher at most. With that said I loved trolling the lines through the Florida Keys and catching dinner. Mostly I caught mackerel but there were two different times that our fish on the line was attacked by a dolphin and a shark as we were reeling it in. It was so cool to watch.

8 John Pennekamp State Park – Key Largo is the first island you reach in the keys from Miami and is the home of John Pennekamp State Park. This is a fantastic park and from a boater's point of view is great because it has an all-weather anchorage. Just be careful because the channel to it is four or five miles long and the speedboats are reckless through it. I had to help rescue a boat that got washed onto the bank by a wake. Offshore from the state park is some great snorkeling with the Christ of the Abyss, which is a copy of a statue made in 1954 in Italy. The US one was placed here in 1962, so coral could grow on it. Also, nearby I found a little Buddha shrine that I loved.



7 Big Pine Key - Home of the native key deer, which look like a miniature version of white-tail deer and are super cute. Nearby you can find Bahia Honda State Park, which is a great place to spend the day at the beach and I loved the old Flagler Railroad Bridge. It is no longer in service, but has some great photo opportunities.



Key Lime Moose



6 **Key lime pie** - Every restaurant in The Keys from Miami all the way down to Key West has their own version of a key lime pie. I became obsessed with this dessert and even today it's one of my top two desserts, if it's done right. In fact, I've come up with my own recipe that I served on charters for 13 years. If you're interested you can find it in my cookbook "Cooking On The Guiding Light". It is available on Amazon along with 75 other recipes I used to cook for guests. Additionally, there are related stories from my cruising days.



5 **Marathon** - Of all the places in the Florida Keys I think Marathon has the biggest cruiser community and there's a reason why. It has an all-weather anchorage, a wonderful hospital, restaurants, and other facilities that you would want as a cruiser. Some of the things I enjoyed while at Marathon was the Turtle Hospital and the Dolphin Research Center, the home of Mitzi, the original dolphin that played flipper in the 1963 movie (later turned into a TV show). Just off the island group of Mara-

thon is Pigeon Key, which was an early 1900s work camp for the Flagler Railroad and it is a fascinating museum to check out.

4 **Indian Key** - Another island not connected by the main highway that has historical significance is Indian Key. This island had a town that was fairly important and inhabited between 1821 and until the 1880s and now is a ghost town, which is something I can never pass up checking out.



Indian Key

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3 Reefs - Four to five miles offshore, on the ocean side of The Keys, is a chain of reefs before the shelf drops into the Gulf Stream. All along this 100 plus mile stretch are fantastic snorkeling and scuba diving. There are also lots of shipwrecks, both accidental and purposeful, that you can check out. In fact, wrecking, or the salvaging of wrecked ships, was huge business in the Florida Keys back in the day. One of my favorite snorkel spots was Sombrero Reef which has a cool lighthouse on it.

2 Key West – The most populated town in the Florida Keys is of course Key West. This is a favorite haunt of people going all the way back to the beginning. One of the most famous residents was Ernest Hemingway who has a house here that is now a museum with his famous six-toed cats. For a fun night life check out the sunset party at Mallory Square where you can watch all kinds of street performers. You can also go to the southernmost point of the United States, although this is not completely accurate but makes for a great photo opportunity. The famous street for restaurants and bars is Duval Street and Sloppy Joe's Bar was Ernest Hemingway's favorite. I also really like the Shipwreck Museum, which gave a fascinating history of the wrecking I talked about.



1 Dry Tortugas – Many people think the Florida Keys end at Key West, but the reality is they continue with a shallow bank and the Marquesas Keys within 20 miles to the west of Key West. Another 50 miles west are the Dry Tortugas. This small group of islands is dominated by Fort Jefferson which was begun in 1846 and is the largest masonry for it in the US. The only way here is by boat, whether it's your own or a ferry, and if you take the ferry you can always camp overnight. I recommend spending a few days here, because I think the islands become even better once the daily ferry leaves. Once you're done exploring the fort there are all kinds of snorkeling opportunities nearby and further away. If you have your own boat, you can always ask the park rangers and they will give you a couple sets of coordinates to go see shipwrecks and reefs. Loggerhead Key is five miles away and you will have this small island and lighthouse to yourself. I simply cannot say enough about the Dry Tortugas and it is one of the number of places I want to take my new wife to visit someday. 📍

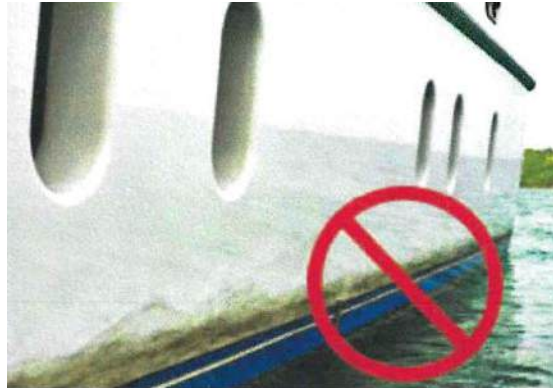


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Martinique's Yoles Rondes: The Traditional Boat Racing Festival You Can't Miss

BY CAROL M. BAREUTHER | PHOTOS COURTESY OF CLARDIO DESIGN

For one solid week each summer, the entire island of Martinique participates in one of the best annual nautical events – the Tour des Yoles Rondes. This sees the French Caribbean island's traditional yole boat, officially listed in UNESCO's Register of Good Practices for Safeguarding Intangible Cultural Heritage since 2020, race by sea from town to town with crowds of onlookers, music, food, and drink at each stop. The Tour des Yoles Rondes is a unique-to-Marti-

nique, nearly four-decade-long festive celebration that keeps the yole and its maritime history alive for locals and visitors alike. It's no wonder. The yole's history, construction, and racing is fascinating.

A Centuries Old Start

It's the combination of different seafaring techniques, from the first indigenous navigators to modern times, which has



contributed, on one hand, to the gradual development of a uniquely shaped vessel and, on the other, to sailing practices specific to this type of boat. In general, the yole's beginning dates to the 17th century.

The Martinican yole is original and multiethnic, with key elements of the island's cultural identity," says Philippe Jean-Alexis, president of the association, Femmes et Hommes à la Barre (Men and Women of the Bar), who, with Tania Marcellus, organize group sessions to experience traditional yole sailing for journalists and travel agents at the request of the Martinique Tourism Committee. This association was a pioneer in promoting women's inclusion in competitive yole sailing. "The history of the yole is closely tied to the lives of fishermen. Initially, the yole was a highly practical vessel that allowed them to store their equipment and move around. Fishing was once a widespread activity in coastal towns, known as 'sous le vent" (leeward). It was often the

sole means of subsistence for many families. Almost everyone knew a fisherman in their community, and many people depended on this trade. To navigate the waters, fishermen relied on the yole."

The transition of the yole from utility purposes to sport began when fishermen spontaneously organized friendly competitions, where the first to reach the beach won the race. This competition generated such enthusiasm that local mayors began organizing official competitions during town festivals. While new construction rules were introduced, it remained true to its traditional origins. A purely Martinican creation, the yole ronde is now considered a true work of art. Today, Yole ronde racing is practiced exclusively in Martinique, primarily in Atlantic coastal towns such as Le François, Le Robert, La Trinité, Le Vauclin, Le Marin, Sainte-Anne, and Le Diamant. However, Caribbean-side towns also hold races, including



Fort-de-France, Schoelcher, and Saint-Pierre. However, a yole ronde once successfully crossed the English Channel from England to France.

The Construction

The yole ronde is classified as a 'light' vessel—without ballast, keel, or rudder. It has a shallow draft and can be equipped with one or two sails. It is built by Martinican marine carpenters, specialists in traditional construction, repair, and restoration of wooden yoles and associated materials. They are the ones who assemble and fit the ribs, secure the planks to the wooden frame, and adapt the yole for regattas. In most cases, the marine carpenter is also a fisherman.

Specifically, tells Jean-Alexis, "A yole is built by assembling planks, or 'bordés,' horizontally fixed to a framework made of ribs. Strip-planking is not allowed.

The framework, assembled first, consists of the main structure, the stem, focas' (wooden ribs), additional ribs, and the stern board. The planks used, usually pearwood or cedar, must be made from solid wood with a single thickness between 6- to 8-inches. While ideally a single piece, planks may be grafted to achieve the required lengths. They are fitted edge-to-edge. A 'sabot' (wooden shoe) is mounted at the center ribs, like those at the bow, to hold the base of the main sail's mast."

The Fédération des Yoles Rondes de Martinique (FYRM) has set official length requirements for competition yoles: 34.5 feet for a standard yole, 20.6 feet for a baby yole, and 13 feet for a mini yole.

Yoles have several essential accessories. There's a 'false mast,' a wooden piece added to the front of the yole to support the main mast that carries the foresail. The 'tet pagay' or paddle head is a T-shaped wooden piece that helps maneuver the paddle. The 'bois dresses' are small tresses used to stabilize the yole. The 'bois bouline' or 'va-et-vient' is a solid wooden piece that may be fixed or adjustable, while the tolé is a small wooden block used for securing the bois dressés and sheets, and the 'tête de chien' is the top point of the stem or bow.

Yole Sailing & Crew Roles

Yole sailing in Martinique is strictly an amateur activity, says Jean-Alexis. "The 'patron' is the sole master on board, like a ship's captain. He decides crew members' number, placement, sail selection, and yole maneuvering

during regattas and training. He has extensive experience, knowledge of the waters, and an understanding of the trade winds. One or two paddle operators may assist him. The patron communicates effectively with his team and sometimes performs additional tasks beyond his own."

Then there are the 'aide-patrons' or assistant captains who help manage the paddle based on natural elements and race strategy. There are usually one or two aide-patrons. The 'manœuvrier d'écoute' or sheet handler is responsible for the sail's control lines. He adjusts the sail's tension in coordination with the patron's decisions.

The 'bois dressés' or balancing crew members stabilize the yole. Their number can reach up to ten. They counterbalance the wind force on the sails using wooden poles; to do so, they must be agile. Depending on wind strength, they adjust their position along the wooden lever: the stronger the wind, the further out they extend, and when the wind weakens, they move closer to the yole for balance. Among them, two have especially crucial roles: The 'first balancer' is positioned at the front and serves as the patron's eyes, signaling wind gusts, obstacles, and the location of competing yoles. The 'last balancer' remains in place during tack maneuvers and is the last to switch sides with its balancing pole.

Festive Events

Martinicans follow yole ronde regattas with passion and pride, especially those held in Le Marin, Le François, and Le Robert. These races are highly spectacular.

The Federation organizes several competitions each year, including The Championship (Challenge), the May 22nd Challenge, the Tour de la Martinique, and the Martinique Cup. Around twenty yole ronde races occur annually, half of which involve baby yoles.

About ten yoles participate in the Tour des Yoles Rondes every year. This year, the event will take place from July 27 to August 3, 2025.

"This event is a major sporting and cultural highlight in Martinique, consisting of up to seven stages around the island," says Jean-Alexis. "Tradition and performance combine to delight the public, who travel hundreds of kilometers to witness the race. Aware of this cultural treasure, Martinicans turn out in massive numbers to support the yoleurs, especially during the Tour des Yoles Rondes." 🌊



How to Avoid Mosquito-Borne Diseases While Cruising the Caribbean

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

The Caribbean is a paradise for cruisers: pleasant climate, steady sailing winds, gorgeous islands, and warm, welcoming people. It's an ideal place to leave your worries behind. But with the joys of a tropical climate come the hidden threats—mosquitoes and parasites that can turn paradise into a nightmare.

I don't want to dampen your spirits, but it's good to be informed. Knowing how to avoid these bugs—and what to do if they bite—can mean the difference between a healthy vacation and a hospital visit. Here's what you need to know about three major tropical diseases in the Caribbean: dengue fever, leptospirosis, and malaria.



Smoke helps to keep mosquitoes away



Got you! Dead tigerstripe.



Covid, flu, dengue, malaria, or leptospirosis all have similar symptoms

DENGUE FEVER

Dengue fever surged across the Caribbean in 2024, with 12.6 million suspected cases and over 7,700 deaths reported by the Pan American Health Organization. That's more than triple the number of deaths in 2023.

Transmitted by the aggressive, day-active *Aedes aegypti* mosquito—easily identified by its black and white striped legs—dengue thrives after heavy rains, especially in warm, humid conditions.

Christian and I both contracted dengue after working in a mosquito-infested boatyard. We experienced chills, fever over 104°F, severe headaches, and joint pain. Fatigue kept us cabin-bound for a week, and recovery took a month. In severe cases, dengue can become hemorrhagic, causing in-

ternal bleeding and even organ failure. Never take blood thinners like aspirin if you suspect dengue.

If accessible, a blood test can confirm the diagnosis and monitor potassium levels, which may drop dangerously low. We later received the Qdenga vaccine and recommend others check availability in their home countries.

LEPTOSPIROSIS

Leptospirosis, a bacterial disease, is spread via the urine of infected animals—particularly after flooding events when freshwater becomes contaminated. While cases are fewer, the mortality rate can reach 40% if untreated.

The highest incidence in the Caribbean has been reported in Barbados, Trinidad & Tobago, and Jamaica, but it can be



Perfect combination of screens to keep out mosquitoes and geckos to eat them.

found in other islands as well. Unlike dengue, leptospirosis requires immediate antibiotic treatment. Typical symptoms are similar to dengue but may include jaundice (yellowing of the eyes or skin) and red eyes—hallmarks of the disease. When we visited a hospital in French Polynesia, the doctor ran a rapid test to rule out leptospirosis, a precaution that proved invaluable.

MALARIA

Malaria is no longer a threat on most Caribbean islands, except on Hispaniola (Haiti and the Dominican Republic). However, it's still active in Central America—particularly in Honduras and parts of Panama.

Malaria is spread by night-active *Anopheles* mosquitoes. They're easy to spot by their black-and-white scaled wings and their unique bum-up resting position. If you're headed into a high-risk zone, screen your hatches, sleep



Freshwater can contain leptospirosis parasites.

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After dengue, our damaged livers were demanding fruit.



Ask at local health centers whether any epidemics are spreading.

under mosquito nets, and consider antimalarial prophylaxis—or at least carry a rapid test and treatment kit, as we do.

OTHER CONCERNS

Other diseases to be aware of include:

- Histoplasmosis (a fungal lung infection)
- HIV/AIDS, with Caribbean rates among the highest outside sub-Saharan Africa
- Tuberculosis, still prevalent in some islands
- Gastrointestinal infections, avoidable through good hygiene and clean food

STAY INFORMED, STAY SAFE

Does all this mean you should stay home? Absolutely not! The Caribbean is still a dream destination. Just stay informed, take precautions, and check for local outbreaks at medical centers along the way. With the right preparation, you can enjoy the best of paradise—bite-free. 

Birgit and Christian have been cruising around half the world since 2011. Visit their blog at www.pitufa.at and find their books "Sailing Towards the Horizon" and "Cruising Know-How" on Amazon.



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Taken but 4 months apart, this image from Raja Ampat clearly demonstrates our deteriorating ocean conditions. Live Coral vs Dead skeletons.



COURTESY OF THE OCEAN AGENCY

Planet Ocean: Why Coral Reefs Are Vital to Life on Earth

BY GUY COURTNEY

The ocean has a secret. Seldom thought of and barely noticed, coral in the ocean is much like the oxygen you breathe. It gives life. Every other breath you take is a gift from our oceans. But that's not all. Coral is one of the most vital ingredients to ocean life around our world.

Coral gives life and protects shorelines. It feeds over one

billion people and serves as the foundation for the cities of the sea. Though frequently mistaken for plants, coral is actually a fascinating, long-living animal—some species living hundreds, even thousands of years. Coral reefs are essential to ocean and planetary health. They support coastlines and attract marine life and tourism. While they cover less than 0.1% of the ocean floor, coral reefs are mighty in performance.



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The United States covers just 1.87% of Earth's surface, while the oceans span 70%. We all learned that in school. Yet we call our home "Planet Earth." Maybe it's time to call it what it truly is: Planet Ocean. And within this vast ocean, coral occupies a mere 0.1%, or 109,000 of the 139 million square miles. Yet 25% of all ocean life relies on this tiny ecosystem. Over 4,000 species of fish call the coral reefs home. Without coral, the oceans will die.

We hear so much about climate change that it can become background noise. But coral? Coral creates the next breath you will take. Breathe easy—for now.

Bleaching is a diplomatic word for death. In the late 1990s, coral bleaching captured global attention as researchers witnessed mass coral death due to warming ocean tempera-

tures. Bleaching occurs when coral expel the symbiotic algae (zooxanthellae) living in their tissues, exposing ghostly white skeletons. The once-colorful reefs become graveyards. Scientists now understand that ocean warming—caused by climate change and intensified by El Niño events—is the primary driver.

Some coral species prefer cold, deep waters, but most thrive in warm, shallow tropical seas. Reef-building corals contain algae that collect nutrients through photosynthesis, providing essential energy while receiving protection from the coral host. The relationship is delicate—and it is unraveling.

The Great Barrier Reef, visible from space, stretches 1,600 miles along Australia's northeast coast. Nearly 900 miles of it



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is dead. Florida's 305-mile-long reef, the third largest in the world, is entirely dead. Imagine a highway that long where every traveler perishes. We would shut it down, investigate, and fix it. It's time to fix our coral highways.

Few people truly understand coral reefs. Why would they? They're out of sight and therefore out of mind. Meanwhile,

our attention turns to Mars and space exploration. But what is the ocean's equivalent of Mars? Coral may be that secret ingredient that captivates and connects us to Earth's final frontier.

The cause of coral decline is clear. Rising ocean temperatures and ocean acidification are both direct results of human ac-



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tivity, primarily fossil fuel use and deforestation. The oceans absorb excess atmospheric heat and CO₂, leading to conditions that are toxic to coral survival.

The odds that humans change their behavior in time are slim. We react after problems escalate. But when we do respond, momentum can build.

Now what?

A groundbreaking initiative called 50 Reefs is focused on identifying and protecting the most critical reef systems—those most likely to survive climate change and reseed neighboring areas.

Richard Vevers, featured in the Netflix documentary *Chasing Coral*, states:

“Corals build underwater cities. Bigger than our cities. Home to a quarter of all ocean life. Ocean life that supports half a bil-





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lion people. Jobs. Food. Protection. Medicine. But corals are dying because of us. In the last 30 years, we've lost 50% of the world's coral. In the next 30, even if we stabilize the climate, 90% could die. There is no plan to save our reefs. Until now."

Mission: Ocean Reef supports the reefs that can survive. We aim to protect these ecological seed banks so that when warming stabilizes, reefs can rebuild and restore ocean life.

As I write this onboard our vessel Coral Rsq, my wife and I have launched a coral restoration and student-led research initiative. There is hope in the younger generation. If you're interested in joining us, email me at gc@missionoceanreef.com or visit www.missionoceanreef.com.

The future is ours to shape. Let's mold the best version of Planet Ocean we can—for all life.



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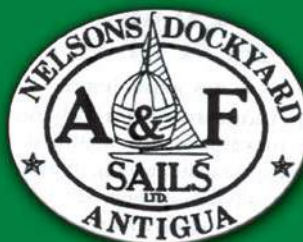
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Cuba: Culture, Cars, and a Journey Through Time

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Cuba, my 86th country, is a mesmerizing travel destination offering a captivating blend of vibrant culture, stunning landscapes, and rich history. While cars, bars, cigars, and salsa are often the first things that come to mind, what stood out most for me were the people, the sense of safety, and the cleanliness.

My recent journey from St. Thomas, U.S. Virgin Islands to Cuba—via Miami—was made seamless by the expertise of Maria Romeau, Senior Travel Consultant at CubaPlus Travel. Normally, I love to “wing it” and immerse myself in local cul-

ture, booking accommodations and transport on the go. But Maria explained how challenging that can be in Cuba—and she was right. She arranged most of our reservations and itineraries, which made for an unforgettable trip.

We began in Old Havana, staying at the beautiful Hotel Loma del Angel. A red 1957 Chevy Bel Air convertible whisked me away to the hotel, where I met my friend Pat Davis, who flew in from Charleston, SC. That night, our driver—who also happens to be a doctor earning \$150 a month—took us to Fanguio Habana, a rooftop jazz club at the Claxon Boutique Hotel

in Vedado. It was an incredible evening, showcasing some of Cuba's top jazz artists.

The next day, we explored the cobblestone streets of Old Havana, visiting Plaza Vieja, Plaza de la Catedral, and Plaza de Armas. After walking for hours, we hired a horse and buggy with a guide for a ride through the historic streets and along the Malecon, Havana's famed seaside boulevard.

A few hours west of Havana, we traveled in a lime green and cream 1956 Mercury to Viñales with our driver Alexander. The Viñales Valley offered breathtaking scenery and a glimpse into rural Cuban life, including a stop at Cueva del Indio—a fascinating cave with an underground river. Maria booked us into Finca Villaverde, a charming guesthouse surrounded by nature.

Before arriving, we enjoyed a farm-to-table lunch at El Cuajani, a countryside restaurant nestled at the base of a mogote—a distinctive limestone hill. This place was a standout: rustic, delicious, and deeply memorable.

Just outside Viñales, we visited the Hector Luis Tobacco Farm and learned about the traditional methods of growing and drying tobacco. Watching a cigar being hand-rolled—and trying it later—was one of the most authentic experiences of the trip.

On the way to Trinidad, Alexander's car broke down briefly. Within 15 minutes, we were back on the road—now in a



Continued on page 76

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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
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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
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Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	•	110/220V, 30A, 50A and 100A		•	•	•	•		•	•	68	FREE
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Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•

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St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com	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
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		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	+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	+507-6781-6631/ 6747-9118	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'	18'	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	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	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	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	●	●	●	●	●	●	●
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	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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2 QUEBRADILLAS, PUERTO RICO. Excellent investment opportunity. This nearly 16,000-sq foot property in need of renovation faces the beach in Puerto Herminia, 17 miles northeast of Aguadilla and the island's west coast surfing hot spots. Offers great commercial value. Panoramic views of the Atlantic Ocean. Price: U.S. \$653,000
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ALEXANDER LUZUNARIS, Tu Casa Real Estate
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3



VIEQUES ISLAND, PUERTO RICO. Located in the highly coveted Los Chivos neighborhood, this 3 BR/3 BA, three-story masterpiece property offers breathtaking views of the island and the surrounding sea. The infinity-edge pool is the heart of this home, with views overlooking the world-famous BioBay, Esperanza, Puerto Ferro Bay, and Sun Bay. Custom furniture in the living room and throughout the house was designed specifically and produced locally in Puerto Rico, adding to the home's unique charm and character. Sold fully furnished. Price: U.S. \$2,900,000

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ST. THOMAS, USVI. Large 6 BR/6 BA waterfront home with a pool, flat yard, and phenomenal views. Located within the desirable gated community of Mahogany Run. This home is ideal for a vacation rental. Price: U.S. \$1,400,000

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5



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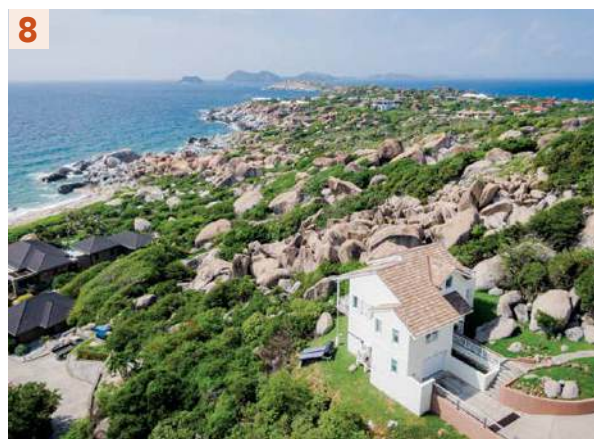
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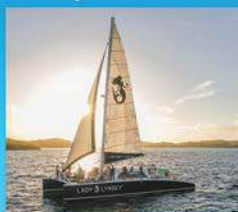
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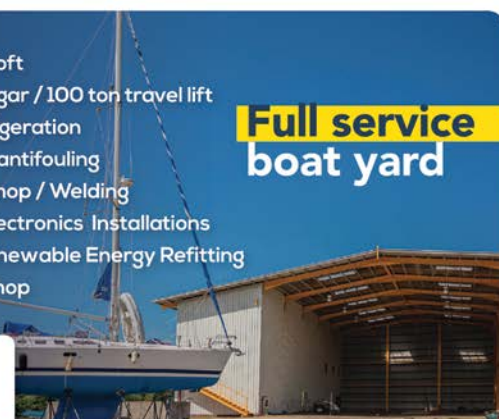


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Gourmet Market Manager

Virgin Gorda Yacht Harbour Management Limited

We are seeking an experienced retail food service industry professional to take a leadership role as Gourmet Market Manager as part of our dynamic management team at Virgin Gorda Yacht Harbour Marina.

The Gourmet Market Manager is responsible for managing the daily operations of our market, including the selection, development, and performance management of team members.

Job Duties & Responsibilities:

- Oversee and supervise all market departments in goals and objectives and standards of the organization, planning and performance to profitable revenues,
- Responsible for preparing reports including but not limited to forecasting, declining balances, profit & loss reports, product margins and inventory.
- Purchasing
- Adhere to company standards and service levels to increase sales and minimize costs, including food, beverage, supply, utility, and labor costs.
- 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:

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Cuba: Culture, Cars, and a Journey Through Time

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 53

burgundy 1941 Buick Super with a new driver, Emilio, who stopped at his house to grab clothes before continuing with us. We paused for a traditional Cuban lunch at a riverside glamping spot before heading to Trinidad.

Our late arrival at Casa Amistad was met with delight. Behind massive wooden doors was a serene tropical courtyard. The property, dating to 1830, has been thoughtfully restored and offers a comfortable, historical ambiance. It's centrally located and just minutes from the Municipal Historical Museum and Plaza Mayor. We danced to live music in the streets and soaked in the vibrant local culture.

On the return to Havana, we stopped at several sites including the Bay of Pigs, a butterfly farm, a botanical garden, and the city of Cienfuegos—known as the “Pearl of the South.” Each stop added something special to the journey.

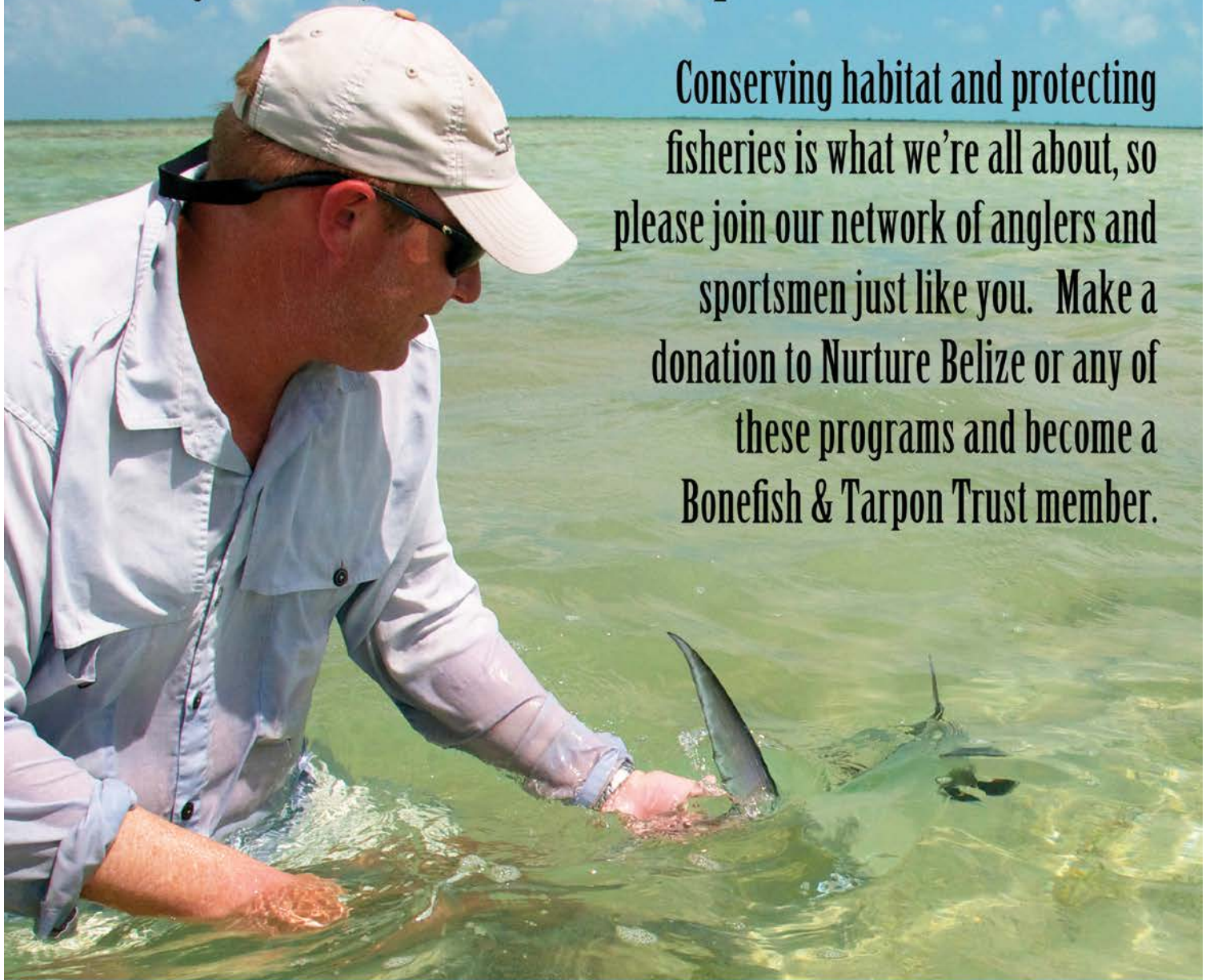
Cuba is incredibly accessible, with five direct flights a day from Miami. I flew in with my U.S. passport and purchased a visa for \$85. I brought a large suitcase filled with useful items—medications, bandages, children's coloring books, and crayons—and cleared customs without issue. It was a joy to share these items in the small towns we passed through.

If you're interested in traveling to Cuba, I'd be happy to help. Reach me at: CaptJan2@gmail.com or 704-277-6521. 

Jan Robinson is a travel consultant, health coach, 2019 CYBA Hall of Fame inductee, chef competition coordinator/judge, and author of the Ship to Shore Cookbook Collection—available on Amazon and by email at CaptJan2@gmail.com.

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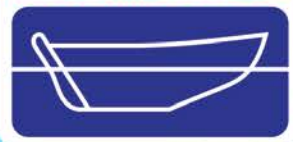
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