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Te Mana Travels was born and built from a passion of sharing the beauty and culture of the Islands of Tahiti by founder Jennifer Westfall. Living in the islands, Jennifer provides expert, firsthand knowledge of Tahiti from A-Z. Te Mana Travels prides itself on a boutique size approach to travel, working hands on with each client, customizing their travel experience.

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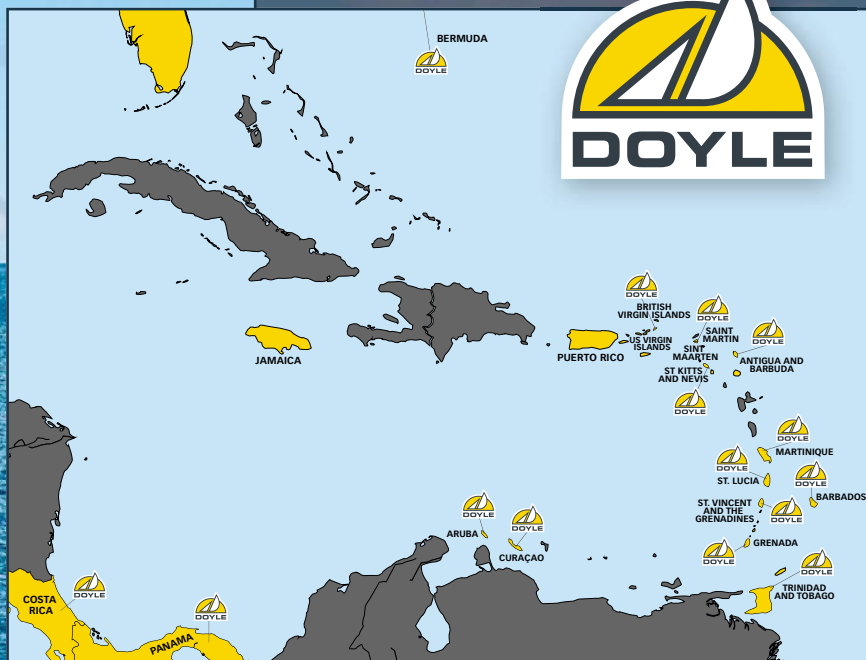
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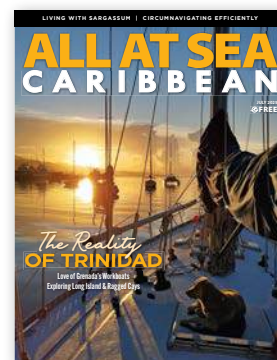


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ON THE COVER:

What is life really like in Trinidad?

Image provided by Sanne & Marijn Bast



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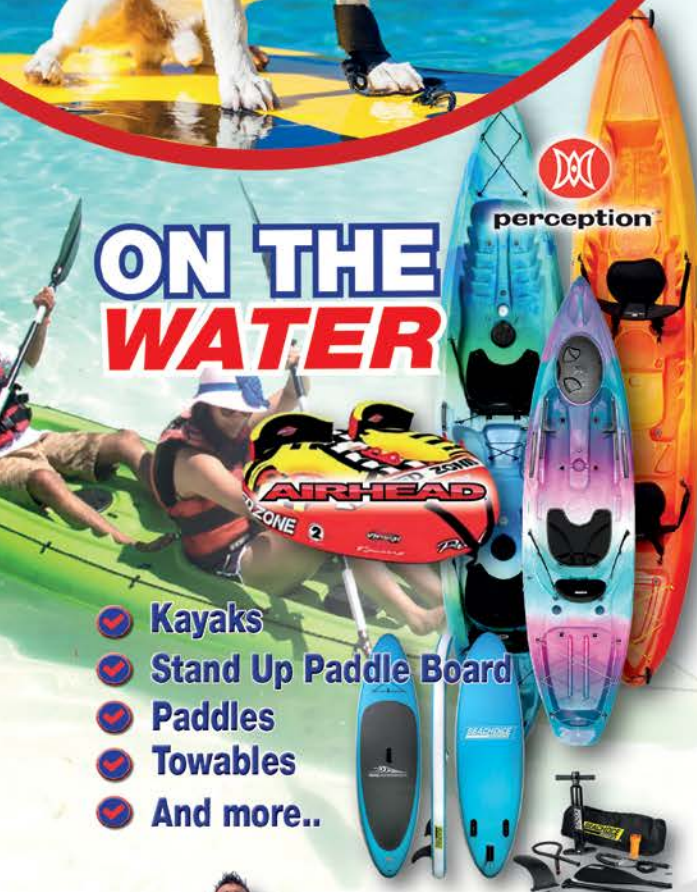
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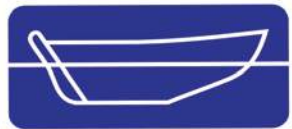
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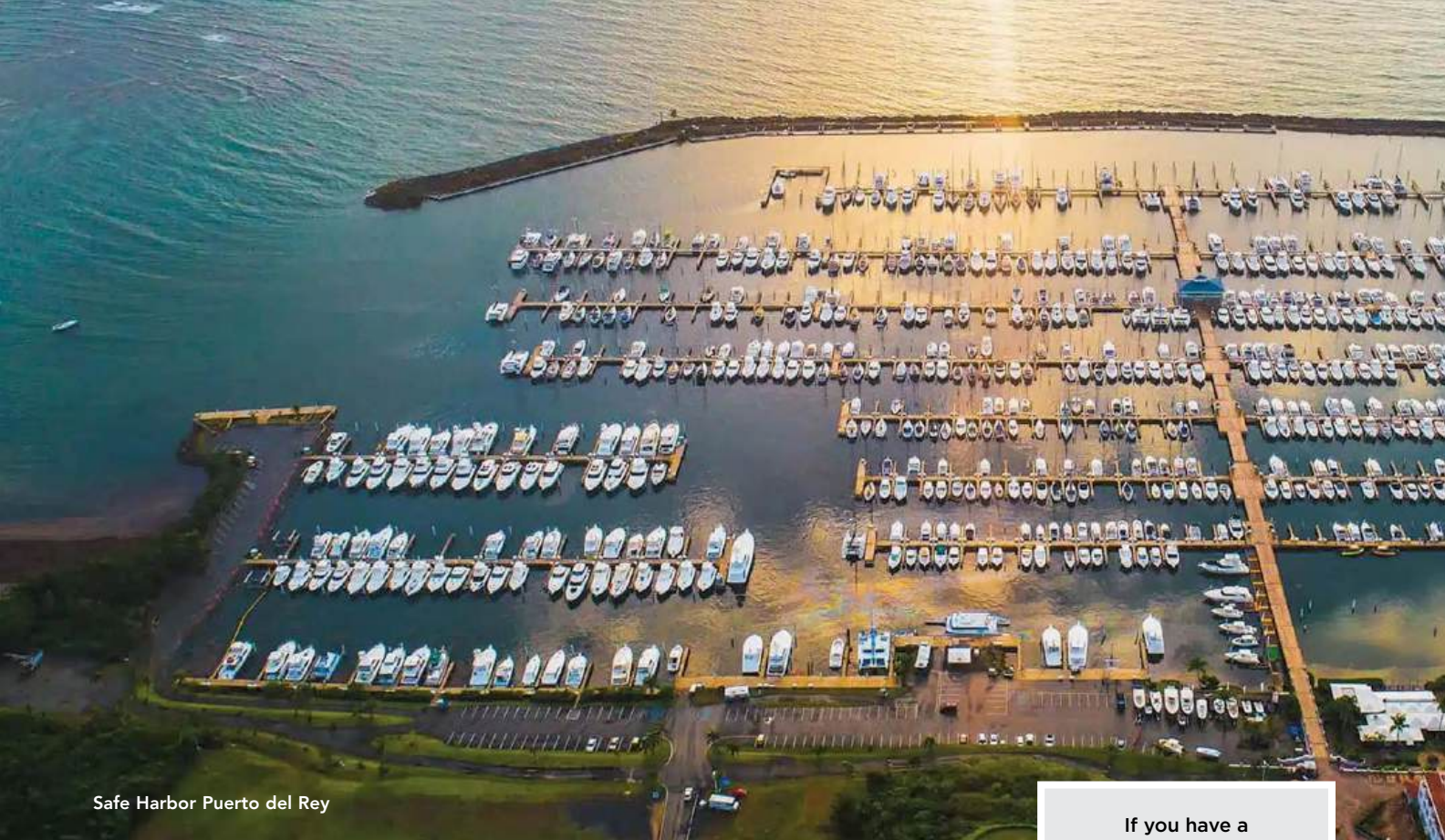
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Caribbean News

NEW OWNERS FOR SAFE HARBOR SAN JUAN & SAFE HARBOR PUERTO DEL REY, SAFE HARBOR MARINAS ACQUIRES CHRISTOPHE HARBOUR MARINA IN ST. KITTS

Say hello to Blackstone! The New York, NY-based infrastructure arm of this global investment company, which manages over \$1 trillion in assets, acquired Safe Harbor Marinas from Sun Communities in February for \$5.65 billion. Safe Harbor Marinas is the largest marina and superyacht servicing business in the U.S., owning and operating 138 marinas across the U.S. and Puerto Rico. One of the two marinas in Puerto Rico is Safe Harbor San Juan, with 1,200 linear feet of dockage between Piers 9 and 10, and capable of docking yachts up to 450 LOA. The second is Safe Harbor Puerto del Rey in Fajardo, one of the largest marinas in the Caribbean with 1,200 wet slips.

Safe Harbor will continue to operate as Safe Harbor despite the new investment by Blackstone. That means the Safe Harbor naming and branding will remain for these, and all, Safe Harbor locations," says Brad Alesi, chief marketing officer for Safe Harbor Marinas.

On May 27, Safe Harbor Marinas announced its newest loca-

tion is Christophe Harbour Marina in St. Kitts. The naturally protected harbor location, world-class amenities, and essential superyacht infrastructure make it the Eastern Caribbean's next premier yachting destination, capable of accommodating vessels up to 380 foot LOA.

"St. Kitts will now become a part of Safe Harbor's portfolio of marinas into which Blackstone invested. The Christophe Harbour Marina will become Safe Harbor in St. Kitts," says Alesi. www.blackstone.com, shmarinas.com

SEA INDEPENDENT OPENS NEW OFFICE IN THE BAHAMAS, NAMES MATTHEW JANES YACHT BROKER & MANAGER

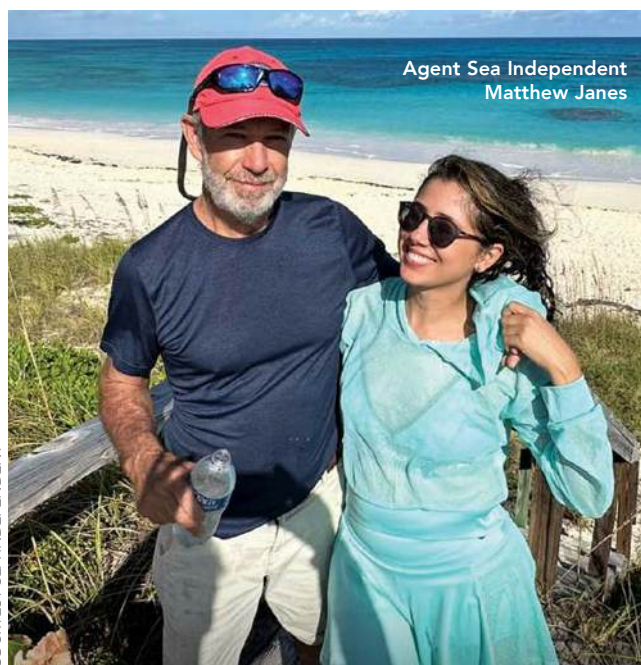
The world just got a little bigger for Sea Independent and its customers. The Hoon, Netherlands-headquartered company, with a network of more than 35 internationally certified yacht and ship brokers, opened a location in the Bahamas in March. Matthew Janes, a lifelong mariner who has worked for an offshore company for over a decade in Mexico, Brazil, Guyana, Alaska, and other U.S. locations, serves as the Bahamas location's yacht broker and manager.



COURTESY SAFE HARBOR PUERTO DEL REY

"The Bahamas is a fast-growing superyacht destination, perfect for short charters using Nassau, Georgetown, and Abaco as access points," says Marcel Borgmann, Chief Executive Officer, who founded Sea Independent in 2010.

Matthew adds, "When I first settled in the Abacos over 45 years ago, vessels over 100-feet LOA were rarely seen. Now,



Agent Sea Independent
Matthew Janes

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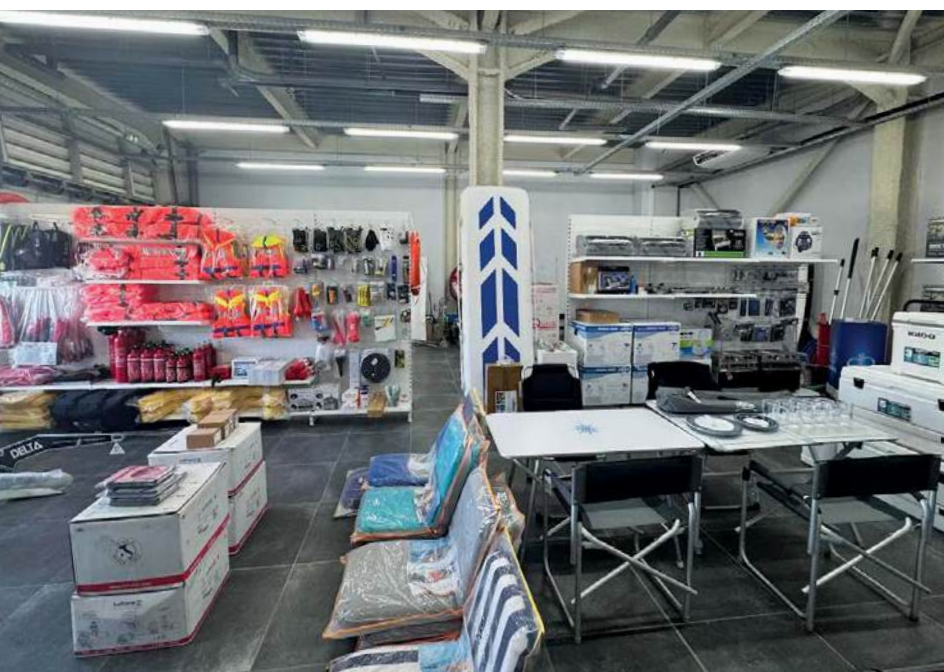
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COURTESY AD NAUTIC GUADELOUPE

superyachts are a common sight and destinations like Emerald Bay and Baker's Bay offer world-class yacht facilities. At the same time, the Bahamian Government has made the Bahamian Yacht and Ship registry very appealing. We will provide seamless access to the Bahamian registry, offering a unique set of benefits for yacht owners. Our team is dedicated to delivering the highest level of service to clients who expect nothing less than excellence. As global travelers, we have contacts all over North and South America and are prepared to do whatever it takes to get the job done."

Sea Independent Bahamas is in Man-O-Way Cay, Abacos, Bahamas. Easternharbour@gmail.com, www.seaindependent.com/worldwide/amerika/sea-independent-bahamas/

AD NAUTIC OPENS STORE IN POINTE-À-PITRE, GUADELOUPE

If you need it, they are likely to have it, and perhaps even a little closer now. AD Nautic, a Saint Martin de Crau, France-headquartered boat equipment specialist company and part of the Alliance Marine Group, opened its latest store in Pointe-à-Pitre, Guadeloupe, in the marina commercial center adjacent to Marina Bas du Fort. The retailer represents over 400 name brands, such as Aquamarine, Harkin, Imray, Magic Marine, Navionics, Raymarine, Scanstrut, and Teak Wonder. The nearly 2,800-square-foot retail space is open Monday to Saturday, 8 a.m. to 12:30 p.m. and 2 p.m. to 5 p.m. The new store joins outlets in Martinique, St. Martin, and St. Barth's, showing the brand's dedication to support-

ing sailors and power boaters in this major global yachting region. www.ad-nautic.com

RORC ANNOUNCES 2026 DATES FOR TWO CARIBBEAN REGATTAS

Mark your calendar now! The Royal Ocean Racing Club has announced its 2026 dates for two of its Caribbean events.

The RORC Transatlantic Race, now in its 12th year, will start on Sunday, January 11, 2026, from Calero Marinas in Lanzarote, Canary Islands, for this nearly 3,000-nautical mile race. Now, the destination finish moves from Grenada to Antigua in 2026.

"As the race changes course to its new Caribbean finish, the RORC pays heartfelt tribute to its longstanding partners in Grenada," commented RORC CEO Jeremy Wilton. "Our sincere thanks go to the Grenada Tourism Authority, Camper & Nicholsons Port Louis Marina, and the exceptional team, including local volunteers, who have supported and hosted the race for over a decade. Their unwavering commitment helped shape the RORC Transatlantic Race into the prestigious oceanic contest it is today. We now look forward to the

warm Antiguan welcome we know so well from 16 editions of the RORC Caribbean 600. The Club looks forward to a new era for the RORC Transatlantic Race."

Organizers say the transatlantic's move to Antigua marks the ushering in of a vibrant chapter in the race's evolution for two reasons. First, it reinforces the race's place as one of the great modern ocean classics. Second, it offers better logistics for race teams that also want to compete in the RORC Caribbean 600. Eligible classes for the Transatlantic include IRC, Superyacht, Classic, Class40, MOCRA, and a two-handed IRC class is also available. Entry is open at sailracehq.com

The RORC Caribbean 600, organized by the RORC in association with the Antigua Yacht Club, will start on Monday, February 23, 2026. This race, which circumnavigates 11 islands against a fleet of global sailing legends, now in its 17th year, is open to IRC, CSA, MOCRA, and Class40 yachts, including a dedicated IRC Two-handed Class.

The RORC Nelson's Cup Series, a high-intensity warm-up for the RORC Caribbean 600, will take place from February 17 to 20, 2026, featuring two days of inshore racing and the 52-mile Antigua 360 Race on February 20.



2025 RORC Caribbean 600 Antigua

CREDIT TIM WRIGHT PHOTOACTION

Superyacht Sales Up, Prices Down! Denison Provides First State of the Yacht Market Report for 2025

Superyacht sales rose by nearly 50% in the first quarter of 2025, compared to the same time in 2024. This is according to the April 2025-released State of the Yacht Market Report for Q1 2025 by Denison Yachting, a Fort Lauderdale, Florida-based, internationally focused yacht brokerage firm specializing in yacht sales, superyacht sales, and charter sales. The total sales value of the 125 78-foot LOA or larger yachts sold in Q1 2025 reached nearly \$1 billion, up from \$888 million for the 87 yachts sold the year prior, showing buyer enthusiasm in the luxury yacht market.

However, despite the uptick in overall sales, the average sale price per yacht experienced a slight reduction, dropping from around \$11.7 million in Q1 2024 to approximately \$10.7 million in Q1 2025. The report suggests that this indicates either a modest shift in the market toward mid-sized yachts or reflects price adjustments amid competitive negotiations.

The average time yachts remained on the market lengthened from 470 days in Q1 2024 to 573 days in Q1 2025. This longer market duration could be indica-

tive of buyers adopting a more deliberate approach, carefully weighing yacht specifications, pricing, and overall value propositions amid broader market conditions, according to Denison.

Looking at the locale, superyacht brokerage sales in the Western Mediterranean region, including the French Riviera and Italian Riviera, grew from 11 total sales in Q1 2024 to 27 in Q1 2025. Meanwhile, the Southeast U.S. region, primarily consisting of South Florida, maintained the same total sales as in Q1 last year. The report concluded that the yacht market's strong performance in Q1 2025 is expected to continue; however, recent global economic developments warrant cautious optimism. www.denison-yachtsales.com



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The RORC Transatlantic Race and RORC Caribbean 600 are a cornerstone of the RORC Season's Points Championship and form part of the prestigious RORC Caribbean Series. A special trophy will be awarded to the IRC yacht with the best-combined performance across both offshore races. www.rorc.org

PORT LOUIS MARINA & SOL PETROLEUM PARTNER ON NEW DIESEL AND GASOLINE FUEL SERVICE

In-berth fueling has arrived at Camper & Nicholson's Port Louis Marina in St. George's, Grenada. This new fueling system enables superyachts to be refueled at their dock. At the same time, dedicated docks will also be available for cruising and charter yachts, as well as a separate station for gasoline.

"The five in-berth diesel outlets will negate the need for noisy bunkering trucks, allowing superyachts booked for fuel to remain at their berths," says Zara Tremlett, general manager. "This enables crew time to focus on other activities and minimizes cover onboard for such operations. There will be a dedicated Diesel dock for charter and cruising yachts, as well as a separate gasoline dock for tenders, dinghies, and other vessels. We are all very excited to see this much-needed and new service coming to Port Louis Marina."

Camper & Nicholson's Port Louis Marina is a prime Port of Call destination for those who have crossed the Atlantic and

are at the Southern end of the Windward Island chain, not to mention the marina hosting the RORC Transatlantic, Grenada Sailing Week, Viking Explorers, and Oyster World Rally. Therefore, the need for quality (duty-free) fuel facilities is paramount. The in-berth fuel system allows yachts seamless customer service and efficiency of time when fueling.

"We continue to invest heavily in the marina services and facilities at our marina. We have seen continued growth and greater demand for fueling needs from our existing berth holders and visiting yachts. 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," says Tremlett. cnmarinas.com/marinas/port-louis-marina/ 



COURTESY PORT LOUIS MARINA



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AFTER AN EVENT,
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July 2025 Events

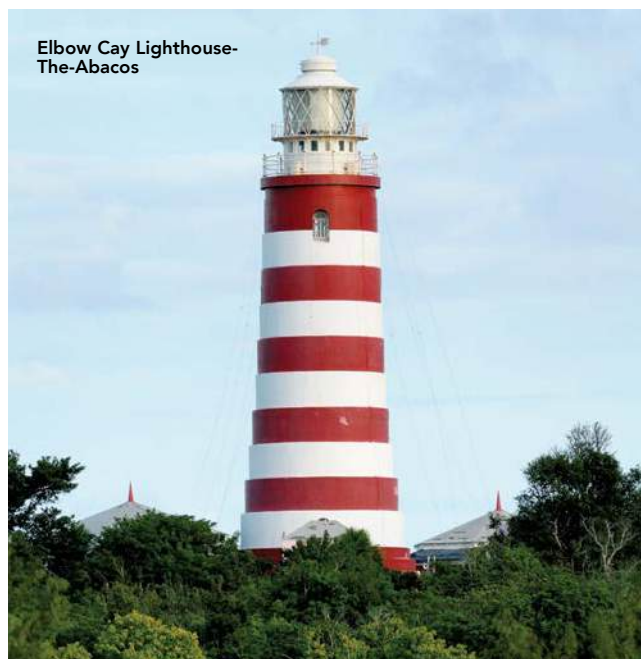
JULY 6 | Firecracker Regatta. Sea and shore are equal draws for this three-plus-decade annual event, run by the BVI's West End Yacht Club, timed to coincide with the U.S. Fourth of July to attract neighboring boats from the USVI and Puerto Rico. Racing takes place on a traditional figure-eight course around the Thatch Islands and out to Sandy Cay. Afterward, the Club hosts its annual Chili Cook-Off at Omar's Fusion in West End, Tortola, BVI. All boats are welcome to enter! Registration, July 5, from 5-7 p.m., is \$30 per boat. First start at 10:30 a.m. Awards Ceremony, Chili Cook-Off & Party July 6, 5-7 p.m. www.west-endyachtclubbvi.com

JULY 6 & JULY 27 | Boat Racing - Sandy Ground, Anguilla; JULY 14 & JULY 21 | Boat Racing - Marigot and Grand Case, St. Martin. The summer heats up with regattas featuring Anguilla's traditional West Indian sloops. The July 6, Albert Romney Memorial Race honors a pioneer who would have turned 100. Romney's family introduced an A-class (28-foot long, with a dozen crew) boat race to celebrate. B-class (23-footers) boats display their talents on



July 27 in the Pioneers Race, while A-class boats compete in the Peter Perkins race, both held in the run-up to Anguilla's Carnival. St. Martin races are Fetes with racing followed by parties. www.anguillaboatracingassoc.com

JULY 9-19 | Bahamas Boating Fling - Extended Fling to Abaco; JULY 24-27 | Bimini Boating Fling. Think road trip, but on the sea! The Bahamas Ministry of Tourism & Aviation sponsors five flings each June and July. This month's two feature visits to the Abacos, the third-largest barrier reef in the world, and Bimini, located only 50 miles from Florida through the Gulf Stream. Flings depart from the Bahia Mar Yachting Center in Fort Lauderdale, FL. There's a mandatory Captain's Meeting the evening before departure. All vessels must have a valid cruising permit. There's a 30-boat limit with a minimum boat length



COURTESY BAHAMAS MINISTRY OF TOURISM

of 22 feet. Dockage is first-come, first-serve. Registration fee: \$125 per boat per fling. www.bahamas.com/bahamas-summer-boating-flings-2025

JULY 26 | Christmas in July. Over 500 boats and nearly 5,000 attendees are expected to raft up in Pond Bay, Virgin Gorda, BVI, for this ho, ho, ho of an event with live music, food, and drink on a beach as white as snow. Bands include the BVI's Xtreme Band, and from Puerto Rico, The Parachutes, a Coldplay tribute act, and La Vecina. "We have been doing this activity for 13 years now. It is the only nautical beach



COURTESY BAHAMAS MINISTRY OF TOURISM

JULY 12 | Fisherman's Day Competition. Happening on the heels of Vincy Mas, Bequia's major fundraising event is the biggest angling event on this tiny island. Fishermen take to the seas just after midnight, compete in either trolling, long line, seine, or bottom line categories, and return to Princess Margaret Beach with their catch by 3 p.m. Fishermen earn prizes for the heaviest catch. At the same time, the public gets to feast on fried, stewed, and boiled fish, along with all the trimmings. Fresh fish is also available for sale. A bar and music add to the festivities. Hosted by the Bequia Tourism Association. www.bequiatourism.com



COURTESY BEQUIA TOURISM ASSOCIATION



COURTESY BVI TOURIST BOARD

event in its class that is held in the BVI and the largest end-of-the-summer nautical event in the Caribbean,” says Wally Castro, owner of Fajardo, PR-headquartered Wally Castro Marine and the event’s organizer. New at sea, there will be an expanded swim zone and improved boat docking-valet service. On land, organizers are redesigning the layout, working on photo-op activations, and hosting two local food vendors serving brined pork, chicken, conch, meat, and lobster. wallycastro.com/xmas-in-july/

reside communities of Sainte-Anne, Vauclin, François, Sainte-Marie, Saint-Pierre, and Fort-de-France. Skill and endurance prevail, from navigating treacherous currents to braving strong winds. “Tradition and performance combine to delight the public, who travel hundreds of kilometers to witness the race,” says Philippe Jean-Alexis, president of the Yole association, Femmes et Hommes à la Barre. tourdesyoles.com

JULY 31-AUGUST 5 | Carriacou Regatta Festival. Carriacou and Petite Martinique’s traditional, wood-built sloops and schooners take center stage at this longest-running regatta in the Caribbean, which began in 1965. Spectators can watch the races from shore in Hillsborough Bay. Onshore, there’s donkey racing, street parties, the greasy pole, music, island cuisine, and a prize-giving ceremony. www.facebook.com/CarriacouRegattaFestival



COURTESY CLARDIODESIGN

JULY 27-AUGUST 3 | Tour des Yoles. The Yole, Martinique’s traditional wood-built, sail-powered fishing vessel, is the star in this week-long round-the-island race. The skiffs, 34-foot in length with no ballast, keel, or rudder, set sail from Diamant to Rivière Pilote on the first day. Subsequent stops, where parades fill the streets with music and parties, are in the sho-



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Circumnavigating on the Pennies that Scotsmen Throw Away

CRUISING | BY CAP'N FATTY GOODLANDER

I don't know much about the global economy or tariffs—but I'm a wealth of knowledge on how to sail around the world repeatedly on the pennies that Scotsmen throw away. Plus, how to morph derelict vessels into offshore sailing yachts.

My first vessel didn't have an engine or a mast or any sails when I purchased it in 1968 for \$200. A couple of years later I powered it down the Mighty Miss to the Big Easy—and sailed it to Key Wasted to mooch off the conchs there (both above and below the water).

The next vessel I built from scratch. Its 36-foot hull cost me

\$600 in materials. We ocean sailed her for 18 years—until Hurricane Hugo, a Cat 4, took her in 1989.

For two weeks I was boatless—and philosophically rudderless—until I purchased an awash Hughes 38 with a *huge* hole at the turn of the bilge on her port side. I smeared her with dried snot—and sailed her around the world twice, at an initial cost of 3 cents a mile. (Yes, you read that correctly.)

My current vessel, a very posh, fully tricked-out Wauquiez 43, which cost us 56K. If purchased new today, it would cost 600-800 thousand. Instead of paying that, we swung a new

Perkins engine aboard from our main boom—and sailed her around the world 1.5 times. While her current cost figures out to about a buck mile. This is still not too shabby, considering we (and our daughter and grandkids) continue to leave the mooring as a family a couple of times every month. And, after 12 blissful years of cruising the world, all her major components still work. We could leave across the Indian Ocean for America tomorrow—but why take such a vast demotion in quality of our lives?

So, what I'm about to tell you aren't haphazard guesses. They're the result of 65 years of living aboard and ocean sailing.

HERE'S THE TRUTH OF IT: The boats (just containers of air, really) aren't the obstacle to cruising, they are its solution. And yet the boats aren't overly important, it is the cruise, the blue water passage, that makes a sailor a sailor.

Sailors wearing \$5,000 worth of gear and standing on the deck of a multimillion dollar yacht are a dime a dozen. Sailors with an ocean or two in their rearview mirror are rare. Especially those with empty pockets and wide grins.

Here's how sail both cheaply and safely—because these concepts have to go hand in hand in order to survive.

Rule #1: Don't do what the rich guy on the boat next to you does. Don't. If he buys you a drink, don't buy him one back. If he attempts to buy you a second drink, don't allow him to. If he insists, leave.

You're not for sale, you're *for sail*, right?

...and you're *nobody's* boy!

A guy in the '70s bought us a \$700 meal in a French country. We one-upped him by cooking him an even *more* fabulous meal aboard, which I'm sure he remembers to this day.

Yes, we repaid him—but within the confines of our own coin, not his.

Avoid marinas—they are *marine collection zones* for sailors with too much money and not enough sense.

Don't rent cars. Don't take taxis—except in Cochin, Indian, where the max taxi fare was 12 cents within the city limits while we were there.

Instead, take buses and meet the locals. Walk—that's right, walk with your legs. Crazy? Call it exercise, if you want. Lug a

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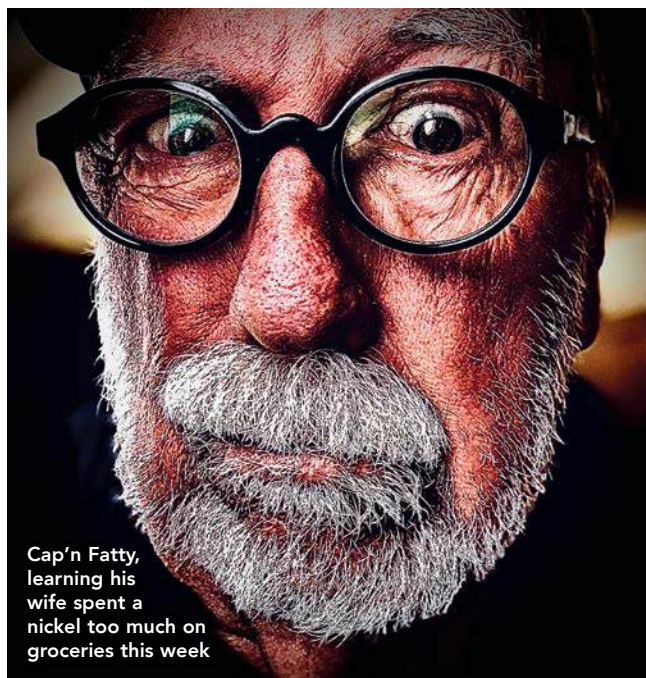


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Fatty admits that it was all downhill from here...



Cap'n Fatty, learning his wife spent a nickel too much on groceries this week



Carolyn does all our sewing—seen here with our dinghy cover labels.

propane tank to be refilled if you don't want people to know you're a health nut.

Don't pay needlessly for hospitals nor doctors. You can easily sail to islands with free health care. Hell, the health care where I'm at in SE Asia isn't merely cheap, it's far superior to most Western nations.

Sail to cheap places to haul out—then only stay on the hard a week or so. Better yet, sail to somewhere with tides and poor folk—and ask where the free tide-piles that you lean against to go out on the tide are. (Often in, say, New Zealand, there's an informal list—just put in your name and wait.)

Have sex often—great cardio! Slimming! This is an extremely affordable activity, especially for young married couples who want to stay married. Plus, this simple, Biblically-approved act can avoid long, expensive counseling sessions and even aid in putting divorce lawyers out of business.

Avoid ship chandleries—a major source of cardiac arrest immediately after asking, "...how much?" We often check out the local fishing supply places first.

Also avoid all the cyber-subscription-crap-o-la—this is just an exploitative company that figures if you're stupid enough to buy their product once, then you're probably stupid enough to keep *rebuying* it every month.

A lot of sailors are discarding their SSB radios in hopes of shoring up yet another failing business of Elon's. We went the opposite way—video-taping ourselves deep-sixing our SatPhone (and sending a copy to the company that insisted I bring it so they could yell-at contact me).

...no, they never responded to the mid-ocean video—which was fine with me!

Anyway, Starlink is a perfectly-expensive way to call your mommy, but experienced offshore sailors want to speak to the vessel next to them (or the rescue boat coming towards them)—not their mommies.

Eat what the locals eat. Or, to put it another way, take a break from the preservatives and micro-plastics that are killing you and your birth rate by lodging in your body. If you sail into Sudan, Madagascar, or Tuvalu as we have—and you only have \$500 in a sock under your pillow... at least you'll be sure that you have enough money to buy food for the next year or three.

Just because I'm frugal doesn't mean I'm cheap and unwill-



I spent \$200 on this vessel in 1968—and every penny I've ever earned on its cousins!

ing to pay my fair share. Not at all. Before we left America, and later, Australia, we went to a fishing supply store and talked its owner into supplying us with thousands of various-sized fishhooks at cost.

Fishhooks are still extremely valuable in the Third World.

In Chicago, where I was born, we also purchased crack vials (ask the kids hanging around on the corner re: where to buy) then filled them with full-stink perfume from a bulk supplier.

Odiferous fishermen in the poorest of countries will trade almost anything for these. They usually demand two, one for the wifey and other for the 'nit noy' (or smaller, younger wife, i.e. mistress)

In the Philippines, the professional divers want dive masks—since the dive masks they make from the bottom of plastic quart Coke bottles aren't too clear.

Yes, we carry a sack of reading glasses everywhere we go. Many of our destinations only have one pair for the whole island, say 800 people or so. (Yes, they pass the pair around on a schedule.)

Of course, there comes a point where you can't cut back anymore. This is when you have to go on the hustle for the Ole Yankee Dollar.

If storm-bound and bored, my wife Carolyn often bakes

loaves of bread, which we then distribute around the harbor (while piping hot!) to make friends.

Rich people can afford to not have friends—poor people cannot.

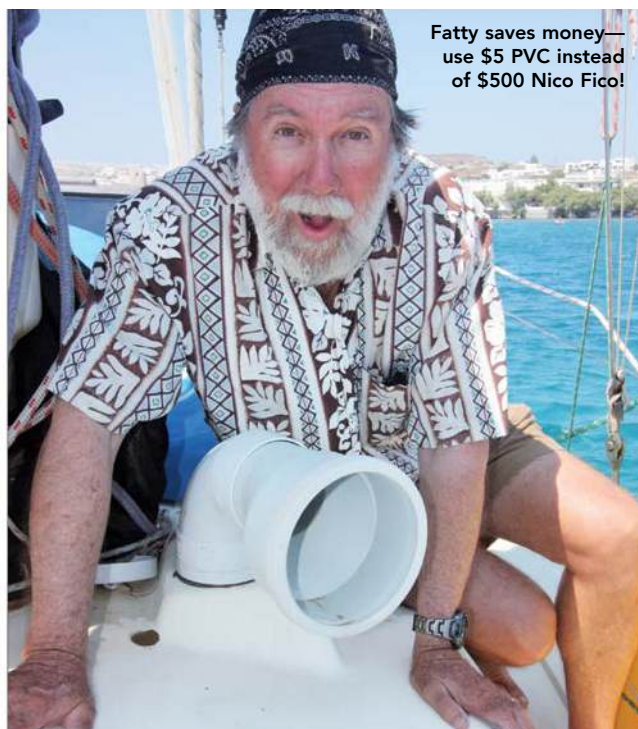
We know a number of cruising boats, mostly French, where the wife dinghies around the harbor in the late afternoon to take orders—then delivers the still-warm croissants and baguettes at dawn the following day.

Is it work? Yes, but baking in Paradise is a lot more fun than baking in Paris—and more profitable too.

The French are very good at this creative-work stuff. Take the cruising family that anchors under a bridge, passes out fliers, then do acrobatic routines and romantic plays from their rig while their two children walk through the crowd with upside down umbrellas to collect the cash.

We've seen this family many times across the Pacific and Indian Ocean. They told us that they were making too much money to return ashore! (Their modest boat gleamed.)

One grease monkey from Great Britain has a storm cloth with his vessel's name on one side sign—and an advertisement for his mechanic services on the other. When sailors pass by in their dinghy, he flips it from the vessel's names to *Jack Tarr of All Trades* as an inter-harbor advertisement.



Let's pause and take a second to consider the legal and moral complexities of working as you sail. Is it legal and moral for a foreign yacht to crowd into a dock where local boats, who follow local rules, regs and pay local taxes, are competing against each other for daysails?

No and no.

Is it legal and moral for the same vessel to charter at a remote resort, at the request of its owner—an isle totally without any suitable local vessels offering their services? No, technically; and yes, in reality.

And the practical, everyday answer is this: I've never heard of an American sailor working abroad being arrested or fined *if* they immediately apologized and stopped upon request. Of course, a few ignorant souls shoot their finger at the brown man with the badge, and *those* idiots should be arrested and charged with... with *unmitigated arrogance*, if nothing else. (I fear that, as America increasingly abuses visitors, American travelers will be similarly treated.)

A lot of folks fired from Silicon Valley, for being total idiots, are now well-respected cyber heroes in various resorts of the Indian Ocean—merely by deleting all the porn on a computer and defragging the disk per MS's instruction. GENIUS! Dream of sailing to furthest corners of the Seven Seas and staying for a year or two—but the only thing working on your boat in your watermaker? Fine! Five-gallon jugs of drinking

water are a very precious (and expensive) commodity in the Outer Isles of Timbuktu.

Many boaters love to eat fish but don't like to clean them—especially in places like Chagos where, if you can't fill your dinghy with fish in two hours, you're doing something wrong. (Hint: bring numerous filleting knives of German steel.)

Speaking of Chagos, about once a week the swift currents around former palm plantations erode the beach, causing palm trees to fall into the water. The result is fresh heart-of-palm being only a few machete-chops away. (We've even *canned* heart-of-palm!)

Here's a truism from circumnavigator David Wegman of *A Frig'n Queen*: **No yachtsmen ever starved to death while sailing around the world.**

True. Staying alive is easy-peasy. The real problem is keeping your vessel maintained. And the solution to that is simple as well. Just don't have all the goofy marine crap like the sailor anchored next to you—don't be a crackhead of marine electronics. This will save you both money and frustration—not only by avoiding the initial cost of the gear but by avoiding carrying spares and paying for FedEx because those spares were water-damaged by the time you actually needed them.

Yes, times are tough—but tough times make for tough people.

Even better, toughness is a priceless commodity in the coming strife American Way of Life.

Let's put it another way: Is it nice to have your chart, your radar, and your forward scanning depth sounder able to flick instantly from nav-to-porn mode? Sure. Is it truly necessary; did Joshua Slocum or Bernard Moitessier have that feature? No, not that we know of.

We still have choices, you and I. If you own a modest boat and know how to sail her. Your choice in the coming Apocalypse can be as stark as shivering a long, chilly soup line in NYC or having more fish than you could ever possibly eat in the Maldives.

Harsh? Yes. Too harsh? Maybe, but I doubt it.

I'm not sure what you'll decide, dear reader—but I am damn sure what I decided many decades ago on the evening of April 4th, 1968—and have never, not-for-one-single-second, regretted.

Good luck!



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Stella Maris - Cave

Long Island & Ragged Cays: 10 Unmissable Bahamian Highlights

BY CAPT. SHANE McCLELLAN

About 30 miles east of the cruising mecca that is Georgetown, Bahamas you will find Long Island and 30 miles south of Georgetown you will find the beginning of the Ragged Cays (also known as the Jumentos Cays). This month I'm going to look at both and come up with my Top 10, which will be a lot of fun. Just so you know the Ragged Cays are mostly small rocks and deserted cays with no population until you get to Duncan Town at the end of the chain, so most of this Top 10 is going to come from Long Island.

10 Stella Maris – Towards the northern end of Long Island you will find Stella Maris Resort, which is a community that was planned for second homes for foreigners. It doesn't appear like it took off as much as the developers thought it would, but there is still some fun stuff to see here including a cave where they sometimes have a nightclub, the nice ruins of Adderley's Plantation, a beach on both the Atlantic side and the sound side, an airport, and several restaurants.



9 Columbus Monument - At the far northern tip of Long Island is a monument to the voyage of Christopher Columbus. It sits up on a cliff around 60 ft off the water and provides some fantastic views of the gorgeous lagoon, you only wish you could sail your boat into, and out onto the Atlantic. The monument is fine but it's the views you come here for.



Tug

8 Diamond Crystal - Towards a southern end of Long Island is the ruins of the Diamond Crystal salt plant. This was a huge place that produced a lot of salt before it shut down in 1982. Now it's fascinating to walk around and see the ruined salt pans, buildings, equipment laying around, and more. But to me the coolest thing was finding a tugboat in the middle of the tropical pine forest. Apparently, there was a dredged-out harbor that has since filled in leaving the boat high and dry.



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7 Shrimp Hole - If the idea of swimming in an open-air cave with little red shrimp everywhere fascinates you then this is a place you want to visit. You will park by the old Spanish church, which is worth a visit by itself, and take a 5-minute walk to a cave. The ceiling has many holes in it letting in lots of daylight. The shrimp are only one inch or smaller, but it's really cool to swim with their bright red bodies in the crystal-clear water.



Hamilton's Cave

6 Hamilton's Cave - There are many caves around Long Island but this one is the biggest, the best, and the most famous. You have to get a tour guide to let you in since it is on private property, but it's worth the price. The cave is quite extensive and someone has even carved a bust of a beautiful woman from a stalactite. Don't think you're going to be the first person here because there's actually a letter graffitied on the wall that was written in 1865. How's that for a long-standing tourist spot?

5 Barcorde Pools - All over Long Island, and practically every key of the Ragged Cays, you will find beaches and you can't go wrong with almost any of them.

With that said, I found these rock protected pools on the Atlantic side of Long Island to be one of my favorites because of the calmness of the water regardless of the sea state. It's kind of cool to simply hang out on the beach or swim around in the pools looking for various critters.



Baracorde Pools

4 Raccoon Cay – We now have our first of two entries from the Ragged Cays. All the cays are nice, but don't necessarily have anything making them stand out except for the next two. Raccoon Cay has a fairly extensive salt pan ruins where I was able to scoop up sheets of salt. The beach is very nice and has a sandbar going to a small rock that is fun to play on. Right off this sandbar and I found a beautiful little

reef and took one of my favorite pictures of Christmas tree worms. Spending a day here definitely was not a waste of time and did not get boring.

3 Flamingo Cay – The second entry from the Ragged Cays was even bigger and provided a nice little walk from one end to the other. There is a light tower on the island that gives a great view if you climb to the top of it. There is also a cave right at the water level, lots of curly tail lizards, a plane wreck on the north beach, and the wreck of the John T Davis against the shore.



Flamingo Cay - From Tower



Raccoon Cay -
Christmas Trees Worms



Salt Pond



Dean's Blue Hole and Cliff

Jumping



2 Dean's Blue Hole – You cannot visit Long Island without a stop at one of, if not the, deepest blue holes in the world. At 663 feet deep this blue hole holds an annual competition where world records are set all the time. I love how the cliffs protect it from the Atlantic and since the water goes straight down you can do some fun cliff jumping into the blue hole. When we were there the world free diving champion was practicing, which was fun to witness while chatting with his wife to learn more about the sport.

1 Clarence Town – If you've read my Top 10 articles over the years, you'll know I rarely pick a settlement over nature, but Clarence Town is so adorable. My favorite part of the town was the two Father Jerome built churches. The first built was the Anglican church and then he converted to Catholicism and built the other one 20 years later. The Flying Fish Marina has some very polite staff, but if you prefer to anchor out there's some protected spots. We also had a blast playing and the wide, although not very deep, blue hole. The sand dunes came right to the edge so it was fun to run down and into the water where it went from a foot to 30 ft deep within one body length.



Catholic Church



Anglican Church

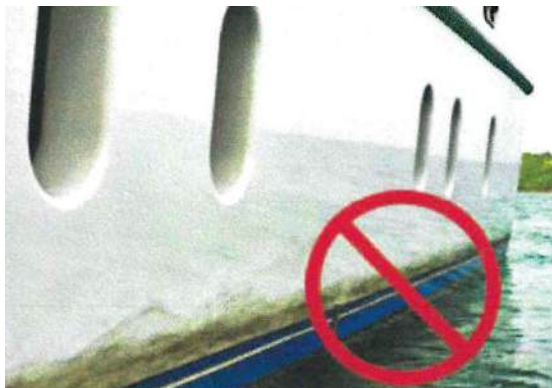
There you have it The Top 10 for Long Island, which many cruisers will take the time to visit from Georgetown, and the Ragged Cays, which surprisingly few cruisers visit and you will have the 60-mile chain to yourself. I was surprised when I asked fellow cruisers if they would like the buddy boat down the Ragged Cays and the responds I got was " oh, that's remote and you have to be self-sufficient to go there." You are living on a boat, you have to be self-sufficient no matter how many people you have around! Haha.

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Grenada's Traditional Workboats - A Race Towards the Future

BY CAROL M. BAREUTHER | PHOTOS COURTESY OF CLARDIO DESIGN

Only six traditional boats were able to sail in the Grenada Workboat Regatta, held in March off Grand Anse Beach. It wasn't due to a lack of interest or enthusiasm. This tri-island nation is famous for its stunning, swift-sailing sloops and double-enders, and racing has been, and continues to be, a community-wide event for nearly 70 years, attracting visitors from around the world. Instead, many of

these vessels are still undergoing or awaiting repairs from last summer's devastating Hurricane Beryl. One of the community members working to raise funds to restore this time-honored fleet and assure future generations of Grenadians have an opportunity to keep this tradition alive, is Kevin Banfield.

"We usually have 15 to 20 workboats race in the Grenada



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Boat painting

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Boatbuilding in Windward Carriacou

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HEX Grenada work boat regatta

COURTESY GRENADA TOURISM AUTHORITY

Workboat Regatta each year. This year, we only had 6, and it's because many of them, in Grenada, Carriacou, and Petite Martinique, were damaged from the hurricane last year," says Banfield, who, with Raisa Pierre, co-directs this annual regatta.

A Storied Past

Wooden boatbuilding is a centuries-old practice in Grenada and its smaller islands to the north, Carriacou and Petit Martinique. Legend says that it was sailors from Glasgow, Scotland, who were shipwrecked off Carriacou in the 1790s, who were the first to build the ancestors of present-day workboats. These single-masted vessels were renowned for their speed and sturdiness, making them indispensable for inter-island trade, fishing, cargo hauling, and even illicit activities such as smuggling. In 2023, the Grenada Tourism Authority announced that the tradition of boat building in Carriacou and Petite Martinique had been officially inscribed on the

Legend says that it was sailors from Glasgow, Scotland, who were shipwrecked off Carriacou in the 1790s, who were the first to build the ancestors of present-day workboats.

UNESCO Intangible Cultural Heritage list. It's an achievement that recognizes this time-honored tradition, which has become part of the island's culture and rich history.

Forget factories, fiberglass, and carbon fiber. The island's talented shipwrights continue to build these boats. In place of blueprints is the hands-on, time-tested knowledge passed from generation to generation. Boats are built out-



Carriacou boat building

COURTESY GRENADA TOURISM AUTHORITY. CREDIT TO MICHAELA LIBRAN



COURTESY RAISA PIERRE



COURTESY GRENADA WORKBOAT REGATTA

side, near the beach, to make for a convenient launch when complete. Age-old rituals are all part of the process. For example, there's selecting the correct type of wood, often West Indian white cedar. It can only be cut during a particular moon phase. A ceremonial sprinkle of rum and water marks the beginning of construction. Launch day, following four to six weeks of work, is a community-wide effort. There's a blessing, children take part in revealing the boat's name, women prepare a meal of local favorites and cake to celebrate, and the men work collectively to roll the vessel on logs and splash it into the sea. Nowadays, boats are built

Boats are built outside, near the beach, to make for a convenient launch when complete. Age-old rituals are all part of the process. For example, there's selecting the correct type of wood, often West Indian white cedar.



COURTESY GRENADA TOURISM AUTHORITY

specifically for racing and cared for like a thoroughbred. One modern concession is the use of aluminum masts and booms in place of wood. To build, each boat costs, on average, between US \$2,500 and \$3,000. A full set of sails adds an additional US \$1,500 to \$2,000 to the price.

Nearly Year-Round Racing

The Grenada Workboat Regatta, held in February or March, and the Carriacou Regatta Festival, which started in 1965 and is held from late July to early August, are two of the best-known events for traditional workboat racing. However, there

are many more held around key holidays: Easter, Whitsuntide, Fisherman's Birthday (June 29), Thanksgiving (October), and Christmas. There are even more small local regattas that take place in communities throughout Grenada.

In general, like production boat racing, courses are typically windward-leeward, triangles, or sausages, depending on the venue and wind conditions. What's different is the start. Two markers are set up on the beach. A countdown ends with a horn blast, and crews run to push their boats into the water and jump in.



There's a blessing, children take part in revealing the boat's name, women prepare a meal of local favorites and cake to celebrate, and the men work collectively to roll the vessel on logs and splash it into the sea.

"The boats race in classes based on design and size," says Banfield. "The big double-enders like the 15-foot boats come from Carriacou. We have the double-enders, such as the 10-foot boats that come from Gouyave and various communities

around Grenada, including Sauteurs and Woburn. We refer to the 18-foot boats from Woburn as the Woburn sport boats and the Woburn traditional boats. Also, they have similar designs in Petit Martinique as in Carriacou."

Banfield, who sailed Optimists and then Lasers as a member of the Grenada Sailing Team, set up youth sailing clubs in his home community Gouyave as well as Woburn, and in 2018, traveled to the UK National Training Center in Dorset to attend a 6-week World Sailing Scholarship Training for Coaches, looks optimistically to the future.

"It's always been customary that the older guys on the traditional boats invite the junior sailors to come to



COURTESY GRENADA WORKBOAT REGATTA



HEX Grenada work
boat regatta

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Petite Martinique
boat building

COURTESY GRENADA
TOURISM AUTHORITY



COURTESY GRENADA
WORKBOAT REGATTA

join them, learn how to sail the boats, and race in the different regattas. That's how I learned. In many regattas, there is a certain time for a juniors-only race in the workboats. At events like the Grenada Workboat Regatta, it's village against village. So, as a junior, you must learn the boats to represent your village well to see who the best boat racing village is in the country. We can't lose that," says Banfield.

How to Help

"There are six to eight boats that are still down from the storm, says Banfield. "A lot of young people who have the boats from generations don't have the funds to rebuild the boats properly. We're trying to change that by seeking

sponsors. Westerhall Estate Rum and Budget Marine are aboard, but we need more help."

Specifically, there are two boats in Woburn in need of repairs, two Gouyave sloops, and two Sauteurs sloops. Overall repairs are needed, especially on the hulls and sails.

"We would love most of the boats to be branded by company logos and individual brands," says Pierre. 

For more information, please contact Pierre at RCpierre16@hotmail.com or WhatsApp at (473) 534-9321.



Trinidad's Sailing Appeal: Boatyards, Culture, & Crime Reality

BY BIRGIT HACKL | PHOTOGRAPHY BY SANNE AND MARIJN BAST

Trinidad has long been a hub for cruisers, firstly because of the many facilities in Chaguaramas that cater to all kinds of repair and maintenance needs and secondly because of its strategic location just below the cyclone belt, which makes it attractive for boat storage. But recently Trinidad has been on the news for gang violence and high crime rates—up to the point that the government declared a state of emergency on December 24th.

Trinidad's yachting industry first gained international recognition in the 1990s when cruisers discovered the benefits of the Chaguaramas peninsula after the traditional north and eastern Caribbean yachting destinations were devastated by strong hurricanes. Since then 180 companies throughout Trinidad have evolved that offer all kinds of services for boaters, 140 of those in the Chaguaramas area, where most of the shops and services focus specifically on the marine industry. No wonder that cruisers from all over the world flock there to have work done. The Trinidad and Tobago (T&T) tourism office boasts that "visitors experience a unique fusion of cultures in food, fashion, music, festivals, and other celebrations. In this multicultural friendly society, cruisers easily connect with persons in the local community and return year after year to their Trini family" and adds that "the capital city of Port-of-Spain, neighbouring towns and communities also offer a wide array of quality shopping and food. Beaches, waterfalls, hiking trails, birding sites, the mud volcano, the Caroni Bird Sanctuary, are just some popular sites for visitors to explore."

But recently T&T have had some very negative coverage in the news, because last year the twin-island Caribbean nation, which only has a population of about 1.5 million, recorded 624 homicides, making it one of the most violent countries in Latin America. After a particularly violent weekend the government declared a state of emergency to avoid a further escalation of gang violence. President Christine Carla Kangaloo issued the declaration on the advice of Prime Minister Keith Rowley, who had been under grow-

ing pressure to take action over worsening crime figures, which are believed to be due to organised crime with many of the murders related to the international drug trade as international organized crime factions, mostly Mexican and Colombian, compete for dominance across the Caribbean.

Many governments have issued travel warnings for certain areas of Trinidad, e.g. the Canadian government has issued the advice to avoid non-essential travel to the following areas due to high levels of violence and gang-related crime: Beetham Estate Gardens, Cocorite (north of Western Main Road), Downtown Port of Spain (east of Charlotte street, south and west of Picadilly street, and north of Independence Square), Laventille and Sea Lots.

Such news understandably scare away cruisers and of course the T&T ministry of tourism tries to limit the damage with assurances that visitors are perfectly safe there.

How bad is the situation really when you're in Chaguaramas and Port of Spain?

We asked Sanne, a fellow cruiser, about her experiences there and she assured us that with some common sense and extra precautions you can have a good time in Trinidad. Quiet, laid-back Tobago is still considered safe for cruisers anyway.

BIRGIT: Hi Sanne, you've just left Trinidad and Tobago after an extended visit. Where did you spend your time?

SANNE: We stayed mainly at TTSA in Chaguaramas (about 8 months), because we had lots of work to do on our newly acquired boat. Afterwards we spent one month in Tobago.

BIRGIT: Did you feel safe?

SANNE: In Chaguaramas I definitely felt safe. Same on nature hikes, etc. I just walked my dog by myself no problem.



Market in Port of Spain

BIRGIT: What precautions did you take in town?

SANNE: It sounds weird, but I usually don't give much thought to appearances. In Trinidad I did: I tried not to look like a tourist too much when going into town, and not wear jewelry. You also don't walk around with your phone in hand, people will tell you to put it away for safety, so not many holiday snapshots.

BIRGIT: What were the vibes in the main town?

SANNE: Most people are typically friendly as most Trinidadians. Maybe a little more to themselves than in other places. Many people are cautious regarding safety, it is definitely something that they don't



Sanne and
Marijn with their
Trini friends
Adrianna and
Lawrence

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take for granted and people wish you a safe trip home all the time. I also had people I didn't know looking out for me. There was a guy who waited with me at a bus stop because he didn't like the looks of a man who had passed by it a few times.

BIRGIT: What precautions did you take?

SANNE: I took the advice of locals seriously regarding safety. E.g. I didn't go walking around in Port of Spain by myself anymore just for fun. I did go there, but only when I had specific business and errands to run.

BIRGIT: How about transport?

SANNE: Maxitaxi is considered safe, especially during the day. The shared taxis are considered unsafe by many people, because they sometimes take a detour and then are robbed (a friend's brother had that happen 3 times) Private taxis and public bus are considered safe as well.

BIRGIT: Do shops take more safety precautions? Barred windows, security personnel? Does the boatyard?

SANNE: Most boat yards have a security guard and are



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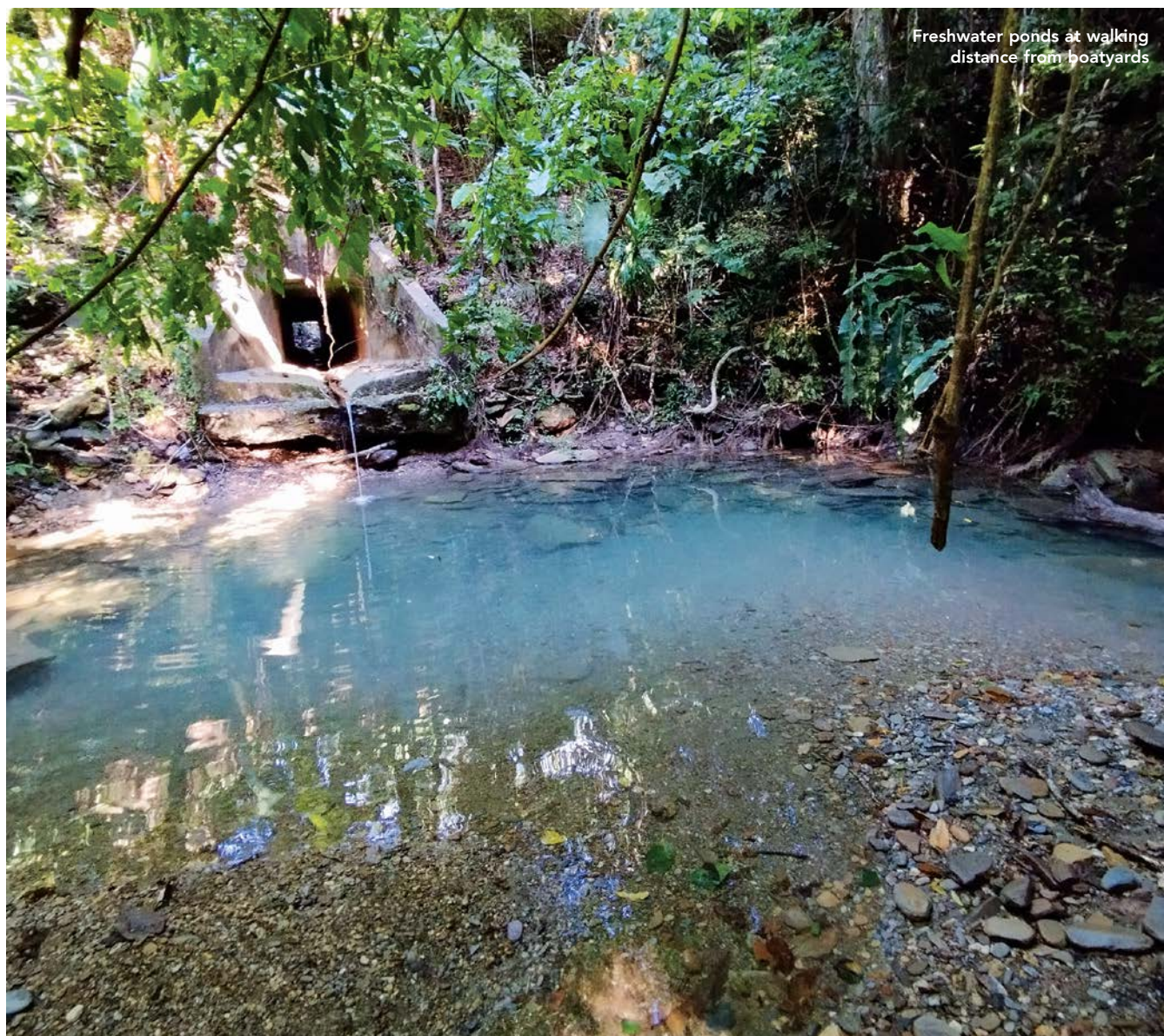
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Nous sommes aussi la seule Marina  au Sud du 14e parallèle ou l'on parle français



Freshwater ponds at walking distance from boatyards

fenced. Barred windows are standard everywhere.

BIRGIT: Are there areas considered a no-go for tourists? Were you warned?

SANNE: Laventille is a no go. I usually just asked before I had to go somewhere if it was safe.

BIRGIT: So would you go back to Trinidad?

SANNE: Absolutely, we made so many friends there, just unbelievable. And they still call us almost every day. It's such a contrast how a country can have such a scare by crime and then the nicest people in the world at the same time. Also they have a real sailing culture! There were regular races

organised by the TTSA in Chaguaramas and we were invited to participate, which was real fun!



Sanne and her husband Marijn have been cruising since 2013. On their Swan 65 they invite guests on board for an immersive live aboard experience (www.skylarkingilios.com). Visit their vlog on YouTube: @skylarkingilios

Birgit and Christian have been cruising aboard their SY Pitufa since 2011. Check out their blog www.pitufa.at for more info or read their books: "Sailing Towards the Horizon", "On Velvet Paws towards the Horizon" and "Cruising Know-How" are available on Amazon.



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Sargassum Invasion: Crisis, Impacts, & Untapped Opportunities

BY PAUL CARRELL | PHOTOGRAPHY BY NAJA BERTOLT JENSEN ON UNSPLASH

We have seen it, smelled it, fished through it, swam in it, walked on it and cleaned it from our salt-water intake strainers. Sargasso weed! Prevalent in the Caribbean in the spring and summer months when the ocean heats up and the equatorial currents in the Atlantic gyre disperse the 'gulf weed' wherever the currents and winds tend to take it. We are here to benefit from the booty of its bounty. Some good, some bad.

For centuries Sargassum weed has grown in the low nutrient waters of the North Atlantic Ocean. Fed by fish waste and invertebrates oceanographers began to notice its rapid growth beginning in 2011 and its exploding presence in 2014. This may have been caused by our own environmental practices which include the runoff of fertilizers and other nitrogen-related agricultural products, resulting in the overabundance of nitrogen and nutrients in the sea.

Trying to comprehend and combat this Pelagic (floating) reef is a monumental challenge. It is estimated that the biomass of this magnitude in our oceans is tens of millions of metric tons.

Once ashore this mammoth "golden tide" is transformed from a living organism into a "toxic dead zone." The decay and fermentation process on beaches produces arsenic, cadmium, hydrogen sulfide, and ammonia, which are evident to beachgoers and residents alike. Besides the toxicity of this fermentation process, it makes it difficult for sea turtles to lay their eggs in the sand or for their offspring to even reach the ocean when they hatch. Its odious sulfuric gas can cause headaches, nausea, and potential health hazards to pregnant women. It has also been known to cause significant issues for seaside resorts, desalination plant raw water intakes and cooling systems for diesel generator plants.

It is not surprising that current management of this crisis in the Caribbean islands has been largely reactive as opposed

to proactive and has been somewhat haphazard or nonexistent if at all. The cost for the clean-up and disposal of the stranded Sargassum is unsustainable for most small countries as well as larger ones alike. It is reported that following last year's record sargassum levels the U.S Virgin Islands requested the assistance from FEMA to handle the masses when the desalination plant on St. Croix became threatened. They are not alone as Trinidad and Tobago, Guadalupe, Martinique, Barbados, Mexico and the Dominican Republic have declared the Pelagic Sargassum invasion a national emergency and have utilized their governments and armies to initiate extensive eradication programs to curtail the devastating effects of this blight affecting their islands.

It is a difficult problem to eradicate and control because of five broad categories:

1. Unpredictable supply
2. Chemical composition and decomposition
3. Harvesting
4. Management
5. Funding

Each of these functions require careful consideration, studies and expense to attempt to manage a harvest plan, or even to initiate a costly campaign to combat this invasion of golden weed at all.

POTENTIAL USES AND BYPRODUCTS:

Sargassum has been around for hundreds of years and did have some redeeming qualities prior to the explosive growth we have witnessed since 2014. In manageable amounts it normally and naturally provides a marine habitat for small fish and marine invertebrates. It can stabilize beach front properties and prevent erosion from high tides or storm surges as well as providing nutrients for shoreside plants and vegetation.

It's not all bad! There are several potential products and uses for this organic compound.



In a publication entitled:

**Pelagic Sargassum: A Guide to Current
and Potential Uses in the Caribbean**

*Produced by the FAO Food and Agriculture Organization
of the United Nations—FAO Fisheries and Aquaculture
technical paper 686*

It states that Sargassum weed can be collected and utilized in a multitude of ways which include Fertilizer, Bio-fuel, cosmetics, building products, pharmaceuticals, and environmental remediation to name a few. It should be noted that each potential product requires proper testing

and research to guarantee safety to all its consumers.

Due to the massive amount of information required to delve into these aforementioned potential products, I suggest you find and open this comprehensive document and see the potential uses of this natural material.

<https://www.fao.org/3/cc3147en/cc3147en.pdf>

Competing with and controlling the Sargassum invasion is not an easy task. Utilizing a “free” natural resource is a challenge that may reap potential by-products and provide an income to our shores instead of an odious eyesore. 🌊





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Anchored Memories: Custom Nautical Art from Your Voyages

BY KARL OESTERGAARD

My connection to the ocean runs deep—woven into the fabric of my family for generations. I was born and raised on the rugged Atlantic north coast of Denmark, where the sea was both a livelihood and a way of life. From the age of five or six, I joined my father on week-long fishing trips in the middle of the Atlantic. Those early experiences sparked a lifelong love for the ocean—not so much for fishing, but for the sea itself. Later, my father taught me to sail in a 14-foot dinghy on the fjords near his birthplace.

By the age of 19, I had joined the crew of a cruise ship as a marine electrician, sailing between Florida and the Caribbean. The final voyage before I returned to Denmark to study electrical engineering forever changed my life. I fell in love twice—once with a young passenger, and again with the Virgin Islands.

In 1990, after earning my degree, I returned to the U.S. to marry the girl from the ship. While living various places in

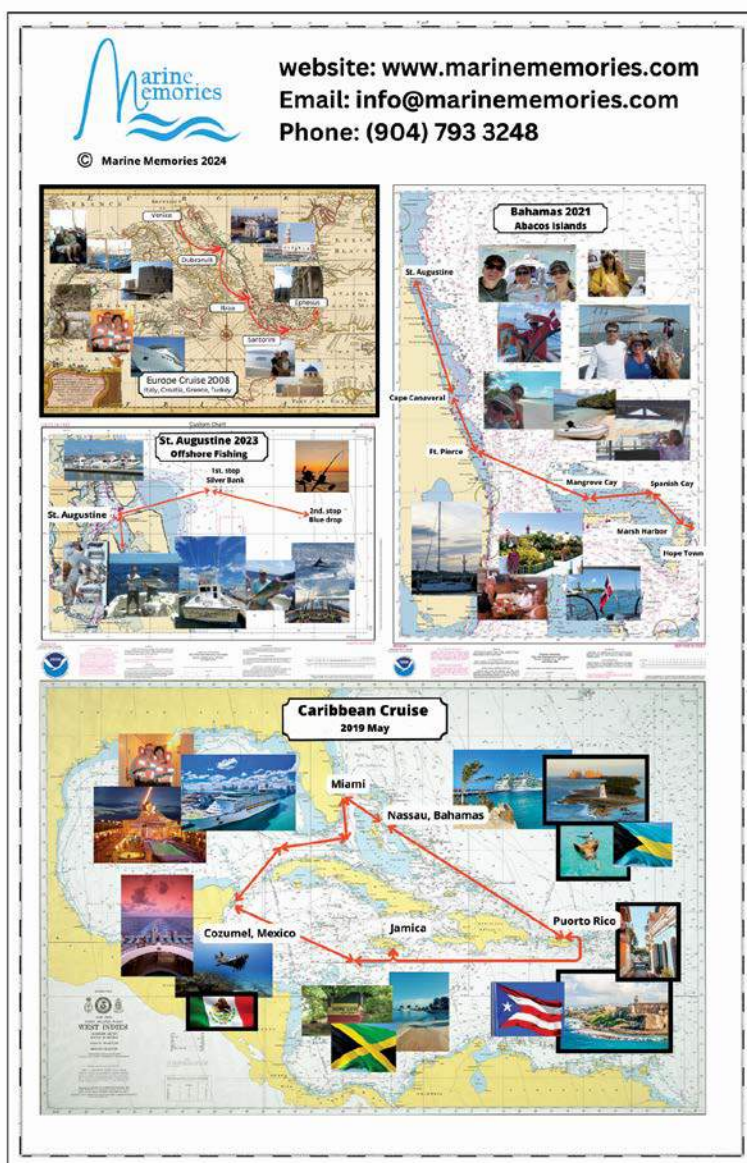


At left, Great grandfather ca. 1920; Opposite page, Grandfather ca. 1940's (WW2); Below, Father ca. 1990's



At left, the author in officer uniform; Above, first cruise ship he worked on

Below, the author "semi-retired"; At bottom, author's current boat and first mate "Oskar"; At right, Marine Memories designs



the US we sailed the Pacific coast of California and Mexico, the Great Lakes, Chesapeake Bay, the Florida Keys, and of course to the Virgin Islands. Our work and life also led us to Japan, Singapore, the Netherlands, and back to Denmark, always finding ways to sail wherever we lived.

In 1994, after a bareboat charter in the Virgin Islands with friends, I wanted to create a keepsake for our friends. I bought a nautical chart, hand-drew the route and decorated it with photos from the trip. It was meant to be a one-time souvenir but the idea stayed with me.

Now retired, I've turned that idea into a passion project. With my wife's graphic design skills, we now create digital custom wall art from people's sailing journeys. You tell us where you went, share a handful of photos, and we'll craft a

personalized piece of nautical art—a beautiful way to preserve your own marine memories.

Your travel memories are not just for nostalgia—they shape your identity, your worldview, and your sense of connection to the world. But memories fade, mutate, and sometimes vanish altogether. By documenting your experiences soon after returning you're preserving them, and the more senses you involve in encoding a memory, the better your brain retains it. Combining writing (names etc.) with photos and visuals (routes, charts) engages multiple neural pathways.

Your future self—and maybe even your descendants—will thank you for the story you took the time to tell. *Look us up at MarineMemories.com or contact us at info@marinememories.com or (904) 793 3248*

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Cool Change: A Girls' Gourmet Sailing Escape on the Dalmatian Coast

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

There's something unforgettable about sailing the Dalmatian Coast with three wonderful girlfriends. We set off from Split, Croatia, aboard *Cool Change*, a 56-foot Lagoon catamaran that would be our floating home for the next eight days.

From the moment we stepped aboard, our adventure unfolded like a dream. *Cool Change's* calm and capable captain, Josip Krsanac—a true Croatian seafarer with a

sparkle in his eye and a wealth of local knowledge—guided us through Croatia's most enchanting islands: Hvar's glamorous and historic harbor - chic and lively, known for nightlife, stylish bars and Venetian architecture. Vis's many unspoiled coves, and the ancient beauty of Korčula—Marco Polo's Island. Visit the alleged birthplace of the explorer. Korčula is often called "Little Dubrovnik" its fortified medieval streets are a maze of stone buildings and red-tiled roofs.



Town along the sea in Croatia



Sailing into Korčula and history

Each stop brought new discoveries—crystal-clear bays, hilltop villages, and charming konobas (family-run traditional restaurants) where we enjoyed several memorable meals. Yet each time we returned to the yacht, it felt like coming home.

Our chef, Larry Ambrozich, was the heart of the experience. Every meal he prepared was fresh, colorful, and thoughtfully tailored to our tastes. Think handmade pasta with wild black truffles, grilled dorado with blitva (Swiss chard with potatoes), and walnut-stuffed dates dipped in dark chocolate.

Breakfasts were relaxed affairs, featuring perfectly ripened seasonal fruits, creamy Croatian yogurt, and warm pastries. Sunset dinners aboard *Cool Change* turned into long, laughter-filled evenings under the stars—and we were lucky enough to have a full moon to light the way. Plates were scraped clean, and glasses raised in celebration of friendship and chartering.

Continued on page 76

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Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220		•			•	•	•	•	16/69	•
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Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	•	110/220/380		•		•	•	•		•	67	FREE
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St. Croix	St. Croix Marine www.stcroixmarinecenter.com	340-773-0289	11'	150'	23	●	110/220 - 30A, 50A, 100A		●	●	●				●	16/06		FREE
St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16		FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●	
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●		●	●	●	16/69	●	
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St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16		FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A		FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com	721 544 2408	18'	320'	45	●	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A		FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6		FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11		FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10		FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●	
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16		Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71		FREE
Trinidad	Peake Yacht Services Marina	868-634-4420/3/7	20'	90'	17	●	110/220				●	●	●		●	69		FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●	
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16		FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-499-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●	
Colombia	Marina Santa Marta www.marinasantamarta.com	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72		FREE

OUTSIDE OF CARIBBEAN:

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

ASK ABOUT ADDING YOUR BOATYARD TO THE ALL AT SEA BOATYARD GUIDE **CONTACT ADVERTISING@ALLATSEA.NET**



1
FORT LAUDERDALE, FL, USA. Unparalleled waterfront living in luxury is now available at the Pier Sixty-Six Residences. The intimate collection features only 88 resort residences and condominiums, all nestled within the celebrated Pier Sixty-Six property, an icon for over 50 years and completely transformed by the Tavistock Group as an ultraluxury waterfront destination. The 32-acre property features 12 dining and lounge destinations, including the iconic Pier 66 revolving bar with incredible 360' views and a 164-slip marina that can accommodate vessels up to 400' LOA. Price: starting at US \$3,600,000
GINGER HORNADAY, Sotheby's International Realty
ginger@gingerhornaday.com | gingerhornaday.com
Cell: (954) 682-2196



2
NASSAU & PARADISE ISLAND, BAHAMAS. Fabulous one-of-a-kind property located in the heart of the famous Cable Beach with approximately 100 feet of private beachfront. Classic Bahamian on-the-sea home, with 10 BR/11 BA, is available for sale for the first time in 60 years. Spans over 6,500 sq. ft. of interior living space. Located within a tucked away, private gated community and only a short walk to numerous restaurants, bars, cafes, grocery stores, and shopping. Nassau International Airport is conveniently located just a 10-minute drive away, making this property a superb opportunity for a developer looking to redevelop the home into a boutique hotel or short-term rental property. Price: U.S. \$6,800,000
BAHAMAS PROPERTY GROUP
info@bahamaspropertygroup.com
www.bahamaspropertygroup.com
Office: (242) 677-1000



VIEQUES, PUERTO RICO. Expansive views stretch across lush landscapes to the Caribbean Sea from Casa Seahorse. This 2 BR/2 BA, two-story residence sits on a 1-acre lot that is ingeniously built into a hillside, inviting cooling Caribbean trade winds. On the lower level, there is an expansive, unfinished area that presents limitless possibilities for customization—transform it into a separate apartment, home office, or an artist's studio. Outside, there's a 10-by-20-foot pool featuring a built-in underwater bench, ideal for soaking up the sun and taking in the scenic vistas. Price: U.S. \$724,000

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



ST. THOMAS, USVI. A new kitchen, ample storage, and lovely tilework are key features of this newly renovated 5 BR/5 BA home, located in the hills above Magens Bay in a gated community. A large yard, perfect for pets, is part of this 0.8-acre property. Walking distance to Joseph Sibilly Elementary School, Sib's Restaurant, and Our Lady of Perpetual Help Catholic Church, and a 10-minute drive south to Charlotte Amalie or north to Magens Bay Beach. Price: U.S. \$2,500,000

APRIL NEWLAND, Newland Real Estate, LLC
anewland2@gmail.com | NREusvi.com
Cell: (340) 643-4347



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

CHRISTINE BELMONTE, Real Solutions Real Estate | usvichristine@gmail.com
www.stthomasre.com | Cell: (340) 513-7566



ST. JOHN, USVI. Spectacular views from Ram Head to St. Croix and Little St. James from this oversized corner-lot Maria Bluff location on the island's south shore. This 2 BR/2 BA, beautifully furnished residence was completely renovated to create the ultimate indoor-outdoor lifestyle with a cool and contemporary coastal vibe. A lovely entry pavilion framed by lush tropical gardens leads to a spectacular multi-level sun terrace. Off the pool, find a spacious gazebo and built-in grill area with seating. Price: U.S. \$2,595,000

**MARY NICKBARG, American Paradise Real Estate, Inc. | marynickbarg@gmail.com
www.americanparadise.com | Cell: (340) 513-2477**



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**



VIRGIN GORDA, BVI. Nestled directly on the pristine beach at Mahoe Bay, this exceptional 5 BR/5 BA private retreat features exclusive beach access, plus a sparkling pool and lush tropical gardens—unparalleled space, privacy, and comfort. Recently renovated to the highest standards, this stunning property boasts every modern amenity while maintaining its tropical charm. On the practical front, there's a spacious garage, a double laundry facility, ample storage, and an automatic backup generator, as well as a public desalination water supply. Price: U.S. \$6,250,000

**CHRIS SMITH, Coldwell Banker BVI Real Estate
chris@coldwellbankerbvi.com
www.coldwellbankerbvi.com | Cell: (284) 340-3000**



OUALIE BAY, NEVIS. Up a narrow road in a tranquil neighborhood, this 3 BR/3 BA property provides impressive views of the Caribbean Sea and the island of St Kitts. The large plot of land ensures privacy and tranquility, while the villa basks in the constant easterly breeze and beautiful sunsets from its elevated position. The ample 3.27-acre lot allows for further expansion or development. Only a 5-minute walk to the small beach resort of Oualie Bay, where there's a beachfront restaurant and watersports. Price: U.S. \$950,000

ROSIE BORG, Oualie Realty St. Kitts and Nevis
Rosie.borg@oualierealty.com | www.oualierealty.com
 Office: (869) 469-9403



BELNEM, BONAIRE. Wake up to panoramic views of the Caribbean Sea, relax in your infinity pool, and dive straight into the ocean from your private access stairs to explore the vibrant reef from this spacious 6 BR/6 BA residence. Designed for luxurious island living, the property has undergone a complete renovation. The villa also includes access to a newly renovated communal pier, perfect for snorkeling, diving, or simply watching the sunset. With a proven track record of vacation rentals, Villa Nirvana is more than just a home; it's a turnkey investment opportunity. Price: U.S. \$3,250,000

RONALDO DE MOREE, RE/MAX Paradise Homes
info@bonairehomes.com | www.bonairehomes.com
 Office (+599) 717-7362 | Cell (+599) 786-7362



ST. WILLIBRORDUS, CURACAO. Located in the exclusive Coral Estate resort, this 3 BR/4.5 BA villa blends contemporary design with enduring natural beauty. A calming water feature, spanned by a charming boardwalk, leads to the main entrance of this private oasis. A staircase rises to a secluded office space with a balcony overlooking a private pool and the Caribbean Sea. The pool stretches across the living areas, parallel to the Caribbean Sea, and is preceded by its private sandy beach with direct access. Price: U.S. \$5,700,000

RAY SEIJS, Curaçao Sotheby's International Realty | Ray.seijs@sothebysrealty.com
www.sothebysrealty.com | Office: (599) 9 7370104 | Cell: (599) 9 5157797



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2016 Lagoon S2 - 56ft
Extensive factory upgrades,
luxurious finishes, +extras
BVI. USD \$1,250,000



**2023 Fountaine Pajot
Astrea 42 Owners Version.**
Low use, well-equipped.
Maryland. USD \$679,000



2020 Yellowfin 36 Offshore.
Ultimate blend of speed,
luxury & fishability. USVI.
USD \$425,000



2008 Cabo 45 Express.
Comfortable, fisherman's
dream, full galley. Antigua &
Barbuda. USD \$379,000



2011 Leopard 46.
Well-outfitted, 4-cabin,
4-head owner version.
Florida. USD \$324,900



**2010 African Cats Fast Cat
435.** Well-equipped, safe
& comfortable. Antigua &
Barbuda. USD \$279,000



**2014 Beneteau Oceanis
48.** Ready for Tropic enjoy-
ment, wide catwalks. St
Martin. USD \$275,000



2002 Fountaine Pajot 46.
Reliable, many upgrades,
spacious layout. USVI.
USD \$249,000



**2009 Jeanneau Sun
Odyssey 50 DS.** Electric
winches, smooth, stress free.
Barbados. USD \$239,000



**2023 Dufour 390 Grand
Large.** Solid sailing,
spacious, and enjoyable.
BVI. USD \$211,500



**2006 Beneteau Cyclades
50.4.** Good bones, upgrad-
ed, ample storage. Saint
Martin. USD \$185,000



**2008 Catalina Morgan
440.** Impressive sailing
speed, smooth, equipped.
USVI. USD \$179,000



1980 Kelsall 47 Trimaran.
Painstakingly rebuilt, better
& stronger than before.
BVI. USD \$165,000



1987 Warwick 46.
Fast, safe, comfortable,
refurbished. Antigua &
Barbuda. USD \$162,000



2010 Beneteau First 40.
Maintained and upgraded,
new sails, new autopilot.
BVI. USD \$159,500



2009 Hanse 430e.
Strength, speed, & ad-
venture await. Dominican
Republic. USD \$155,000



2022 Pursuit S 268.
Fully equipped, loaded
with options & upgrades.
BVI. USD \$151,000



2008 Hanse 470e
Fast & stable hull design.
Ready for cruising.
Grenada. USD \$149,000



1993 Privilege Boolean.
Recent upgrades, fresh
paint, 4-cabin, 2-head.
Puerto Rico. USD \$149,000



2018 Beneteau 38.1.
2-cabin, 2-head open,
spacious layout, low engine
hours. BVI. USD \$149,000



2022 Hanse 348.
Like new condition, up-
grades, comfort, ample
seating. BVI. USD \$149,000



2015 Chris-Craft 38 Launch.
Smooth ride, spacious, com-
fortable seating. True classic.
Barbados. USD \$299,000



**1994 Bristol Channel Cutter
Sam L Morse BCC 28ft.**
Rare classic, ready to go.
Florida. USD \$175,000



**2014 Fountaine Pajot
Mahe.** Designed for comfort
& adventure. Dominican
Republic. USD \$125,000



**1985 Nautical Develop-
ment 60.** Well-equipped,
designed for serious sailing.
Curaçao. USD \$145,000

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2023 Lagoon 46
Like-new condition, gently used and upgraded. Curaçao. USD \$850,000



2016 Leopard 58
Fully-equipped, recently refitted. Spacious, luxurious Tortola, BVI. USD \$899,000



2019 Fountaine Pajot Saona 47. Luxurious, 5-cabin, array of exciting water toys. BVI. USD \$699,000



2011 Kelsall Watercats PH46. Dual cockpits, spacious galley. Dominican Republic. USD \$225,000



2006 Lagoon 410-S2. Incredible space, bright, airy panoramic windows. Luxurious. USVI. USD \$174,000



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



2021 Fountaine Pajot Tanna 47'. Ample, luxurious space & well-equipped. USVI. USD \$1,200,000



2021 Neel 43 Perfect for small family/couple. Innovative layout. BVI. USD \$399,000



2005 Beneteau 523. Boat of the Year, spacious, elegant, stable and smooth. Grenada. USD \$229,000



2021 Custom Scully's Aluminum-36ft. Upgraded & USCG Registered. Puerto Rico. USD \$299,000



2019 Bali 5.4 - 54' Entertainer's dream. Open space concept. 6 cabins. USVI. USD \$899,000



2004 St Francis 44 MK II Set up for offshore cruising w/watermaker, solar. Luperon, DR. USD \$299,000



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



2022 Aquila 44. Lightly used, well-maintained. Exceptional value. BVI. USD \$749,000



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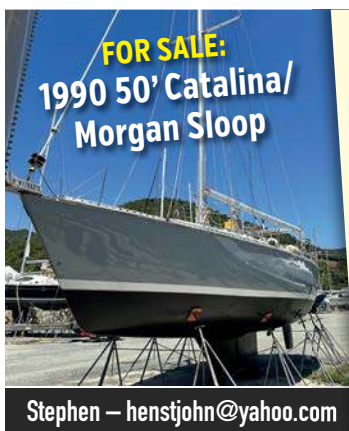
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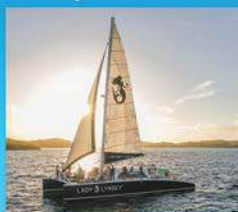
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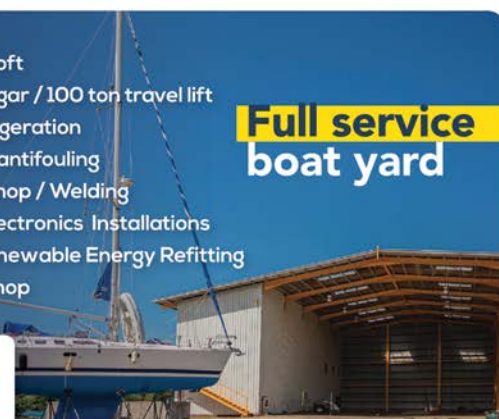
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Black truffle pasta



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Cool Change: A Girls' Gourmet Sailing Escape on the Dalmatian Coast

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 55

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BLACK TRUFFLE PASTA

Prep time: 10 minutes. Cooking time: 15 minutes. Serves: 4

3 cups (300g) dry uncooked penne pasta

4 Tbsp. (50g) unsalted butter

½ cup (50g) flour

2 cups (500ml) whole milk, heated

Salt and pepper, to taste

Fresh grated nutmeg

2/3 cup (50g) freshly

grated gran padana or

Parmigiano-Reggiano

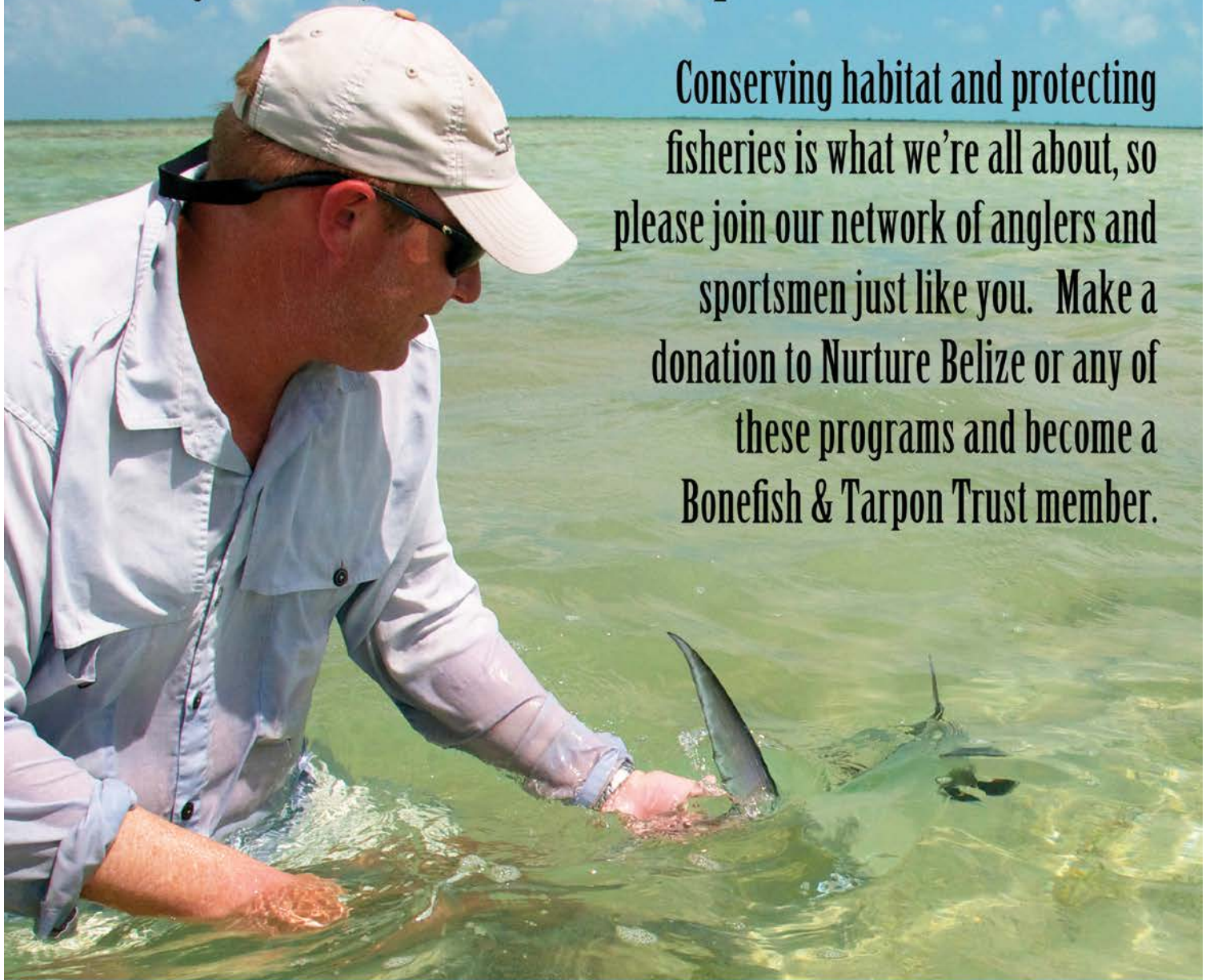
**1/3 cup (50g) fresh truffle -
grated**

Bring a large pot of salted water to a boil. Cook the pasta until al dente, about 10 minutes, then drain the pasta. Set aside

In a large sauté pan, melt the butter over low heat until lightly browned. Add the flour and fry gently for 3-4 minutes. Pour in the heated milk and simmer for up to 10 minutes. Add more milk if necessary for a smooth texture. Season with pepper, salt, and grated nutmeg. Stir in the grana Padano. Grate the fresh black truffle into the warm mixture. Combine the cooked pasta with the dressing and grate the fresh truffles on top. 🍴

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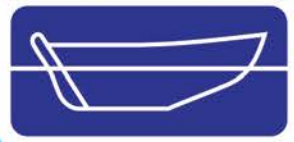


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