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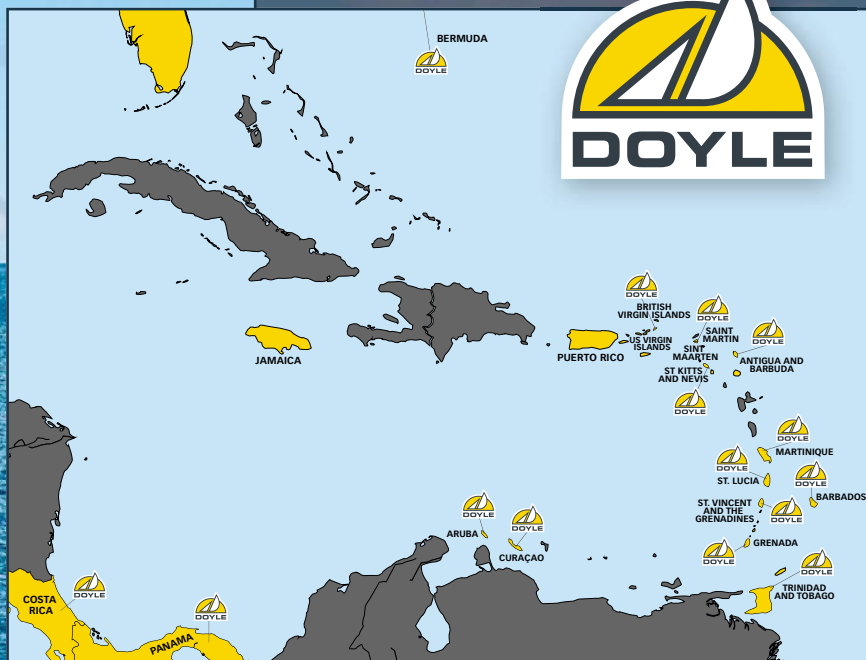
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DEPARTMENTS:

- 10 Letter to the Editor
- 12 Caribbean News
- 18 June 2025 Events
- 22 **Cruising** | Hurricane Saviors and the Kindness of Strangers
- 28 10 Reasons Cruising the Dominican Republic Belongs on Your Bucket List
- 34 Inside Anguilla's Fierce and Beautiful Tradition of Boat Racing
- 38 Keep Cool
- 46 Caribbean Regattas Are Evolving: Market Forces, Specialization & New Realities
- 52 **Caribbean Cooking** | Savor Cuba: From Farm-Fresh Feasts to Street Snacks & Rum Garnishes

RESOURCES:

- 54 Caribbean Marinas
- 56 Caribbean Boatyards
- 57 Southeast U.S. Marinas & Boatyards
- 58 Island Real Estate
- 62 Caribbean Brokerage
- 66 Marketplace
- 74 Sponsor Directory
- 74 Classifieds



ON THE COVER:

The Government of Anguilla SHOULD formally legislate boat racing as the island's national sport.
Photo Courtesy of Clardio Design

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Publisher:

CHRIS KENNAN

publisher@allatsea.net

Editor:

editor@allatsea.net

Art Director:

AMY KLINEDINST

amyk@allatsea.net

Advertising Inquiries:

advertising@allatsea.net

(410) 929-2248

Client Relations:

publisher@allatsea.net

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accounting@allatsea.net

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Chef Cloé Caillaud

We Want to Hear From You!

Hello,

I'm surprised that in your article **"Culinary Canvas: Flavors of the World in the Spotlight at the Antigua Boat Show by Captain Jan Robinson - April 25, 2024,"** you didn't mention the name of the winner of the culinary competition. The winner was the chef of the Sylene, Cloé Caillaud.

One could be mistaken for the photo of Asahi Chef Nathan Clements holding a trophy.

Yesterday, Cloé won the San Remo Boat Show chef competition again, beating 11 competitors and 3 Michelin-starred judges.

Warm welcome!
Manuele Caillaud

EDITOR'S RESPONSE: Thank you for your message regarding our article "Culinary Canvas: Flavors of the World in the Spotlight at the Antigua Boat Show." We appreciate your feedback and the opportunity to clarify any confusion.

Cloé Caillaud, the winner of the culinary competition, is indeed mentioned in the article. She was featured as part of the coverage of the Antigua Boat Show. The photograph of Asahi Chef Nathan Clements holding the trophy may have caused some confusion, but rest assured that Cloé's victory was recognized, and we celebrate her impressive achievements, including her recent success at the San Remo Boat Show.

We always aim to provide accurate and comprehensive coverage and are grateful for the continued support of our readers.

Warm regards,
Editor, All At Sea

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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COURTESY NAVIGARE-YACHTING

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NEWS STORY,
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Caribbean News

NAVIGARE YACHTING EXPANDS ITS CARIBBEAN FLEET WITH NEW ARRIVALS

A wave of new yachts has joined Navigare Yachting's Bahamas and Caribbean base fleets. More specifically, the global charter yacht company, headquartered in St. Petersburg, FL, added a Bali Catspace, Hey Y'all,' to its Abacos base in Marsh Harbor. A new Bali Catsmart, Peregrine, is now available in Fort Louis Marina, St. Martin. By far, Navigare's new yachts number the largest in Tortola, British Virgin Islands, and include the Fountaine-Pajot Astrea 42, Libertas; Bali 4.2, Bella Luna, Fountain Pajot Aura 51, Beachcomber; Bali 5.4, Maravela; Lagoon 51, Escapade; Bali 5.4, High Hopes, and Island Spirit 525E, Wind and Soul-R. A Bali 4.6, Still Wandering, will arrive by July 4, 2025.

According to Felix Widman, Navigare Yachting's Head of Fleet Strategy, regular fleet renewals are a necessity in the charter industry. "Modern yachts offer improved fuel efficiency, smarter layouts, and advanced technologies that enhance safety and the overall onboard experience. We select yacht models for each destination based on local sailing

conditions, customer preferences, and the region's experiences. For example, we favor catamarans with shallow drafts for destinations with shallow waters like the Bahamas. We prioritize yachts equipped with water makers in our more remote and exotic locations such as the Caribbean. Fresh water provisioning can be logistically challenging, and self-sufficiency enables more flexible itineraries without relying on marina infrastructure. The increase in non-sailors opting for a sailing vacation is prompting us, for example, to add boats with more cabins, which can better accommodate a skipper on board."

Widman adds, "Sustainability is also an increasing focus in our renewal strategy. By rotating out older, less efficient vessels and introducing yachts with greener technologies like solar panels and electric motors, we reduce our environmental impact while appealing to eco-conscious travelers."

Navigare also added new yachts to its fleet in Palma, Spain; Glyfada, Greece; Seget and Dubrovnik, Croatia; and Mahe, Seychelles. navigare-yachting.com

INDUSTRY VETERANS JOIN CATAMARAN GURU'S MANAGEMENT TEAM

Two respected industry professionals are now on the management team at Catamaran Guru. The Hollywood, FL-based company serves catamaran buyers, sellers, and owners. Plus, it was recently appointed as the exclusive North American distributor for Bali Catamarans. **Dan Lockyear**, who previously served as the North American Manager for Dream Yacht (DY) Charter and Sales, followed by his tenure as Global Chief Commercial Officer and Deputy Chief Executive Officer (CEO) of DY Worldwide, is now CEO of Catamaran Guru. Lockyer played a pivotal role in expanding global operations and enhancing customer experiences in his past career, an experience that positions him well to guide Catamaran Guru's next growth phase. **Mark Branham**, whose professional history most recently includes serving as Chief Operating

Dan
Lockyear



Officer for the Americas and Exotics regions at DY Worldwide, as well as having held senior financial and operational roles at The Moorings and TUI Marine, takes the title of Chief Financial Officer and Director of Operations at Catamaran Guru.

"We are delighted to welcome Dan and Mark to our leadership team," says Estelle and Stephen Cockcroft, founders of Catamaran Guru. "Their combined experience and vision align perfectly with our mission to provide unparalleled expertise and service to the catamaran community. We look forward to achieving new milestones together." www.catamaranguru.com

NEW MARINE FUEL SERVICE AT PORT LOUIS MARINA

Fueling up just got easier in Grenada. Camper & Nicholson's Port Louis Marina, in St. George's, announced a unique partnership with Sol Petroleum and the arrival of a new Diesel and Gasoline Fuel Service, which opened in March. The new in-berth fueling system allows superyachts to be fueled at their dock, while there are also dedicated docks for cruising and charter yachts and a separate station for gasoline.

"We continue to invest heavily in our marina services and facilities," says Zara Tremlett, General Manager. "We have seen continued growth and greater demand for fueling needs from our existing berth holders and visiting yachts."



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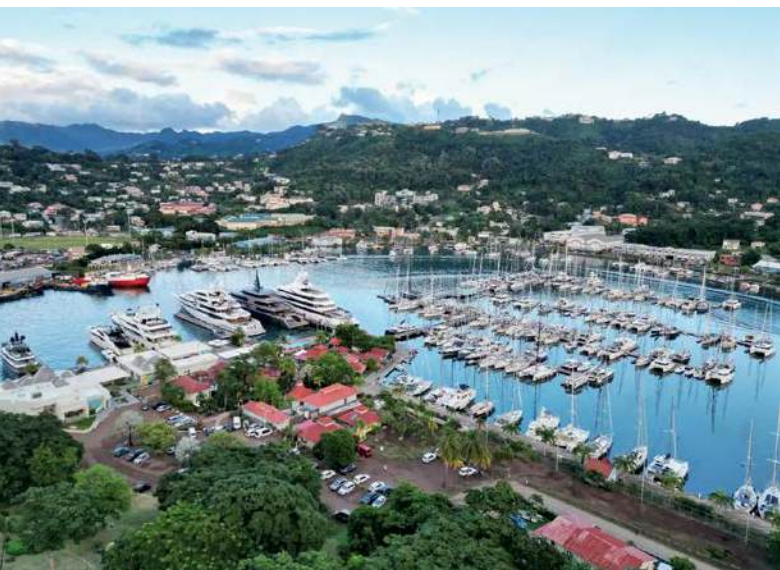
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The popularity of Grenada and her sister islands continues to soar, and we are delighted to be able to offer a new service to our yachts."

Tremlett continues, "The five, in-berth, Diesel outlets negate the need for noisy bunkering trucks and allow superyachts booked for fuel to remain at their berths, enabling crew time to focus on other activities and minimal cover onboard for such operations. There is a dedicated diesel dock for charter and cruising yachts and a separate gasoline dock for tenders, dinghies, and other needs. We are excited to have this much-needed new service at Port Louis Marina." cnmarinas.com/marinas/port-louis-marina

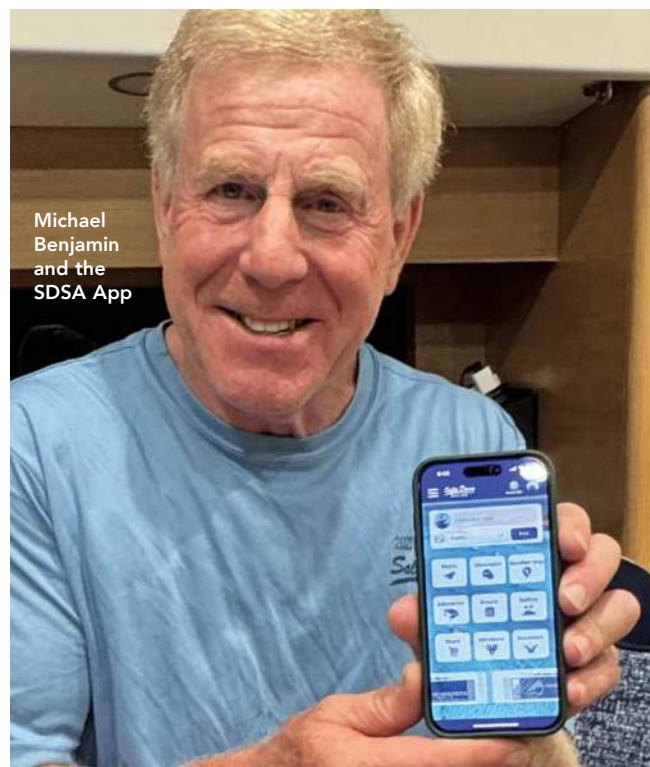
UPDATES ON SALTY DAWG SAILING ASSOCIATION'S MEMBERS APP

You must be a dawg to use it. However, a new app is just one of the benefits of becoming a member of the Salty Dawg Sailing Association (SDSA), which leads an annual fall rally to Antigua & Barbuda from Hampton, VA, and Newport, RI, and much more. With a US \$80 annual membership, the non-profit organization's recently launched App offers a messaging feature like WhatsApp, a membership directory, member and rally tracking maps, and a library of Zoom education webinars. The brain trust of information in these webinars is worth the price of admission alone.

In April, the SDSA introduced its latest tweaks. The Social tab now combines Posts and Messages, making it easier to alternate between the two with simply a click. Posts, which allow texts and photos, are getting a significant upgrade with an

improved look and feel and a search feature. Plus, while the App is available on both iPhone and Android platforms, features like Posts, Messages, and the Member Map are features not accessible via a computer too.

"We have 500-plus App users, with over 300 using it weekly," says Michael Benjamin, SDSA president, who assumed the role from Bob Osborn last October. "The Messaging feature continues to be the most popular, but check out the Member Map to locate and message other members directly when





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By The Numbers – St. Maarten's Yachting Economic Impact

Superyachts, sailing, and sports fishing are key components of St. Maarten's economy. But exactly how much? The island's Minister of Tourism, Economic Affairs, Transport and Telecommunication, Grisha Heyliger Marten, wanted to find out and commissioned the Economic Impact Study on the Marine and Maritime Industry. Results were released in December 2024.

Key findings of the report underscore the importance of the maritime sector as a cornerstone of St. Maarten's economy:

- **Economic Contribution:** The Yachting and Maritime Industry accounts for 16.3% of the island's GDP.
- **Growth and Vessel Arrivals:** In 2023, there were 4,029 vessel arrivals, including 418 superyachts, 1,484 sailing yachts and 284 motor yachts. These

vessels collectively contributed \$140 million in direct spending, with 26,386 yacht visitors.

- **Major Events:** The St. Maarten Heineken Regatta remains a pivotal event for the sector. It attracts 63 visiting yachts, 453 international crew members, and 275 volunteers, generating \$3.6 million in economic activity.
- **Employment and Business Impact:** The industry supports over 300 businesses and sole proprietors, creating approximately 4,769 jobs and contributing \$242 million in annual expenditures.

This comprehensive study was made possible through public-private partnerships involving the TEATT, the Port of Sint Maarten, and the Sint Maarten Marine Trades Association (SMMTA). www.sintmaartengov.org



CREDIT LAURENSMOREL

PHOTOS COURTESY SARA PEZESHK



you pull into an anchorage. We encourage feedback and input so we can continue to bring more functionality and responsiveness to the App." www.saltydawgsailing.org

BIOCAP TILES TO THE CLIMATE CHANGE RESCUE

New homes for sealife resembling natural coral reefs can potentially help fight climate change. That's what Sara Pezeshk, a postdoctoral candidate at Florida International University's Institute of Environment, hopes to learn. Pezeshk, who is also the Principal Investigator for the National Science Foundation-funded 'Promoting Coastal Biodiversity through AI-driven Modular Seawall Design and Construction,' has installed BIOCAP (Biodiversity Improvement by Optimizing Coastal Adaptation and Performance) tiles, which are a 3D-printed modular system that take their designs from nature, at Miami's Morningside Park. The nooks and crannies in the tiles, as opposed to the flat of a concrete seawall, will ideally support marine life with homes and protect urban seawalls. The two-year pilot project kicked off this spring.

Can this science help in the Caribbean? Especially with coral restoration?



"The project I'm working on primarily targets marine species native to Biscayne Bay, focusing on enhancing biodiversity along shorelines," says Pezeshk. "Although the design wasn't specifically tested for coral restoration, the Bio-tile system certainly has potential for coral applications. However, to effectively support coral restoration in the Caribbean, conducting location-specific research and testing with the particular coral species and environmental conditions in those areas would be necessary." www.fiu.edu



COURTESY ANTIGUA AND BARBUDA SPORT FISHING CLUB

If you have any
EVENTS TO SHARE,
or **FUN IMAGES FROM**
AFTER AN EVENT,
please email the editor:
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June 2025 Events

JUNE 5 | The Mikie Pigott Jr. Memorial Classic. This one-day billfish-only tournament will have only one winner! It's the boat that catches and releases the most blue marlin, white marlin, and/or sailfish. New this year, the event is also a qualifier for the 2026 Offshore World Championship (OWC), meaning the winner earns entry to his Super Bowl of Sports Fishing held each April in Costa Rica with teams worldwide. Ten-plus boats are expected to fish. www.antiguabarbudasportsfishing.com

JUNE 7-8 | 57th Annual Antigua & Barbuda Sports Fishing Tournament. Over 30 boats will compete in this two-day tournament with two divisions: Marlin Division (blue marlin, white marlin, sailfish) and Sporting Division (wahoo, kingfish, tuna, and dolphin (mahi-mahi); no barracuda or sharks allowed). Fish one or both! "There's a lay-day on June 6, between the two tournaments, for teams to relax, sight-see around the island, and come back to the Falmouth Harbour venue with a BBQ and drinks on the dock," says Robert Hall, tournament director. This tournament is also an OWC qualifier. www.antiguabarbudasportsfishing.com



COURTESY ANTIGUA AND BARBUDA SPORT FISHING CLUB

JUNE 8-14 | Matchu Lopes Strapless Master 2.0 Class.

Cabo Verde wave slayer, world champion and innovator of strapless kitesurfing, Matchu Lopes, will hold a five-day strapless kite camp at Uncharted Kite Sessions in Cabarete, Dominican Republic. Class size is limited to six, so you can have a custom-coached opportunity to explore the best local kite spots while enjoying varied riding conditions from beach break to outer reef and the awesome waves of Encuentro. The U.S. \$4400 per person price includes villa accommodation, all chef-prepared meals, one-on-one coaching, and video debriefs daily. www.unchartedkitesessions.com



COURTESY MATCHU LOPES

Anegada Beach Clean Up



COURTESY BVI REEF WEEK 2024

JUNE 15-21 | BVI Reef Week. Learn about and love life above and below the waves. Highlights include a morning tour of Salt Island on June 18, with a wreath laying at RMS Rhone; an Anegada ocean clean up, with a visit to see the flamingos on June 20; and a farewell day at Nanny Cay on June 21, with local cuisine, music, dancing, demos from the National Parks Trust of the BVI, The BVI Heritage Dancers and Mocko Jumbies.

"We've added another clean-up at Trellis Bay on the afternoon of July 17, which dovetails perfectly with the Paint'n'Sip fund-raiser for BVI WaterSports," says Kim Huish, president of the BVI Scuba Organization. Non-scuba divers will find plenty to enjoy, too. bviwreckweek.com

JUNE 9-15 | International Optimist Regatta (IOR), TOTE Clinic & TOTE Team Race.

Over 100 8- to 15-year-old sailors from the Caribbean, U.S., and Europe will learn, team race, and fleet race during the largest annual Optimist regatta in the Caribbean. "We have of the best sailing conditions in the world, a family-friendly venue at the host, St. Thomas Yacht Club (STYC), and a trio of events in one week – clinic, team race, and regatta, that help sailors to learn tactics for a summer and year ahead of racing," says Lori Vaughn, co-director with Heather Scholes. www.stthomasyachtclub.org/sailing/regattas/international-optimist-regatta.com, www.regattanetwork.com/event/29124



31st International Optimist Regatta 2024

CREDIT MATIAS CAPIZZANO



JUNE 22-JUNE 29 | Regattas in the Abacos. The hands-down coolest regatta in the Bahamas. Multihulls, Spinnaker, Non-Spinnaker, and 'Mother Tub' or cruising boats with extra weight, classes are invited to cast off in Green Turtle, end in Hope Town, and sail through picturesque locations like Great Guana Cay, Marsh Harbour, Elbow Cay, and Little Harbour, along the way. There's thrilling competition by day and evening festivities each night. New this year, says Commodore Dwayne Wallas, "We have added Seaspray Marina to our party venues, our shirts are a hot ticket item featuring a Junkanoo parade costume by a local artist, and we will return to the solid mahogany wood plaque trophies from Johnston Studios which were common in the early years of regattas past before the wood became very scarce." regattasintheabacos.com

JUNE 27-29 | CSA AGM & General Conference. St. Maarten is where the Caribbean Sailing Association (CSA) will host its 2025 conference and annual general meeting (AGM). The mid-year date is purposely planned so regional events can coordinate promotional plans over the summer. "Industry experts and measurers will be in attendance. The conference is the perfect opportunity to develop further collaboration and innovation that ultimately focuses on enhancing the sailing experience in the region. We invite everyone involved in our sport of sailing to consider attending," says Bastien Pouthier, CSA President. *For information, contact organizer, Michele Korteweg at michele@sc2success.com. www.caribbean-sailing.com*

JUNE 27-29 | 15th Aruba International Regatta. A record 98 sailors, including 31 youth, raced in the 2024 event, and organizers expect more this year. Classes include Windsurf, Optimist, SailQube, and F11 for youth sailors, and Sunfish, Windsurfers, Beach Cats, Racing Yachts, Cruising Yachts, and Multihull Yachts, plus Miniature boats. The event is hosted at Surfside Beach, just south of Oranjestad. Additionally, the regatta promotes marine conservation, raising awareness about the importance of ocean protection and preservation. "By combining the excitement of sailing with a focus on environmental stewardship, our regatta advocates a responsible approach to water sports and recreation," says Rona Coster, one of the organizers. aruba-regatta.org



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The author's self-built home after Hurricane Hugo in September 1989



Hurricane Savivors and the Kindness of Strangers

CRUISING | BY CAP'N FATTY GOODLANDER

Here's the sad news: In the future—two weeks, two years, two decades from now—a major hurricane will strike the Caribbean, and it will splatter hundreds or thousands of boats against the shore. Some of these boats will be destroyed, some boats driven ashore will be barely scratched—and most will be somewhere in between.

For wealthy yacht owners with clean fingernails and pristine, well-insured vessels—well, you can stop reading right now. This article isn't for you.

This article is intended for the liveaboard with a modest ves-

sel and (suddenly, unexpectedly) empty pockets. You've not only lost your yacht, you've lost your home and your immediate future. And you're far from family and their resources. Naturally, to put it mildly, you're bummed.

Cry.

I'm serious.

I cried a number of times after Hurricane Hugo—once in public with Jody Culbert of the trimaran *Foxfire*, too distraught to even realize the pathetic idiot loudly crying was me!?!

You're gonna be full of emotion—anger, tension, frustration, and regret at the injustice of it all—and a river of tears will help wash all your anguish away.

Done?

Fine. Now get your God-damn butt in gear, sailor! Vessels don't rescue themselves—nor egos or lifestyles. It takes work, hard work. There's only one way out—hard, complicated, difficult, dangerous, frustrating work.

The Lord helps those who help themselves, ditto your neighbor on the boat next to you.

Yes, you've lost everything, but you can get it back *with a little help from your friends*.

The way you attract help from others is in two distinct, time-proven ways—you help others, and you allow others to help you. To 'always do for others and let others do for you,' in Bob Dylan's words.

That's right—you demonstrate your worthiness of being offered a helping hand—by offering your own hand in service to another.

This is key.

Nobody wants to help a lazy man in his Lazy Boy recliner. Yet almost every cruising sailor is willing to help a fellow mariner who gets off his fat ass and puts his weary shoulder to the Wheel of Life.

Once upon a time after a hurricane on St. John, there was a beach with five boats on it in National Park waters. Four of those boats were gotten off by a volunteer group of Corinthian sailors from the marine community—totally without charge. The fifth was owned by a guy who watched but didn't volunteer to help the others—and even refused to share his precious gear in the salvage of the other vessels. Worse, he kept asking the hard-working volunteers around him (hourly), when they'd be able to get to *his* vessel, The final answer ended up to be—never.

His vessel was eventually removed in pieces by a clam-bucket on a crane paid for by FEMA.

Don't be that guy.

The idea isn't to ask for help, it's to work so hard at such an immense challenge that people of good conscience can't help but to assist you in your desperate, noble quest.

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Fatty writes a hurricane story, on the spot!

Hurricanes and natural disasters bring out the best and worst in people. The rescuer friends I made during Hurricane Hugo in 1989 are *still* my dear friends nearly four decades later. Every. Single. One!

Here's what you are going to need: an army of willing, loving people, numerous boats both large and small, hundreds (thousands) of feet of tow lines, numerous anchors, sheets of plywood, 4x4s, long levers, small automobile jacks, a couple of come-alongs, a massive amount of random cordage, and a sense of humor.

Oh, and don't forget food, sun-block, beer, rum, ganja, and drinking water.

The boat-to-be-rescued *has* to be able to float and have water all the way around it—hopefully on sand or earth, not jagged rocks.

It doesn't have to be *much* water—but this 'pirate free-style' method of salvaging yachts at zero expense requires a buoyant (non-holed, watertight) vessel with water all around the hull—even if that water is only an inch deep.

Passersby, attracted by your working and your wreck, will ask if they can help. People are basically good, especially after a storm.

Immediately thank them and put them to work clearing any rocks (or, if unable to remove them, to mark them) on the shortest path between your beached vessel and deep water.

You can do this. It's been done before, will be done again, and you and your homeboys can do this, *now*, when it really matters to you. The actual rescue has to happen at high tide. This means that everyone involved should gather a minimum of three hours earlier. (Some should gather about a good five hours before—there'll be plenty to do.)

Now, all this gear and so many skilled people willing to get muddy might seem impossible to gather together, but this will actually happen organically in places like St. John. Local sailors will spontaneously gather together to help a friend. And then, since they have all the gear and are high-as-a-kite on the good vibes, they'll get a couple of other boats off as well.

...rinse & repeat!

Think of an old-fashioned 'barn-raising' only the community is reincarnating cruising vessels and sailors back to their natural habitat, Mother Ocean.

Okay, the Big Day arrives! The boat is watertight, has functioning bilge pumps, and there's a rock-free path to deep water. (For low rocks difficult to remove, a sheet of plywood can be placed over them—not ideal but better than giving up.)

The first thing to do is set out three-to-ten large, well-dug-in (borrowed) anchors with generous scope. Run the anchor rode back to the boat on the beach and use the aground sailboat's own winches to tension these lines. (Also, of course, the anchor windlass.)

This takes a lot of time—start with a dozen people at least three hours before high tide.

Next, *strongly* attach three anchor rode to the stricken vessel—and lead them out to sea to be passed to the three (or more) volunteer powerboats waiting at anchor.

On the heaviest boat I've (with forty others) ever gotten off, we draped three anchor rode around the entire hull, held on by light lines from stanchion bases. Don't underestimate how strong this has to be—it must withstand over ten thousand pounds of line pull (and shock loading).

Next, allow the main halyard of the beached sailboat to hang straight down from the mast head, and end a foot above the sand.

Next, get the fleet of dinghies ready.

Somebody with a loud voice, a bit of common sense, and a pleasant but firm manner has to be in charge to call the shots, and someone with construction experience should also be independently overseeing project safety. (Just ask school-teacher John Ritter, who lost an ear in Coral Bay when a cleat pulled out of a beached trimaran's deck.)

Let's zero in on each of these major elements for a moment. The tow boats—three or more of them—present a unique challenge. Pulling is just part of the job. But if they *just* pull, their prop walk will walk them sideways into each other or their rodes, possibly resulting in damage.

Thus, they have to be pre-anchored in place in a straight line from towboat anchor, *tended* towboat, and beached vessel. And the towboats need to be staggered—say, the first towboat 100 feet away, the second 150, the third 200 feet, etc.

Why do I say 'tended?' Because the windless and forward anchor rode must be carefully adjusted once the towboats give full power. There will be a lot of slack in the forward anchor line which *might* foul the towboat's prop. Thus, its slack must continuously be taken-in and eased, depending.

Handheld VHF's are a perfect way for Command Central and the towboats to communicate. But flags and whistle signals can work to say *tension*, *half power*, *full power*, *full-stop*, etc, the towlines.

Now let's look at the anchors used to kedge the boat back into deep water. These can't drag in mid-relaunch, as resetting them takes considerable time. And, don't forget that Nylon stretches over 20% under load. These kedge lines must be tightened again and again until bow-tight. Realize that, once tightened, they are as dangerous as a loaded gun. (Just ask the little girl at Yacht Haven on Phuket who was instantly killed by a mega-yacht's dock line that parted.)

All this has to be as well thought out as possible in advance—because 'high tide' (or hang tide) is effectively only an hour or so.

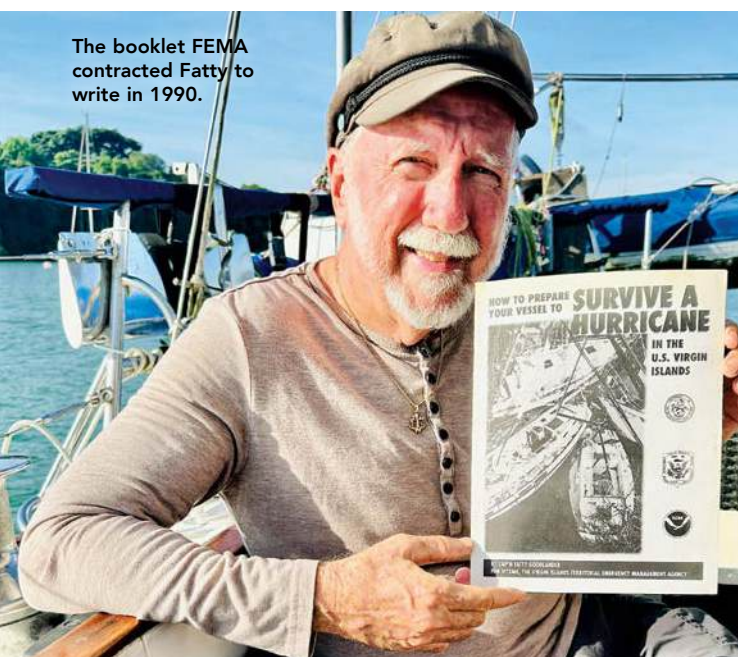
This isn't a huge window if all your anchors drag and all your towboats entangle each other's tow lines.

Here's what happens: With the anchor rode bow-tight and the towboats tugging with nearly full power and the crowd of about ten drunk, fat people surging on the halyard (to rock the vessel however slightly); the fleet of dinghies are sent in just *barely* on a plane, with throttle set for max wake. These dinghies form a circle and repeatedly give as large a wake as possible to the beached vessel, which is now under tremendous pressure for the multi-anchors, multi-towboats and multi-mast-yankers.

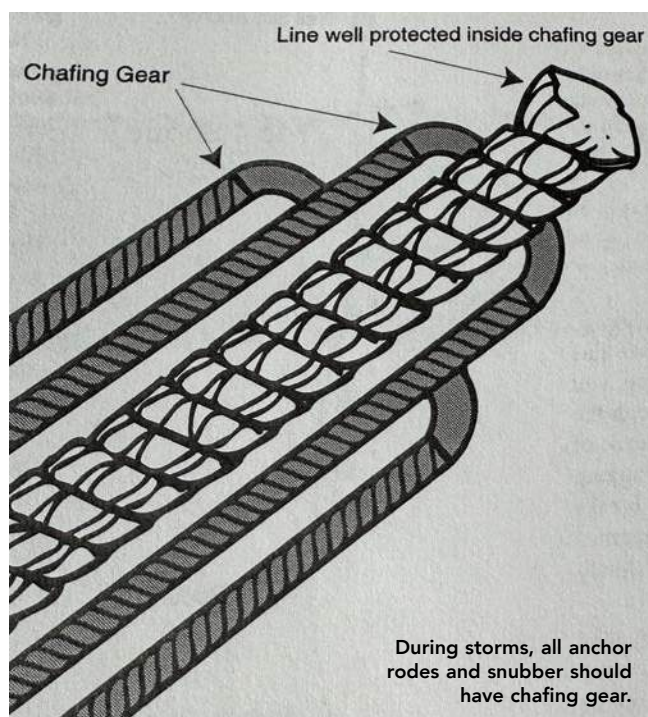
Nothing will happen—well, that's what it will seem like.

Take a break—the towboats will only want or be able to pull hard for a few minutes at a time.

One thing *will* have happened, with the circus master realizing it, however. The anchor rode will be slack! Tighten. Tighten *more*. Tighten until you're *worried/sure* they will snap with the immense pressure.



The booklet FEMA contracted Fatty to write in 1990.



Repeat the whole mess again, and again and again... and within a couple or ten attempts, the vessel will noticeably move.

Here's the **extremely good news**—if the vessel moves a quarter of an inch, you've won! Suction with the bottom will have been broken, and, with a little more time and effort, the vessel will be back into deep water.

This will work on any modern yacht. I've done it more than ten times—and never failed once. Even more amazing, my St. John Crew got the heaviest wooden boat imaginable off (Richard West's *High Country*) exactly in this way... an extremely heavy boat in the 40,000+ pound range. And it was only in *inches* of water—not feet.

Is this dangerous? You betcha! Moving 20-ton objects always is. A loaded rope is like a cannon which may or may not fire at any moment. But it works.

And, yes, it takes a village—but a village will always be there if you are willing to be there for that village.

After one hurricane on St. John, a bunch of us local sea gypsies and 'bahn heer' West Indians banded together and relaunched a dozen or so boats within the first week or two.

I'll never forget one Hungarian singlehander crying tears of joy as his 42-footer appeared to suddenly 'jump' back into the water.

Yes, hurricanes bring out the best in people. Take St. Johnian yacht racer Ernest Matthias, who often generously donates his time to the marine community after major storms. He says in his lovely, lilting Calypso cadences, "...hurricanes, dey blow all de skin one color, mon!"

How true.

Take Eliot Hooper of the 100-foot, 100-year-old, three-masted schooner *Silver Cloud* as another example. After every hurricane, he has towed stricken vessels off for free. He's done it dozens of times. This puts *his* vessel and *his* crew at risk. It costs him *money and time*. And the potential liability is so immense: well, don't even THINK about it!

Once, when Sint Maarten was hit extremely hard by Hurricane Luis, he brought tons of relief supplies to that stricken island at the height of hurricane season. Another storm threatened. He fled back to St. John, but not *quite* in time to properly prepare his storm tackle. He did the best he could. He fought the good fight. But *Silver Cloud* itself was driven ashore.

The very next day, Elliot and his boys started digging *Silver Cloud* back out into deep water. It was difficult. He had to sort of build a railway car underneath her and roll her off sideways.

...but he did it.

With a little help from his friends.

...over the course of *four long hard years*!

Hey, who said it was going to be easy?

Interestingly, many insured vessels have had to wait for months to be surveyed by their insurance company so it could figure out if it was financially-advisable to salvage—by which time all the vessels *awash* were totally-destroyed by ferry boat wakes and ensuing storms.

Here's the best advice I can give you—don't allow your vessel to be wrecked in a Caribbean hurricane. But if it is, help the sailor next to you because, without his/her help *and* your help combined, you're both doomed. ☹️

Fatty and Carolyn are still eating gourmet \$4 meals in hurricane-free Singapore.

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Rock Carvings

10 Reasons Cruising the Dominican Republic Belongs on Your Bucket List

BY CAPT. SHANE McCLELLAN

I found an under tapped cruising destination and its name is Dominican Republic. This underappreciated country sits on the second largest of the Greater Antilles Islands and boasts the first permanent settlement in the New World by a European nation. There are three different cruising grounds with roughly an overnight sail between each. First you have the southern coast, which is protected from the winter swell. Second is the Samana Bay area, which is a 25-mile-deep bay on the east coast. Third, you have the northwest coast, which is probably the least visited of the three cruising grounds. The only negative my wife and I have found in the Dominican Republic is a fact that you have to get a despacio every time you leave an anchorage and turn it in at the next anchorage. But with that said let me tell you our top ten list for the Dominican Republic.



Submerged Forest

10 Lago Enriquillo – Located next to the Haitian border on the southwest part of the interior is a large lake 151 feet below sea level. It's fed by 10 different rivers but has no outlet, therefore the salinity of this lake has risen to seawater levels.



Bayahbe Beach



ter levels and above. I highly recommend taking a boat tour of the lake to see the iguana colonies, the submerge forest, and the large island. On the road along the north coast, you can find some well-preserved petroglyphs.

9 Bayahbe – On the far west end of the southern coast is this great party beach town. This was our first stop on our 6-week cruise through the Dominican Republic and it was a fun beginning. Besides the nice beach and party atmosphere we found an amazing Taino Indian Museum, the Gringo Restaurant, and of course an ice cream shop.



Taino Indian Museum



Salt Pans - Workers

8 Bani – Located on a peninsula on the southern coast west of the capitol you will find a large set of salt ponds, which are beautiful because some are pink and some are white. We also went to the sand dunes and while you can admire the view of the Caribbean from the top, the highlight is sandboarding down the dunes. We had so much fun and I'm surprised there was any dune left after we found how much sand was in our clothing that night.



El Morro

7 Northwest Coast – This is a 50 mile or so section of the coast that is a great little cruising ground. It starts at Lupron, which has a great protected anchorage and many cruisers use it during hurricane season so there is a fun and active community here. As you cruise west you will find the first Spanish attempt at a colony in the New World including a house for Christopher Columbus (La Isabela), a small sandy island that has a few shacks on it and hosts daily barbecues (Cayo Arena), and a huge monolith protecting a mangrove swamp that has many dinghy channels that go for miles and in the middle is a dock and swimming hole (Monte Cristi). Pepillo Salcedo is a settlement right on the border with Haiti and has a well-protected harbor. Last but not least is a collection of small sandy islands you will have to yourself called the Seven Brothers.



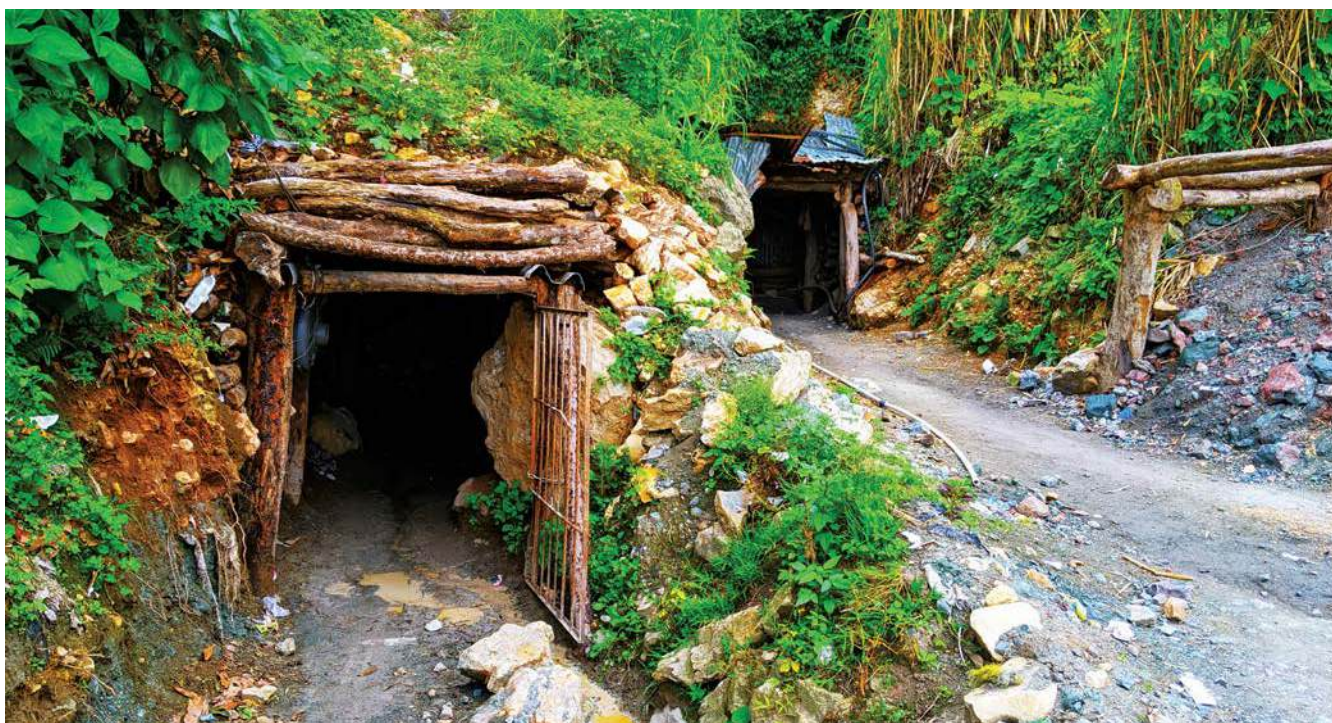
6 Northern Interior – We were lucky and had some guests visit and the father was half Dominican. We rented cars and he took us around. We stayed at Camp David, which is a high-end resort and had a cool car collection. We also stayed at the very rustic Tubagua Ecolodge where my favorite part was the bathroom that only had three walls and the fourth one looked out over the valley, so you had the best view ever while you poop. The Aurora cigar factory was very interesting, but the highlight was definitely Monkey Jungle where we had squirrel monkeys climbing all over us. It was unbelievably amazing.

5 Samana Bay - This is a 25-mile indention into the east coast and is another great cruising ground. At the mouth you will find Cayo Levantado, which is a fun day destination with the beautiful beach. You will use the town as a hub and Luis is the guy that will help you get anything you want. During the month of April, the bay is filled with whales and you can take day trips to go see them, but we happen to have two come right up to our boat as we were cruising across the bay. It was an amazing couple of hours as we floated with them. Inland you will find El Limon Waterfall and on the north shore I got to kite surf at this great beach town called Los Terrance. I am holding out on one other place here, but you will find it later in the list.



4 Isla Saono - This is a national park encompassing the southeast part of the mainland and the island just offshore. The beaches on the island are fantastic. On the way to the island there is a shallow spot called Las Palmillas, where boats love to anchor and people party in waist deep water. We also found a mangrove lake on the southern tip of the mainland that included a fantastic frigate bird colony. The channel between the mainland and the island is navigable and if you are wanting to go to Samana Bay it can cut almost 10 miles off your trip.

3 Larimar mine - Everywhere I have been during my 13 years in the Caribbean I find people selling larimar, which looks similar to turquoise but is baby blue and beautiful. I found out it came from only a 1 square mile area of the DR and I always wanted to visit the mine. When I got there, I was amazed at the deplorable conditions the miners work in to find



Santa Barbara -
Bridge To Nowhere



this semi-precious gem. Some of the shafts go down a hundred feet and are barely wide enough for a man to be lowered down in a bucket. It gave me an even greater appreciation for Larimar and the men that risk their lives to find it for tourists.

2 Santo Domingo - How could this city not be this high on the list? It's the first permanent European city in the New World and boasts the first European university, cathedral, castle, monastery, fortress, governor's house, bar, and street in the New World. While his brother was the founder, Christopher Columbus himself walked the streets of this settlement and his son was the governor. Everywhere we went we could feel the history seeping out of the buildings. We also made our own chocolate bars at Kahkow Experience, which was much more informative than a simple tour and a lot more fun.

Fortaleza
Ozama



Range Station Cave



1 Los Haitises National Park – We have arrived at the number one spot and we have to go to the southern coast of Samana Bay in order to visit Los Haitises National Park. This place is so surreal and different from everything else I found in the Caribbean. It reminded me more of Phang Nga Bay in Thailand than the Caribbean. There were many rocks and small islands undercut by the waves and you thought they would break off and topple over into the water. There are numerous narrow bays to anchor and at least four different caves. At night the bioluminescence was spectacular. The entire time I was there I half expected dinosaurs to pass by the boat. The only negative is you are only allowed to be here for 3 days at a time, so we came back three different times.

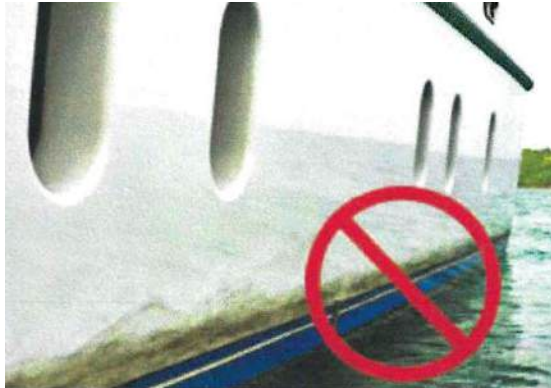


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Inside Anguilla's Fierce and Beautiful Tradition of Boat Racing

BY CAROL M. BAREUTHER | PHOTOS COURTESY OF CLARDIO DESIGN

“There are no yacht clubs in Anguilla, no commodores and flag officers in dress white trousers and blue blazers, no ensigns, no flags, no cedar paneled halls shelved with glittering trophies of past racing glories and broken records. Yet within this island, lapped by the crystal blue-green waters of the Caribbean, lurks a fever for boat racing.” — David Carty, author of the 1998-published *Nuttin Bafflin* and the 2011 documentary of the same name, which is available on YouTube.

Boat racing is the national sporting passion and pastime in Anguilla. In this case, boats are hand-built vessels crafted by family and friends in island backyards and neighborhoods, with 28-foot-long hulls, 54-foot-tall masts, and a 42-foot boom. These are Class A boats, with up to 20 to 22 crew. There's also a Class B that's 23-foot long.

Neither has a deck, a defining feature of an Anguillian race boat. There's only a one-foot-wide rail for seating, rocks or sandbags for ballast, and huge wing-like sails. It's a design that is centuries in the making and creates fast and agile craft in the wind and waves.

Sailing into the Present from the Past

Anguilla's boat racing boats were born out of defense and vocational necessity rather than recreation. Three notable events set the scene for seafaring craft to become a vibrant part of Anguilla's history and culture. First, in 1796, at the time of the Napoleonic Wars, French warships nearly destroyed Anguilla. The governor sent one fast sailing boat to St. Kitts to fetch a British naval frigate for help in what became the successful Battle for Anguilla, which the crew did despite having to tie ballast rock on the end of the boom to counterbalance a cracked mast from falling.

Secondly, during the mid-to-late 1800s, Nova Scotia and New England schooners started trade routes to Anguilla for salt and Sombrero Island, 34 miles north of Anguilla, for phosphate-rich seabird guano. A secondary technology transfer during this

trade led Anguillians to construct their own sloops and schooners. A ship's registry at the end of the 19th century showed a small fleet that ranged from 40 to 90 tons. Third, the turn of the 20th century saw the Dominican Republic grow rapidly with U.S. occupation and increased the need for laborers in the Spanish island's sugar production. With a recruiting office nearby in Marigot, St. Martin, the Anguillian schooners started ferrying men west for a cane-cutting season.

"There are no yacht clubs in Anguilla, no commodores and flag officers in dress white trousers and blue blazers, no ensigns, no flags, no cedar paneled halls shelved with glittering trophies of past racing glories and broken records. Yet within this island, lapped by the crystal blue-green waters of the Caribbean, lurks a fever for boat racing."

"There's a run off the wind directly from Marigot west to La Romana and San Pedro de Macoris," says author David Carty, who also owns Rebel Marine Ltd., on North Hill, Anguilla. "The return trip is a beat straight back to the east where the schooners would have to tack because they're coming back into the prevailing wind. On August Monday boat races each year, we still do it. We run off from Sandy Ground, go down a couple of miles, around a boat, back into sandy ground. That is a direct consequence of the Santa Domingo pattern of sailing."

The 60- to 70-foot schooners' return of 100 to 150 men home to their families in Anguilla was a joyous occasion. So much so that there were tremendous bragging rights for the first



and fastest boat back. Thus, the seeds of racing were sown, with these farmers and cane cutters becoming skillfully adept at sailing. Going fast was also key for smaller boats, 18- to 24-foot ancestors of today's racing boats, fished by day. At night, they plied the waters between Anguilla and St. Martin and St. Barth's to smuggle in spirits and evade detection by Anguillan revenue officers ready to tax them to the tilt. Rum, gin, and brandy played a big role in 'jollification,' a tradition where neighbors helped each other plant subsistence crops and celebrated 'payment' in food and drink.

Today's Boats & Boat Racing

Wood, cut from local white cedar trees, was used for boat building during the smuggling days. Today, island builders purchase sheets of marine plywood and shape the frames into sleek, yacht-like vessels. These craft are still planked by white pine, but instead of only nails, they are attached with epoxy resins. The exterior of the boats is covered with thin fiberglass and brightly painted with Awlgrip. The only significant upgrade has been swapping stainless steel wire for rope shrouds, which happened at the turn of the 21st century, and using professionally made carbon fiber versus hand-sewn canvas sails.

"The biggest and most popular race used to be August Monday," says Carty. "Now, racing starts in early March, and Easter Monday is a major race. May 1, Labor Day, is another big race as is Anguilla Day on May 30. The Anguilla Day race is around the island. The last race is in August, then we pull the boats out for hurricane season."

According to the Anguilla Boat Racing Association, 17 races are on the calendar for 2025.

Sandy Ground is the most frequent venue for boat racing, along with Meads Bay and Island Harbor. Race starts take place from the beach.

"It's chaotic," says Carty. "The boats are nose to the beach, and lines are attached to the stern. All the fans on the beach have one end of the line, and the crew on the boats have the other. Then, the boats are pushed around so that the stern is hauled in and the bow is pushed out, so the sails get filled with air and the boats get active. Then, they fire an air horn, you loosen the rope, and off they go. It's not on your mark, get set, go. If a boat has a more efficient crew and gets turned around a little bit faster, it gets a little bit of an edge. But it never really amounts to a hill of beans because I've seen boats that have started way behind everybody else still beat all the rest of them."

A typical course is set off the wind. Boats sail for 3 to 4 miles,

go around a market, and beat back to the beach. Nowadays, one or two races are multi-point to bring the boats closer to the beaches and let the spectators see them a little closer. The end of the season's Champion of Champions title is based on points.

"There are rules," says Carty. "They are not the extent as you would have in an American tradition, and I hope we don't ever get to that. What we do have is a very controversial rule, and I don't think anywhere else in the Caribbean has it. It's the hard lee rule."

Wood, cut from local white cedar trees, was used for boat building during the smuggling days. Today, island builders purchase sheets of marine plywood and shape the frames into sleek, yacht-like vessels.

He explains, "A hard lee is when the tacks of two boats are on course for a collision. The crew must shout to one another, 'hard lee, hard lee.' That is when captains must push their tillers hard down the lee side, which turns the boats away from each other. It's wonderfully exciting. I think it's something that we should never give up. It is dangerous, but it is a beautiful thing to watch."

Carty says the Government of Anguilla is considering formally legislating boat racing as the island's national sport. "I think that'll be done in the next couple of years for sure," he says. 🏁





Bouncy castle, also
known as deck awning

Keep Cool

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

With summer in the Caribbean approaching, boats are starting to heat up and their owners are looking for ways to stay cool and comfy aboard. If you're a live-aboard in a marina, installing an air condition unit might be your best choice. But if you can stay out in an anchorage, wind scoops, shades and fans are a cheap, energy-saving and ultimately healthier alternative!

95 degrees, 100 percent humidity, not a cloud in sight and thanks to a current, our SY Pitufa is presenting her beam to the wind while swaying at anchor. Right, so that's why it's suddenly getting unbearably hot in the salon. Stepping out on deck, I quickly hop back with an "ouch!" Even though the deck is painted white, it's too hot to step on with bare feet. Time to turn on the air conditioner? Well, we don't have one, so I don protective gear (hat, long shirt, flip-flops) and venture out to adjust the wind scoops for optimal airflow.

In the course of our 14 years as cruisers we have gradually improved our system of shades and scoops, trying out dif-

ferent designs and materials. Overwhelmed by the stuffy interior and mold growing in hot and rainy Panama we bought a dark-blue/tan tarpaulin: a cheap, convenient material available in all hardware stores that seemed perfect—until it started disintegrating after just a month, sprinkling the deck with tiny plastic particles. We got rid of that canvas to stop being the source of plastic plankton and got out our sturdy winter covers: we were not planning on going anywhere cold ever again, so at least we could use them as improvised shades. Made from heavy-duty PVC the tents we built on the foredeck were perfectly waterproof, but unfortunately they were so good at shading off the deck that we ended up sitting in a pitch-black dark salon. They also didn't fit well and were flapping and fluttering loudly whenever the wind picked up.

Over the following few years we adjusted our itinerary to avoid areas with sweltering heat—easy in the many climate zones between the islands of French Polynesia. In the pleasant, breezy summer weather of the southernmost archipela-



Cord in the seam to keep the shape



Scoops and shades stay on while motoring or lightwind sailing



Comfy in a breezy anchorage with shades up and swimming pool around

gos (Gambier and Austral Islands), it was enough to put a light windscoop made from old spinnaker cloth over the big forward hatch and another one over the aft cabin. According to my experience the typical triangular-shaped scoops with just two attachment points at the bottom and one at the top, work like a charm in a stiff breeze (when it's cool anyway). But once you really need them, as soon as the wind dies down, they collapse and don't even properly shade off the hatch. Big, rectangular awnings stay in place, shade off

a large area and can be rigged sideways (if the wind's not blowing from the bow because of e.g. a current).

Travelling further west in the Pacific, avoiding cyclones suddenly became more of an issue than breezy surroundings and we decided to spend a summer close to the equator in Papua New Guinea. We knew we'd be in for some serious boiling and steaming, so I got out our trusty sewing machine and made a large, tent-shaped cover for the fore-

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Winter cover did not fit well enough

deck: reminiscent of the winter-cover we had tried before, but cut to fit perfectly between the mast and the baby-stay, low enough over the deck to keep rain away from the two small hatches, tilted to provide an airflow, and with a large-enough gap to the railing on the side to be able to step next to it, so we wouldn't have to remove it while sailing short distances. Unfortunately the material (marine PVC) turned out to be slightly elastic, so I ended up sewing a thin rope into the seam to help it keep its shape and to be able to tighten the tent properly without stretching and dilating the corners. An additional advantage of this solution is that we didn't have to put in grommets (which tend

to get rusty) or sew on straps (which easily get ripped out during a squall).

Additionally we installed 12 Volt fans in each room. Tip: make sure to either try them out at the shop to check their volume (plenty of models are too loud to get any sleep next to one) or if you order online, just pick different models so you can install the noisy ones where it doesn't matter so much (Like in the galley, where it's likely to drown out the swearing of the sweating cook. And yes, it's okay for me to write that, as I'm the one doing most of the cooking and cursing).



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Sleeping through the hottest times helps as well

Halfway through our equatorial summer, our experience is so far quite positive. With shades and fans we can comfortably live aboard and even get some productive (boat/home-) office work and/or general DIY maintenance done during the heat of the day and—even more important—get restful sleep at night. We find it essential though, to be somewhere with clear water and lively reefs nearby, as nothing gets the body temperature down as effectively as a long snorkel with friendly fishies. In water temperatures above 84 degrees you need to stay at least an hour in the water to feel a lasting, refreshing effect. Ship's cat Smurfy doesn't enjoy baths and (very reasonably) just keeps an

extra-long siesta over noon. Whenever he starts panting while running on deck during his morning/evening play-time, we try to coax him into having a shower (with more or less success). 

Birgit and Christian have been cruising since 2011, ship's cat Smurfy joined the crew in 2024. Visit their blog www.pitufa.at or check out their books: "Sailing Towards the Horizon", "On Velvet Paws Towards the Horizon" and "Cruising Know-How" are available on Amazon.



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Caribbean Regattas Are Evolving: Market Forces, Specialization, and New Realities

BY ROBBIE FERRON, CARIBBEAN REGATTAS IN TRANSITION | PHOTOS COURTESY OF ANTIGUA SAILING WEEK

The original “major league” of Caribbean Regattas has changed considerably and “market forces” are continuing to drive more change. The “market forces” drive greater and lesser participation by the different groups. The participants include local boats, foreign owned boats that stay in the Caribbean and foreign boats that visit for one or multiple seasons from North America or Europe.

In the early years most boats remained in the Caribbean. Very few transited the Atlantic between seasons. Today the top boats that set the trends transit the Atlantic and expect to enjoy the European summer as well as the Caribbean “winter season” and this transit is often done on the deck of large ships. In order to enjoy both of these seasons, you cannot stay too long at the end of the season, and this has been the major challenge



of late season regattas, especially in the case of Antigua Sailing Week given their position at the end of the season.

NEW NICHEs, NEW WINNERS

Long Distance Racing is not a niche that quickly came to mind for Caribbean regatta organizers. They assumed, on the basis of hard evidence, that all yachtsmen visiting the Caribbean wanted to be having a beer at the bar every day rather than sailing through the night with sail changes, long watches and tough conditions. Hence the opportunity was taken by out-of-region organizations who better understood this drive for adventure and using their reputation have managed to attract a large fleet starting from Antigua every February. The Caribbean 600 of the Royal Ocean Racing Club has been the fastest growing regatta. Many of the participating boats have already left the Caribbean by ship

transport by the time Antigua Sailing Week comes around at the end of the season.

The ability to attract participants requires marketing. But marketing in this "line of business" is not like selling consumer products. It is best done by organizations who enjoy a strong reputation in the field of high end yachting globally and who are trusted by the owners who make the decision on which regatta to participate in. Hence the success of some regattas who enjoy the necessary stature and the struggles of regatta organizers who lack the status. Selling their destination on the basis of touristic attractions of their Caribbean island does not achieve the results in the niche sailing field. Insight into participants' interests is crucial when it comes to event decision makers.

Another development is the greater "specialization" of regat-



tas . The successful Antigua Classics regatta is an example of an event that matches the interest of a very specific interest group; classic yachts. This event has matched their interests with the classic surroundings of English Harbour with the authentic classic vessels and the yacht owners who are looking for something very different to the seriously competitive regattas. The Superyacht regattas have done the same with their customer base.

The Heineken regatta in Sint Maarten has managed to proj-

ect itself as offering both serious racing and high end parties. This would appear to have sold well and may well explain their current large participation base.

In the case of the St Thomas International regatta they have ensured a strong one design fleet of the locally owned IC24 sailboats. Anybody who wants super competitive sailing will look to that event to be at the top of their list . No other Caribbean regatta currently offers that niche so completely .





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What appeared to be a very successful event targeted at “Grand Prix” boats in St Barths, the “Voiles de St Barth” discontinued. The demand was there but probably local conditions and costs were the reason for the decline and not the market interest.

Multihulls are another specialty category and the focus of a great many is their outstanding level of comfort which does not match racing requirements. They will of course always remain as the best “mother ships” that you could find . Multihulls are the focus of the Caribbean Multihull Challenge in Sint Maarten and a considerable class in the BVI Spring Regatta meets the interest of that niche .

BEHIND THE SCENES: WHAT MAKES A REGATTA WORK

Early Caribbean regattas involved crews living aboard and a lesser emphasis on the weight on the boat . Participating boats were often on anchor . Today boats are expecting to be on docks for at least some crew to enjoy onshore accommodations. This inevitably puts some regatta locations at a disadvantage and others enjoy an advantage. Nanny Cay Marina in the BVI is an example where a symbiotic match is well utilized.

Any regatta that wants to achieve “major league” status needs to operate at a high level. That requires equipment as well as knowledgeable management, race officers and jury members. In the case of Race Officers and jury members World Sailing, our global Sailing Federation provides certification for these roles . When a regatta complies with the number of jury members with international judge certification then their decisions are not subject to appeal, which is particularly suitable for Caribbean jurisdictions where the appeals committees are not always available.

EARNING THE TRUST OF THE BIG BOATS

When it comes to creating the trust that big boat owners look for when committing to a regatta, the quality of the jury and race management plays a big role. Regatta organizers do well by ensuring that the international officials they invite are amongst the most trusted and respected globally. It is a necessary investment.

Regattas globally are not often run by corporations. Usually it is clubs that operate some form of “regatta business.” But there are business models that can provide clues on how to run these events in a more optimal or less optimal manner. 

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Savor Cuba: From Farm-Fresh Feasts to Street Snacks & Rum Garnishes

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

A taste of Cuba. Cuba offers a rich, flavorful glimpse into its culture through food. In Old Havana, traditional dishes like Tostones and ropa vieja mingle with modern takes at trendy paladares. In Viñales, meals are farm-fresh—think stewed chicken, black beans, and tropical fruit juices. Trinidad's colonial charm shines in dishes like camarones enchilados and congri, with guava desserts rounding things out. From street snacks to home-style meals, Cuba's cuisine is a sensory celebration rooted in tradition and hospitality.

TOSTONES - (CRISPY PLANTAIN FRITTERS)

Prep time: 15 minutes. Cooking time: 50 minutes. Serves: 4

3 very green (unripe) plantains

Vegetable oil, for frying

Kosher salt, to taste

Cut off both ends of each plantain. Make a shallow lengthwise slit in the peel and pry it off. Slice into ½-inch thick rounds.

In a heavy skillet or Dutch oven, heat about 1½ cups oil over

medium-high (to ~350 °F / 175 °C). Fry plantain rounds in batches until just golden, about 2 minutes per side. Transfer to paper towels to drain.

Using the bottom of a sturdy glass dish or a tostonera (plantain press), flatten each fried round to about ¼-inch thickness. Return oil to 375 °F (190 °C). Fry flattened plantains until crisp and deep-golden, 1 minute per side. Remove to paper towels, immediately sprinkle with salt.

PULLED PORK

Prep time: 15–20 minutes (includes rubbing the pork and searing). Cooking time: 3 hours (low and slow for tenderness). Makes: About 4 cups. Serves 6 – 8

3 lb pork shoulder (Boston butt)

1 cup orange juice

½ cup chicken broth

4 garlic cloves, minced

1 tbsp ground cumin

1 tbsp paprika

1 tsp dried oregano

1 tsp salt

½ tsp black pepper

2 tbsp olive oil

In a bowl, combine cumin, paprika, oregano, salt and pepper. Rub all over the pork. In a heavy pot, heat oil over medium-high, sear pork on all sides until browned. Add orange juice, chicken broth, and garlic. Bring to a simmer, cover, reduce heat to low, and cook 3 hours (or until pork shreds easily). Remove pork, shred with forks, and toss with braising juices.



Continued on page 76

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NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase				●	●	●	●	●	69		FREE

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Caribbean Boatyards

ALL AT SEA'S CARIBBEAN BOATYARDS GUIDE

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	Diy Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70 	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150 	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150 	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70 	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' & 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70 	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	+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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www.sothebysrealty.com | [@jamespollon](https://www.instagram.com/jamespollon)
 Office: (649) 946-4474 | Cell: (649) 232-1905



PORT ANTONIO, JAMAICA. Fabulous ocean views at this chic compact 2 BR Roc villa. Nestled in a serene and private tropical setting with two lovely sea-view balconies and 1.7 acres of lawn space. Located in a small, exclusive community in Norwich, a few minutes' drive from town, and offers a peaceful lifestyle while still being conveniently close to beaches, the falls, restaurants, local shops, and essential amenities. Perfect for a cozy getaway place or a great development opportunity. Price: U.S. \$595,000

JACQUELINE NEIL, Century 21 Heave-Ho Properties
j.neil@century21jm.com | www.century21jm.com
 Office: (876) 364-6213



3 AGUADA, PUERTO RICO. The location is steps from the beach for this elegant 3 BR/2 BA modern residence. Open-concept living and dining areas boast high ceilings and sleek quartz countertops, respectively. Amenities include 3 mini split A/Cs, an inline water heater, and a state-of-the-art alarm system. Outdoors is covered seating by the 13'x27' pool with depths ranging from 4 to 7 feet. Expansion potential! The area beneath the house is already plumbed and wired for an additional apartment. Price: U.S. \$989,000

ISLAND WEST PROPERTIES

www.islandwestsales.com | Office: (787) 823-2323



4 ST. CROIX, USVI. Own a piece of the rock with panoramic island views. This 2.46-acre plot sits at the top of St. Croix's second-highest mountain, Blue Mountain. There are no covenants or restrictions to the building lot. Perfect 'off the grid' homesite, privately located off Scenic Drive west. Price: U.S. \$100,000

JULIET SAN MARTIN, RE/MAX St. Croix

julie@teamsanmartin.com | www.teamsanmartin.com

Office: (340) 773-1048 | Cell: (340) 690-9040



5 ST. JOHN, USVI. Rare opportunity to own an ultra-private, gated, and secure 4 BR/4 BA compound situated over two acres of the prestigious Catherineberg neighborhood. Bordering St. John's National Parkland and perched over 700 ft. above sea level, this exclusive estate offers fall-away views of the famed north shore beaches, the BVI's, and beyond. Level entry through tropical gardens to sparkling pool, lawn with hot-tub gardens, and sprawling terraces that highlight the sweeping vistas allowing for effortless indoor-outdoor living—an entertainer's dream. Price: U.S. \$7,000,000

CARYN HODGE, Blue Sky Real Estate | Caryn@BlueSkyVI.com

www.HomeBuyVI.com | Cell: (340) 332-9827

6



GREAT CAMANOE, BVI. Breathtaking ocean, island, and sunset views from Indigo Point, a 2022-constructed 4 BR/5 BA estate set on 4.4 acres with private marina slips. The main villa features 2 BR/2 BA, a walk-in pantry, a laundry room, and a door to the pool. The private owner's cottage has a king-bedroom suite, a large master bath with indoor and outdoor showers, and a private office. The VIP guest cottage sits just above the ocean, connected with a stone walkway and stairway from the main villa. Move-in ready. Two boat slips and trailer parking spaces in the community marina. Price: U.S. \$5,500,000
CHRIS SMITH, Coldwell Banker BVI Real Estate | chris@coldwellbankerbvi.com
www.coldwellbankerbvi.com | Cell: (284) 340-3000

7



ST. JOHN'S, ANTIGUA. There are stunning views over the Caribbean Sea and a rare opportunity to acquire a freehold restaurant with living accommodation and a separate income apartment. Situated on a hillside overlooking Dickenson Bay, diners can observe the fabulous sunsets across the Caribbean Sea and, if the conditions are right, catch the magical green flash as the sun dips below the horizon. Price: U.S. \$695,000
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office@duffy.ag | www.duffy.ag | Tel: (268) 729-2020

8



MAMORA BAY, ANTIGUA. Rare opportunity to buy a 3 BR/2 BA Caribbean-style villa in a stunning and unique beachfront location. Villa Mamora is accessed through the renowned St. James Club but sits on a private 0.2-acre waterfront parcel. Next to the home is a crescent-shaped white sand beach ideal for swimming. Guest cottage currently used for storage could be converted into guest use or 4th BR. Sold furnished. The property is naturally reef-protected and has the additional security of a seawall. Price: U.S. \$1,995,000
ALISTAIR FORREST, Stanley's Estate Agents Ltd.
alistair@stanleyestates.com | www.stanleysestates.com
Office: (268) 562-7599 | Cell: (268) 764-6565



ST. GEORGE'S, GRENADA. This gently sloping 0.51-acre waterfront lot faces north and offers a panoramic view of Westerhall Bay in the prime neighborhood of Fort Jeudy. It can be sold with Lot 192 (0.52 acres) in the boundary. This is an excellent lot for building a family, vacation, second, or retirement home. All utilities and the road are in place. Price: U.S. \$340,000 (Lot 192 is additionally U.S. \$345,000)

PAULA LA TOUCHE KELLER, Century 21 Grenada
paula@C21grenada.com | www.c21grenada.com
 Office: (473) 440-5227 | Cell: (473) 415-5228



KRALENDIJK, BONAIRE. Own a boutique waterfront resort. Views of Klein Bonaire and the Caribbean Sea. Five tastefully decorated units, including four spacious apartments, each with 1 BR/1 BA and one with 2 BR/2 BA. The resort's tropical garden, with its variety of Caribbean trees and colorful plants, offers an oasis of tranquility, complete with loungers, a cabana, and an outdoor shower. Walking distance to the city center with diverse dining options, shops, and entertainment. Average customer satisfaction score of 4.9/5 on Google and 5/5 on Tripadvisor from over 100 reviews. Price: U.S. \$1,985,000

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ROATAN ISLAND, HONDURAS. Prime hilltop property boasts expansive, unobstructed views of the Caribbean Sea, great barrier reef, lush tropical jungles, and vibrant sunsets. Build-Ready: Gentle slope ideal for custom designs, with utilities nearby. Minutes from Roatan's pristine beaches, dive sites, Pete Dye's Black Pearl Golf Course, and vibrant local culture. Price: U.S. \$120,000

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2023 Dufour 390 Grand Large. Solid sailing, spacious, and enjoyable.
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Fast & stable hull design. Ready for cruising.
Grenada. USD \$149,000



1993 Privilege Boolean. Recent upgrades, fresh paint, 4-cabin, 2-head.
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2011 Jeanneau Odyssey 44i. Well-equipped, updated, major refit in 2024.
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1996 Hallberg-Rassy 42. Maintained & upgraded, solid, well-equipped. BVI.
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1983 Fjellstrand High Speed Craft - 103ft. High speed passenger ferry. Bequia. USD \$1,199,000



2004 McKinna Pilothouse Impressive display of woodwork & furnishings. South Carolina. USD \$399,000



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2020 Leopard 40. Private use, owners version 3 cabin, fully serviced, low hours. BVI. USD \$349,000



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1987 Koopmans 46. Built for extended voyages, low hours, many upgrades. BVI. USD \$159,000



2018 Fountaine Pajot Saona 47. 5+1 cabin version. Room for the whole family. BVI. USD \$499,000



2009 Beneteau 57. Perfect for long-term cruising. Many features and upgrades. BVI. USD \$375,000



2001 Outremer 45. Meticulously updated. Mechanically sound. New Zealand. USD \$329,000



2012 Custom NavalCat Power Catamaran - 45ft Snorkel boat/party boat. USVI. USD \$275,000



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1999 Farr Colvic Minnenium 65. Designed for speed & safe passage. Antigua. USD \$179,000



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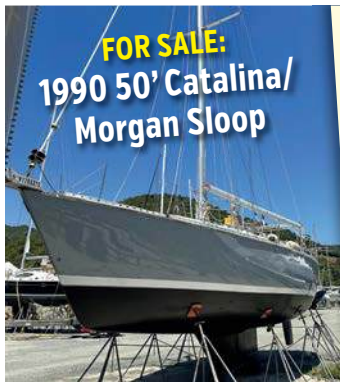
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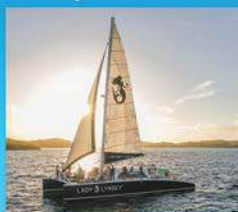
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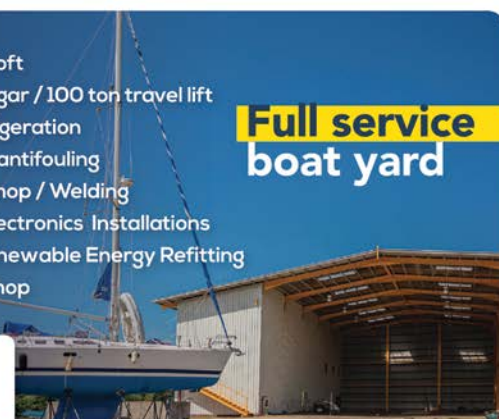


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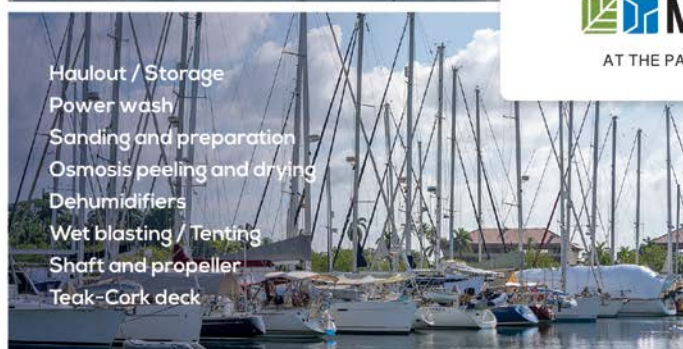
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Acquera Yachting49	CopperCoat67	Island Marine Outfitters.....49	Quantum Sails41, 74
Aero Tec Laboratories68	Design & Decor Center (DDC).....11	Island Surf & Sail.....8	Ram Turbos, Inc.....68
Antilles PowerC2, 1	Dometic - Parts & Power.....71	Island Water World.....7	River Supply70
Aquadoc Marine Services Ltd51	Dominica Marine Center49	JackRabbit - Ram Turbos, Inc.67	Roodberg45
Atlas Yacht Sales & Charters65, 74	Doyle Sails.....5	Key Largo Cottages.com.....72	Shelter Bay Marina Boatyard73
ATN Inc.68, 73	Electec13	Lifeline Batteries, Inc51	St. Croix Marine53
Bocas Yacht Club & Marina70	Fajardo Canvas & Sail72	Mack Sails.....66	St. Vincent Marine Center.....49
Bonefish & Tarpon TrustC3	Gold Coast Yachts73	Marigot Bay Yacht Haven4	Te Mana Travels.....2-3
Budget Marine.....9, C4	Golden Hind Chandlery27	Marine Warehouse41	TurtlePac68
BVI Yacht Sales.....62-63	Grenada Marine15	Northern Lights.....71	Ultra Yacht Refit.....51
Caribbean Inflatable Boats	Grove Yacht Sales66	Offshore Marine.....23	Varadero Marina
and Liferrafts.....70	Horizon Yachts.....69	Offshore Risk Management.....51, 53	& Boatyard Aruba.....43
Caribbean Marine Surveyors Ltd ..49	Hydrovane.....68	Outland Hatch Covers27	Virgin Gorda Yacht Harbour4, 75
Caribe Marine21	Intracoastal Yacht Sales.....64	Paradise Yacht Management.....72	Visar75
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Continued from page 53

CILANTRO-ONION SALSA

Prep time: 10 minutes. Makes: About 3/4 cup

½ cup finely chopped white onion

½ cup finely chopped fresh cilantro

1 tbsp fresh lime juice

1 tbsp olive oil

Salt & pepper, to taste

In a bowl, toss onion, cilantro, lime juice and oil. Season with salt & pepper.

Place a warm, crispy tostone on your serving board or plate. Top with a spoonful of pulled pork. Add a small mound of cilantro-onion salsa. Serve immediately while hot and crunchy.

ELEGANT DRINK GARNISH - FOR A MARGARITA

Prep time: 15 minutes. Serves: 1

A sharp paring knife

A whole lime, preferably a nice one with an unblemished skin

A small flower for accent, optional

Cut on end of the lime to create a flat base. Slice the lime crosswise to get a ¼"-1/2" round (for the circular garnish at the glass rim). Cut a long strip of peel (without too much pith) from another part of the lime, keeping it about 5-6 inches long and ¼-1/2" wide.

Carve the "fern" or palm-like shape into the strip by slicing one side into small curves or angled cuts, leaving the opposite side intact to hold it all together.

Gently twist the strip to create dimension. You can do this by wrapping it around a straw or chopstick and letting it sit for a few minutes to hold the shape.

Attach it to the lime slice by either, inserting it into a slit in the or using a cocktail skewer or toothpick to hold them together. Add a small flower or carved garish at the top for extra flair, like the delicate rose in the photo

Hint: A little practice and a lot of patience and you've got it!!



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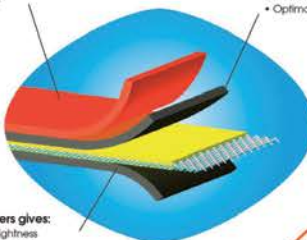
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