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AUGUST 2025

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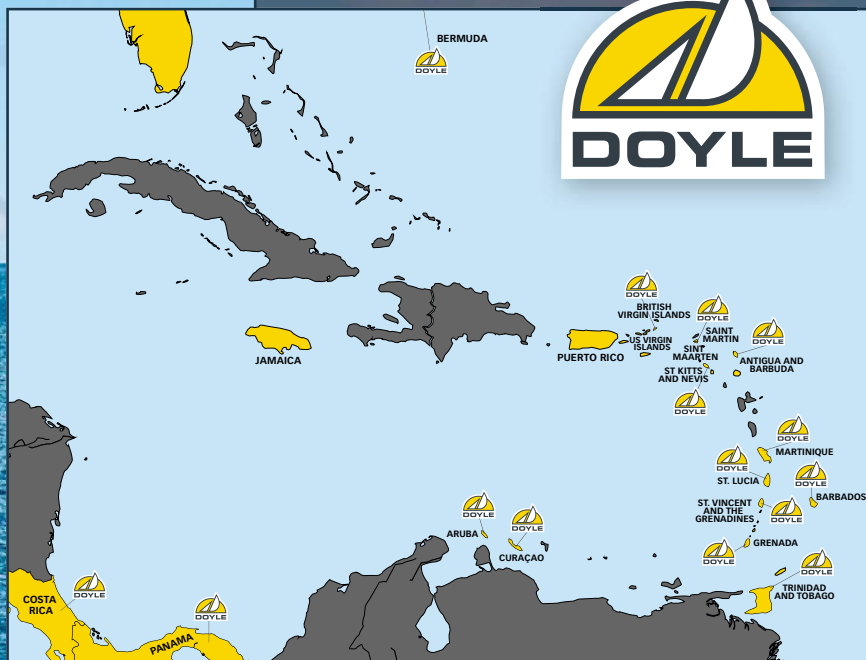
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Vuelta a Culebra is a MUST DO on next year's calendar.
Image courtesy of Carlos G Lee

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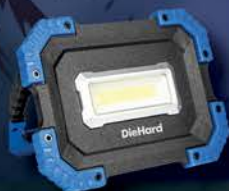
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Pendry Residences Barbados

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If you have a
NEWS STORY,
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Caribbean News

BARBADOS' NEWEST OCEANFRONT RESIDENCES COME WITH A FULL-SERVICE MARINA - SET TO OPEN IN EARLY 2027

Get ready to dock your yacht steps from home in Barbados. Pendry Residences Barbados, currently under construction on the prestigious West Coast in St. Peter, is the island's only branded oceanfront residences and is set to open in early 2027. True to maximizing the waterfront life, the property comes with a full-service marina.

On shore, this intimate collection of 46 homes offers seamless indoor-outdoor living, featuring RH luxury furnishings and expansive terraces overlooking the marina and ocean. Prices start at US\$2.725 million. Owners can look forward to a turnkey lifestyle with personalized service, a residential liaison, and access to Pendry Barbados' hotel amenities, the Pendry Yacht Club, Spa Pendry, Paintbox Children's Club, and multiple dining venues.

The Pendry Yacht Club, with 110 slips for vessels up to 80-foot LOA, provides quick access to the Caribbean via the left bridge at Six Men's Bay. Although the full suite of services is still in development, members can expect amenities such as shower facilities, an outdoor pool, dining options, and



lounge spaces for connection. The Pendry Yacht Club will be open to Pendry residential owners and other yachtsmen to lease slips for use. www.pendry.com/residences/barbados/

NORTHERN LIGHTS HOSTS CARIBBEAN DEALER TRAINING & CONFERENCE IN JUNE

Education and entertainment. That's what participants from 10 Caribbean Northern Lights dealerships, including Parts

& Power on Tortola, BVI, and five dealer principals, received when they flew to Deerfield Beach, Florida, USA, June 10-13, 2025, for the Caribbean Northern Lights Dealer Network Training & Conference. The Seattle, WA-based manufacturer of marine systems, including Northern Lights generator sets, Luger propulsion engines, and Technicold air conditioning, provided Joe Maas, the Eastern Hemisphere service manager and primary service trainer, to run the event. Maas, who has been associated with Northern Lights for nearly 50 years, as well as worked as a nuclear submarine electrician and a U.S. Navy Service Trainer, incorporated plenty of dry humor into his training, the likes of which rivaled that of many a stand-up comedian. Doing so proved an effective way for Maas to share his knowledge on subjects that included sales training and a discussion of the Northern Lights Caribbean Coop Advertising program.

In addition to the training, which Maas tailored at the request of his Caribbean students, Northern Lights hosted special dinners for dealer principals in attendance and for all participants. It was a great opportunity for everyone to meet Maas, the Northern Lights, and Technicold staff, as well as their fellow dealers. The Caribbean Northern Lights Dealer Network is a unique organization that is founded on cooperation to provide the best service possible for Northern Lights customers. Antigua & Barbuda, the British Virgin Islands, Dominica, Grenada, Guadeloupe, Martinique, St. Martin, St. Maarten, Trinidad & Tobago, and the U.S. Virgin Islands have Northern Lights dealers. partsandpower.com, www.caribbeannorthernlights.com, www.northern-lights.com



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RS SAILING ADDS NEW DAYSAILER - INTRODUCING THE RS AIRA 22

Ready for another one? Boats like the RS Feva and RS Zest have become popular in the Caribbean. Now, RS Sailing, the Hampshire UK-based world's largest sailing dinghy manufacturer, has introduced the RS Aira 22. RS Sailing has taken on the build, license, distribution, and marketing from Netherlands-based Aira Boats.

"The RS Aira 22 is the new flagship in our Adventure Range, which began with the popular RS Zest and RS Feva, both award-winning, beach-launchable dinghies loved by youth fleets across the Caribbean. As the range expands through the RS Quest, RS Toura, and RS Venture, each leading their size class for family-friendly adventures, the RS Aira 22 takes it a step further," says Michiel Geerling, RS Sailing's commercial director.

The RS Aira 22 is a keelboat with a huge, comfortable cockpit, perfect for bringing the whole family - kids, parents, and grandparents - on board. Relax on cushions, bring a cooler, drop anchor in a stunning bay, and enjoy a cold drink at the cockpit table as the sun sets. It also comes in both fixed keel



and lifting keel configurations, allowing it to get in close to shallower bays.

"We have a global dealer network and regularly ship boats to the Caribbean islands," says Geerling. "While logistics can be a challenge, we've successfully delivered boats to

nearly every island, sometimes via local dealers, other times through our North American network, or directly from the UK. Our experienced team ensures smooth delivery, including pre-rigging where possible to minimize set-up on arrival. We're happy to connect interested sailors with the best point of contact, including language preferences, to make the process as easy as possible." www.rssailing.com



COURTESY VIPCA

VIPCA CHANGES LEADERSHIP – KENNON JONES, NEW EXECUTIVE DIRECTOR

A hello and goodbye happened on June 1, when the Virgin Islands Professional Charter Association (VIPCA) welcomed Kennon Jones as the new Executive Director of the St. Thomas, U.S. Virgin Islands-headquartered marine non-profit and bid a fond farewell to

Staci Smith, who previously held this position.

"I'm looking forward to growing VIPCA's membership as well as expanding benefits and opportunities for our members. I will also focus on increasing marine infrastructure and enhancing the charter experience across the USVI. With the BVI continuing to increase costs and burdensome regulatory compliance on charters, VIPCA will continue highlighting the benefits of the U.S. Virgin Islands as a premier yachting destination," says Jones.

Jones joined the Virgin Islands' charter industry in 2020 and spent the past four seasons as a term charter captain, primarily aboard the 58' Lagoon, Altesse. He also has experience with bareboat and dive boat operations. Before making a living on the water, he obtained a degree in Economics and Chinese (Mandarin) from Wake Forest University and speaks Spanish, French, Mandarin, and Italian as well as bits of Indonesian, Russian, and Arabic. Jones spent six years (2012-2018) at the U.S. Department of State in Washington, D.C., where he worked with a variety of stakeholders both domestically and internationally to build active, member-based organizations and provide value to membership. From 2018 to 2020, Jones completed a two-and-a-half-year double-handed circumnavigation aboard his 1971 Tartan 34C Temujin. He has over 40,000 nautical miles of experience, holds a USCG Master 100-ton license, and is a PADI SCUBA Instructor.

During her tenure, Smith played a pivotal role in elevating

VIPCA's profile across the charter industry and the broader maritime community, expanding membership and driving the organization forward. Most notably, she successfully organized both the 2024 Charter Yacht Show and the 2025 VIBE Show, two landmark events that showcased the strength, professionalism, and hospitality of the Virgin Islands' marine sector. She also addressed one of the year's most pressing challenges: navigating the ongoing complexities of relations between the BVI and USVI. Her ongoing communications with the USVI Government fostered improved communication and cooperation between the territories. Smith's new role is assistant to the CEO of Paradise Yacht Management.

Melissa Popple continues to serve as the Assistant Executive Director of VIPCA. www.vipca.org



Staci Smith and Melissa Popple

COURTESY MEDIABOOSTTV

Coast Guard, Dutch Caribbean Coast Guard, British Virgin Islands Royal Marine Police Assist Mariner Aboard Dismasted Sailing Vessel

Don't leave the dock without one! An Emergency Positioning Indicating Radio Beacon or EPIRB, that is. That's what saved 58-year-old French citizen Frank Rouvray, who was single-handedly sailing to St. Martin on June 10, when his vessel, *Topaze*, dismasted and then lost propulsion due to a lack of fuel. Rouvray sent out a distress alert from his 406 MHz EPIRB, which was received by U.S. Coast Guard watchstanders in Sector San Juan, who located the sailor 33 nautical miles northeast of Anegada. The weather on the scene was rough, with seven- to nine-foot seas and 21-knot winds. Watchstanders issued an Urgent Marine Information Broadcast and an Enhanced Group Call to alert any vessel traffic to be on the lookout. A Coast Guard MH-60T Jayhawk helicopter from Air Station Borinquen responded to search for any signs of possible distress, while a Royal Marine Police surface unit also responded.

Once in the vicinity, the U.S. Coast Guard aircrew detected the location of the distress signal and established communications with Rouvray aboard *Topaze*.

Despite a language barrier with the mariner, the U.S. Coast Guard aircraft remained on-scene until a Dutch Caribbean Coast Guard fixed-wing aircrew temporarily relieved it to refuel. After refueling, the U.S. Coast Guard aircrew returned and reestablished air coverage of the vessel *Topaze* until the Royal Marine Police surface unit arrived on scene. The Royal Marine Police crew successfully established a towline for the vessel *Topaze* and safely towed it to a safe harbor in Tortola, British Virgin Islands.

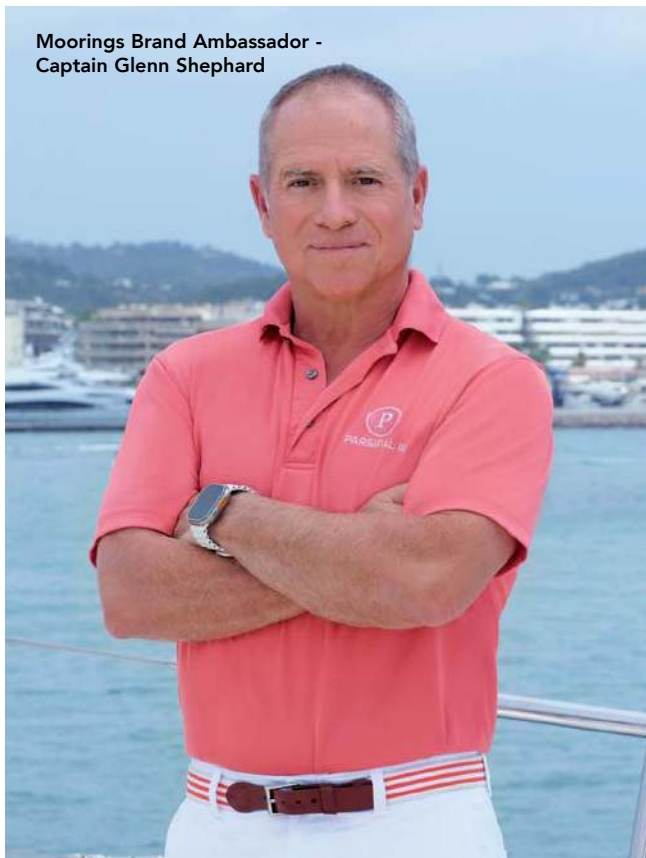
"The EPIRB distress signal and the efficient communication and coordination between all U.S. Coast Guard elements and those of our Dutch and British Virgin Islands partners led to the successful rescue assistance required to bring Mr. Rouvray and the vessel *Topaze* to safe harbor," said Lt. Cmdr. Lukas Rodríguez, Sector San Juan Search and Rescue mission coordinator for the case. "Having the right emergency communication equipment onboard can make the difference between success and failure. In this case, we are all glad for the successful outcome."



Rescue of the *Topaze*

COURTESY US COAST GUARD

**Moorings Brand Ambassador -
Captain Glenn Shephard**



CREDIT BRAVO

THE MOORINGS NAMES CAPTAIN GLENN SHEPHARD FIRST-EVER BRAND AMBASSADOR

You've seen him if you've watched Bravo's Below Deck Sailing Yacht series. Captain Glenn Shephard, known for his role as Captain aboard the 180' sailing yacht Parsifal III, has been named Brand Ambassador for The Moorings, the world's premier yacht charter provider, based in Clearwater, Florida, USA, with Caribbean bases in Antigua, the British Virgin Islands, Grenada, St. Lucia and St. Martin.

"Captain Glenn is the ideal personality to represent The Moorings brand in North America," writes Ian Pedersen, senior marketing manager for The Moorings. "His extensive sailing background, experience in many of our key charter destinations, and his added reach to a wide and varied audience through the Below Deck series make him the perfect ambassador to connect not only with our core sailing audience, but also to help introduce the yacht charter lifestyle to new audiences in an organic and accessible way".

Originally from Montreal, Canada, Captain Glenn has over 20 years of experience in the yachting industry, with 13 years of experience aboard Parsifal III. He now lives full-time aboard his own sailing yacht, currently stationed in the Mediterranean. www.moorings.com



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COURTESY GRAND CARIBE BELIZE

August 2025 Events

AUGUST 1-3 | Deep Sea Classic Fishing Tournament.

Big catches, fierce competition, and the chance to reel in prizes are what this 9th annual angling event, hosted by the Grand Caribe Belize resort on Ambergris Caye, is all about. Last year, Team Rumba from El Salvador pocketed US\$135,000 and an original Carey Chen artwork, as Top Boat with four blue marlin releases. Targeted species are blue marlin, white marlin, sailfish, and spearfish; all must be released except for blue marlin over 250 pounds or 86" in size from the tip of the lower jaw to the fork of the tail. Award categories also include largest wahoo, mahi (dorado), and tuna – blackfin, yellowfin, or skipjack. www.grandcaribebelize.com/all-inclusive-resorts-belize/deep-sea-classic-fishing-tournament

AUGUST 2 | Virgin Islands Game Fishing Club's USVI Billfish Shootout. Release the most blue marlin and win \$5000! Or, catch the largest mahi-mahi, tuna, or wahoo and pocket \$1,000 for each. These are the top prizes in this tournament, held at IGY's American Yacht Harbor Marina, with lines in at 6:30 a.m. and lines out at 4 p.m.



Blue Marlin at the head of A Dock at IGY's American Yacht Harbor Marina

COURTESY VIGFC

"Sports fishermen have asked us for two years to host a billfish tournament. We're pleased to announce it's happening," says Kelvin Bailey, Jr., VIGFC board president. "Like our other events, the Dolphin Derby and Wahoo Windup, the USVI Billfish Shootout will be fished in U.S. Virgin Islands waters." Register online at www.vigfc.com

AUGUST 7, 8 & 10 | North Drop Open.

Get ready for three days of blue marlin action on the famous North Drop over the August moon. This second annual tournament is hosted at the Virgin Gorda Yacht Harbour in Spanish Town, Virgin Gorda, BVI. There will be a Bimini start for the fishing fleet on the 7th, followed by an Awards Ceremony after the fishing on the 10th. Prize categories include Best Boats (Omni Sonar and No Omni Sonar divisions), Best BVI-Based Boat, Best Angler, and a Spirit of the Sport/Youth Angler award.



AUGUST 9 | Anguilla Poker Run. Up to 100 entrants are expected to powerboat-and-play in this 10th annual competition. There's a new route – with stops including Da Vida's, Island Harbour, Rendezvous Bay, and Meads Bay, all starting and finishing in Sandy Ground. Each stop will feature its own beach party, complete with music, food, drinks, and competitions. New poker game format. Ten contents and 10 winners this year. www.facebook.com/anguillapokerrun



AUGUST 15-20 | Dive Fest Barbados. Multiple scuba dives in the seas surrounding the island, along with a photography competition, a recyclable boat race, beach cleanups, freediving demonstrations and trials, and lionfish hunting and tasting, are among the week-long event's activities. Whether you can swim, float, dive, or prefer to soak up some sun on the beach, this festival has something for everyone! www.divefest-barbados.com



AUGUST 16 | The Great Race. Powerboat racers in classes from Pirogue and Spec to 60 to 130 mph, clock their time on a 90-mile course departing from Trinidad's Gulf of Paria at 7:30 a.m. to Store Bay, in Tobago, where there's a big party. The course takes racers into both Maracas Bay and Grande Riviere for mark roundings, providing spectating opportunities on Trinidad's north coast. In 2018, The Great Race became a UIM-sanctioned event with an official world record course. The 46-foot Skater Cat, Motul Monster, driven by Peter Peake and Joey Sabeeny, set and still holds the fastest time record of 47 minutes 43 seconds. www.thettpba.com/great-race



AUGUST 22-24 | PCYC Budget Marine Round Grenada Regatta. New for 2025, there will be a layday after the first leg to Carriacou, allowing crews to relax and enjoy the beauty and charm of one of Grenada's offshore islands to the north. "On shore Saturday (August 23), the Petite Calivigny Yacht Club (PCYC) will host a Happy Hour for teams to reconnect at The Original Slipway before retiring for the eve and well rested for the return leg back to Le Phare Bleu Marina," says Dave Schiever, PCYC commodore. Uniquely, skippers can choose whether to circumnavigate Grenada clockwise or counterclockwise. The regatta is open to both mono-hull and multi-hull vessels.

Schiever adds that the PCYC hopes to attract more family teams to the 2025 regatta as it's an excellent opportunity to build navigation and sail strategy skills while spending time with family and having great fun with other sailors from all over the world. www.pcycgrenada.com

AUGUST 28-30 | Curaçao North Sea Jazz Festival. Snoop Dogg. Ricky Martin. Kool & The Gang. This is a sampling of the top talent performing at this 11th annual music fest. The stage is set at the World Trade Center, situated on picturesque Piscadera Bay near Willemstad, overlooking the Caribbean Sea beyond. Food and drinks are available for purchase throughout the event. www.curacao.com/en/event/curacao-north-sea-jazz-festival-2025



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Shipmate: A Love Story

CRUISING | BY CAP'N FATTY GOODLANDER

I am now of an age where the past is wondrously long and the future fearfully short. Regardless, I just went into the galley of *Ganesh* on my 65th year of living aboard. I put the kettle on our Force Ten stove. I switched on the solenoid, twisted the burner knob, and lit the propane.

...while thinking of all the stuff that we've gained and lost as cruising sailors.

My core memory of growing up aboard in the chilly, windy Great Lakes, is of the cheery red glow of our cast-iron, coal-fired Shipmate stove in the 1950s.

We revolved around. It was Ground Zero of our family love—it literally thawed our hearts; literally allowed our watery home to warmly embrace us.

Marie the Sea Siren, aka my mother, was its maestro. And, alas, often its soot-covered victim. She'd carefully bank the Shipmate before bed—and adjust its combination of stove and chimney flues just so—as if fine-tuning a cast-iron fiddle. And an hour before dawn she'd awake in the fore cabin, and creep into the main cabin of our wooden schooner (*Elizabeth*, Alden design #213, LOA 64 feet, LOD 52 feet) —and open its flues.

She'd get it to roar as the sun peaked over the horizon to the east across Lake Michigan.

This Shipmate spoke to her in many ways—the rushing of the air induction, the crackle of the burning coals, the snap of the warming plates, the occasionally soft tumble of the burning coal. It somehow vibrated with warmth and welcome. It also clinked and groaned while cooling. It was a symphony of warmth, comfort, and safety.

We never went to marinas or yacht basins—because they hardly existed in those days. (Not that we could afford them if they did.) Instead, we hung with the fishing, cargo, ferry, and tugboats—with the real people. The salt of the earth. Not the dilettante yachties.

Chicago is the Windy City. It's cold. We'd invite those around us aboard—and each would glow with happiness while warming their grateful cold hands at our Shipmate Stove.

Nobody had any money. Everyone had to work hard. Life on the chilly waterfront was difficult. But occasionally, we could share our Shipmate's warmth—and bathe in the warmth of our new-found friends.

My father once told me, while warming his hands over our Shipmate, "Son, never trust a man without calluses."

I never have.

John G. Alden, our illustrious designer, designed the entire interior around that particular model of coal stove.

Since the cast-iron became very hot—hot enough to glow an orangish red, even in daylight—it had to have a lot of air around it. Thus, it was about eight inches from the tin-covered layers of asbestos all around it, sides and back. (I used to play with the asbestos all the time as an inquisitive boy, attempting to get it to ignite.)

At its base its short legs sat on some kinds of thin stone—perhaps granite, slate, or just concrete, I can't remember.

It was held in place firmly and well—because many crews died in those days from their coal stoves coming adrift in blow—and the spilled coals igniting the boat in the middle of a storm.

Double-damn!

Ours had special pads that the legs fit into and was held down by two oversized galvy (and greased with tallow) turn-

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Shipmate!

buckles, which could be tightened in a blow if the slightest movement was detected.

The tall snaking chimney served a number of purposes: it helped heat the boat, its length cut down on the burning embers on deck, and it provided for a flue on the outflow.

These numerous flues, controlled-air-vents, on the stove—in conjunction with the ability to control the ‘suction of the chimney—was what allowed the stove to either roar at full throttle or just idle with a bit of banked warmth.

Above decks was our spinning, fluted Charlie Noble. It, too, served many purposes other than its primary one of keeping the rain out as it spun.

Flying embers were a real problem: in the shipyard, on a dock, and even in the anchorage. Don’t forget, our cotton sailcovers were only about four feet from our spinning chimney. Boats were often covered in canvases that would ignite at the *smell* of a match!

Our Charlie Noble spun on an old-fashioned, non-lubricated bearing—and that bearing continuously sang to us and the

anchorage—not only the temperature of our coal but also the strength of the wind.

Think of it as a crude, audio windspeed indicator.

During a winter gale Charlie wailed and wailed—a loud beacon for anyone with wet seaboots in need of a friend.

People would continuously drop in on us—to warm their rough hands and our welcoming hearts. Alcoholics, criminals, drug addicts—sure, but good people nonetheless.

I’ve never had a use for men with ties—visible indicators that they can be yanked around at the neck by their corporate greed.

And, if one of our guests discovered we had no sugar for their coffee, a five-pound bag would appear in our cockpit—where from, we didn’t ask. Fishmen, of course, always brought fish. Rummies always brought rum. And the criminals—well, they’d quietly honed their oratory skills in prison—and could tell a first-person story that would make your blood run cold. I’ve always been more comfortable around misfits, malcontents, and layabouts than church folk. If I see a cross, I but-

ton my wallet instinctively—from many lessons learned in life, learned the hard way.

But the less money people have, the more they're in tune with sharing, with bartering, with lagniappe.

Our Shipmate was like a lighthouse of warmth, calling all the wayward sailors, the wonderful waterfront wackos, and dastardly societal deadbeats... they the ebb-and-flow of our ragtag society of friends.

I'm 73 years old and still shun anyone wearing nice shoes—rightly or wrongly wondering how they stole their money, whose hide those shoes came from. (My current hope is that IKEA puts their new portable, flat-pack guillotines on sale soon—we, the *new downtrodden*, need them now more than ever. Hint: the French manufactured ones are the most dependable.)

On a wet night passage, of course, the Shipmate—so close and yet so far—filled your thoughts at the helm. There was nothing better, after a long trick at the wheel, than to come down below and feel its warmth flood into your damp, chilly bones—to just stand there in your thick, sticky oilskins, sou-wester hat, and clunky seaboots and know that your own suffering, where 'the wind's like a wetted knife', is over.

But my memory of my mother in front of our Shipmate was of a whirling dervish. She was in constant motion—slamming down the pots, shifting the skillets, clamping the Percolator in place with huge, cast-iron dogs.

And she spoke to it—sometimes pleadingly, other times beseechingly, and always with demands. Occasionally, she'd scream at it—for luck, with incantations, faint prayers, violent swear words, encouragements, threats, and a ton of careful, careful coaxing.

Marie never allowed it to go out. The stove or our passion for sailing. She wouldn't allow it to go out any more than she'd allow our hearts to stop. Even at dawn on the darkest, coldest, longest day, there'd always be at least one glowing ember under all the thick ash—just enough, with the sudden influx of air, to reignite the anthracite coal.

Actually dear readers, I'm surprised at the rush of emotions I feel concerning this stove—even though I've banked them and suppressed them for six-plus decades—they're suddenly reigniting within me.

It didn't just cook our food and heat our vessel—it was our living focus, the magnet of our family's seagoing love.

...the hearth that made the *Elizabeth* our blessed home.

Each of us worshipped that stove—coaxed and complimented and prayed to it in our own private way. It wasn't inanimate to us—it was like our boat's wooden hull, alive in a way that was just beyond the ken of a landlubber's understanding.

The top surface of our Shipmate had a number of removable heavy iron plates. My mother would lift these with a detachable handle with the chrome coil around it—the coil so she wouldn't burn her hands. Inside, the glowing coals would burn and spark like Satan's soul—and she'd muscularly stir the coals with a long iron rod.

Running point on the glowing beast was as much art as science.

One of the plates wasn't solid but a series of angled concentric rings that sat flat and could be individually removed—so that, depending on skillet or pot size, the actual bottom of the pan would be getting the full heat of the glowing coals. Occasionally, during a downdraft, if she had a plate out—sparks would fly all over the cabin and she'd have to swat them out with a wet dishtowel amid the escaped smoke—otherwise, the boat would catch fire.

The very best part of the Shipmate was its spacious oven—room for a roast, a pie, and a loaf of bread (because of my mother's placement of heat baffles within the oven so that items could cook for hours at different temperatures.

My favorite pie was apple cinnamon. My father was a rhubarb man. Carole, my oldest sister, voted for pumpkin. Gale, aka Gigi, sang the praises of pecan pie.

The aroma of the bubbling pies, and the baking bread, and the simmer roast meats would fill the whole boat with food ambrosia!

I'm not sure if, in the ensuing 70 years, I've smelled anything better.

Yes, the beast ate coal—but coal was common and cheap and sold by the ton in those days and we had a hatch in the starboard side deck that led down the chute to the coal bin at the side of the stove. The coal truck could pull up to the quay, swing its half-pipe trough over—and fill us up within minutes for mere pennies.

Often, the drivers would be amazed to be delivering to a funky ole schooner with a family dressed in rags aboard—so amazed that they wouldn't charge us.



Shipmate Coal Stoves...
are still being made.

The stovetop was big—and fringed by a rail with various adjustable rails protruding across the stove—to keep the pots and pans clamped in place as we heeled under sail.

Of course, it wasn't gimbaled—and thus all the pots and pans had to be large and tall enough not to spill at 45 degrees of heel.

But part of the beauty was that, depending on the placement and arrangement and depth of the burning coals, each part of the top was a different temperature. To boil water, you placed the kettle *here*; to simmer the soup, *there*; to keep the coffee warm but not so hot as to be bitter, the coffee pot went precisely *there*, in *that* corner.

Wet socks? No problem, clip them to the stove pipe just under the flue. Want your foulies warmed? Just put them on the wooden hanger (iron hangers rusted) by the forward bulkhead—the temp was Goldilocks-perfect there, not too hot, not too cold.

Sure, the Shipmate was a royal pain in the ass at times—but it was a family member. Who wasn't? And it was a different era—where the God of Convenience hadn't yet reared its ugly head.

All our light came from kerosene lamps. One of my first jobs as a liveaboard lad was to fill and trim the wicks—even our running lights were kerosene (because it was so much more

dependable than our 6-volt electrical system, believe it or not). (Years later, on *Carlotta*, I had dual-source Perkins running lights with heavy glass Fresnel lens... if the wind blew out the kerosene, I could flip on the 12-volt bulb which might, or might not, work.)

I refilled our lamps daily from a ten-gallon kerosene tank that had a deck-fill, plus a brass spigot that made pouring highly controllable, and a tiny drip tray.

And, yes, we tarred our manila anchor rode every few years. We made baggywrinkle. And we'd regularly "worm and parcel with the lay, turn and serve the other way" to prevent our running rigging from chafing. Our sails were Egyptian cotton. We lofted and sewed the foresail and jib ourselves, on a treadle sewing machine we'd found in the garbage. And there was no compass light because that's what stars were for.

It was a different era. And, while I'd never have a coal-fired stove aboard today, that Shipmate stove still has a tender place in my memory. The galley is the heart of any good ship—and, back in the day, if that galley had a glowing Shipmate stove, all the better!



Fatty and Carolyn are currently anchored on the equator in SE Asia—with a wind-scoop deployed and no coal barge in sight.

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History, Hiking & Hidden Gems: My St. Kitts & Nevis Top Ten

BY CAPT. SHANE McCLELLAN

This month we are traveling around St Kitts and Nevis, which has a fascinating history. Christopher Columbus sailed by these islands and named Nevis “Nuestra Senora de las Nieves”, meaning “Our Lady of the Snows” because of the permanent cloud sitting over the island. On the other hand, St Kitts gets its name from Christopher Columbus himself. If you want more history, how about having Admiral Horatio Nelson stationed here as a young captain and meeting his wife on Nevis.

While the hiking around, and to the summits, of both islands is spectacular, I want to delve into more specific highlights, so here we go with my top ten of St Kitts & Nevis.

10 Basseterre – Most cities in the Eastern Caribbean are not super exciting, but there are some interesting things to see in this capital city. The Treasury Building was built in 1894 and now houses the National Museum. The Port Zante Marina provides protection while you anchor or



Basseterre - Treasury

dock near town. The old and beautiful St George's Anglican Church is a treasure to visit and walking to the Circus Place, which is a traffic circle with the Berkeley Memorial clock tower in the middle, is interesting. The cruise ship docks can be entertaining as you check out the stores, restaurants, and people watch the cruise guests.



9 Nevis Botanical Garden – Nevis is already a laid-back island and to say I found a place that is laid back on a laid-back island makes it worth a visit in itself. This botanical garden is gorgeous and the plants are set around outdoor decorations inspired from India and Asia. I spent several hours walking around and just enjoying the beautiful nature of this garden. Nearby you will find the home of Frances Nisbet, Admiral Nelson's future wife and there is a museum about him, but it is difficult to find it open.

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White House Bay

8 White House Bay – This is one of the most protected anchorages in St Kitts & Nevis and there's a wonderful restaurant called Salt Plage at Christophe Harbour where you can hang out on the water's edge. The bay has good snorkeling. If a storm is approaching, the nearby Great Salt Pond offers protection and also contains a high-end marina.. Less than a mile south is an open bay that has a shipwreck and good snorkeling, but you should go here if nothing else than just for its name... Shitten Bay. Haha

7 Alexander Hamilton House – The main town on Nevis is Charlestown and this was the birthplace and childhood home of Alexander Hamilton, one of the founding fathers of the United States and the majority author of the Federalist Papers. His home now houses the Nevis Museum and the architecture throughout Charlestown is enjoyable to explore.



Hamilton's Birthplace



Batik

6 Caribelle Batik at Romney Manor – Situated on an old plantation, this factory uses wax and dyes to make a unique fabric that is used in clothing and other items. Touring the factory is very interesting and the fabrics are gorgeous. Nearby you can check out a 400-year-old tree, some pre-Columbian petroglyphs, and ride a zipline.

5 Green monkeys - These one-to-two-foot creatures live up in the highlands of both islands and were introduced during the slave trade years. I was told to walk up to the edge of town around 5pm in order to see them. I later found out you don't have to go out of your way as they come down into the settlements in the late afternoon and evening and even though tourists love seeing them the locals consider them quite the nuisance because they get into everything.



4 Hermitage Inn – Built in the mid to late 1600s, this is considered the oldest wooden building in the Caribbean. It gets its longevity from the mortise and tenon construction method and by using the durable lignum vitae timber for framing. Sitting 800 feet above sea level, it is cool and beautiful on the side of the volcano in the rain forest. I had the chance to get a tour from the owner and his stories were fascinating.

3 Railway – In the early 1900s the various plantations around St Kitts combined in their efforts to build a modern sugar factory and built a train around the island to collect the sugarcane for processing. This allowed the island to profitably process sugar much longer than most of the rest of the Caribbean. Nowadays this narrow-gauge train track is used



Hermitage,
exterior

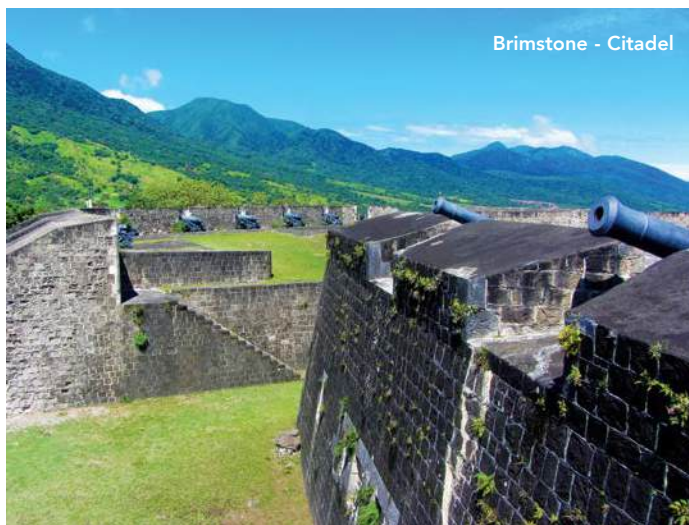
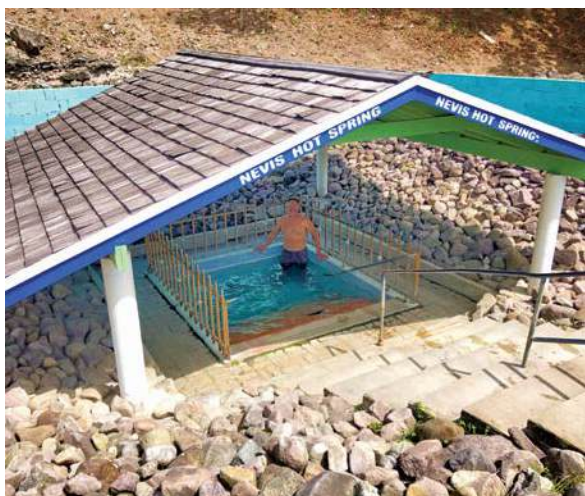




St Kitts Railway

as a tourist attraction and it's well worth it as you get to travel around half the island aboard this cute little train with the ocean on one side and the rain forest hills on the other.

2 Hot springs – This is more of a local place than a touristy place and every time I've been there, I've seen a local coming to the hot springs to actually bathe. The water is hot and quite relaxing. You have your choice of a man-made pool area or the creek run-off from that pool area. Right next door is the Bath Hotel 1778 and some people consider it one of the first tourist destinations in the Americas. Nowadays this building is used to house part of the government.



Brimstone - Citadel

1 Brimstone Hill Fortress – Rarely do I have such an easy choice as the number one on my top ten lists each month, but this month is definitely one of those months. This 972-foot hill has been used militarily since the French set up cannons on it in 1689 to attack the English Fort Charles below. Since that time the English have continued to improve and fortify this monolith and by 1780 it was considered impregnable and has the nickname of the "Gibraltar of the Caribbean". It is now a UNESCO World Heritage Site and if you visit expect to spend three to six hours exploring this massive site.



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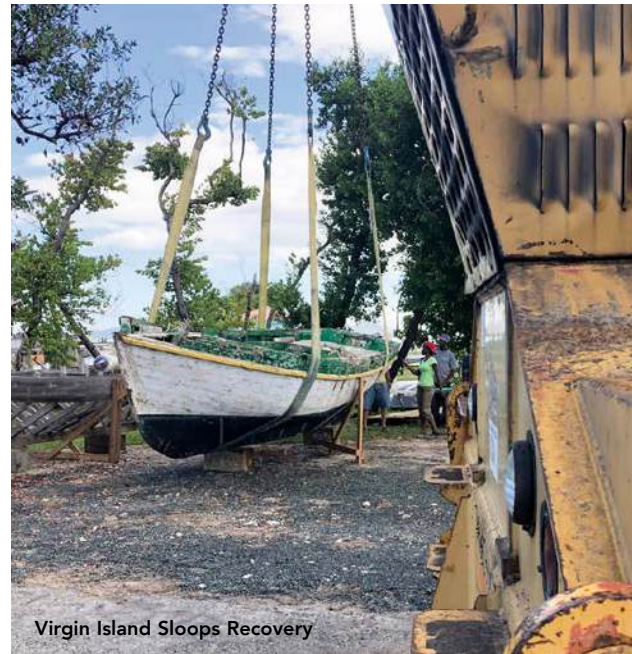
Tortola sloops sail in BVI waters and two are available for the public to see at Nanny Cay Marina.

Yesterday & Today – The Tortola Sloop

BY CAROL M. BAREUTHER | PHOTOS COURTESY ALASTAIR ABREHART, TODD VAN SICKLE AND THE VI SLOOP FONDATION

Say the surname Davies in the British Virgin Islands, and, like Frett, Penn, and many others, it's recognized as synonymous with the iconic builders of historic Tortola sloops. It was Osmond Davies, an East End boatbuilder, who constructed the Youth Instructor in 2003. Nowadays, visitors can take a firsthand look at this 25-footer, tied up on the bulkhead in the inner docks at Nanny Cay Marina, in Tortola. Youth Instructor was one of three remaining traditionally-

built Tortola boats, which sank in Hurricane Irma in 2017, and was raised, repaired, and relaunched in 2020, thanks to the work of the Virgin Islands Sloop Foundation, an organization whose aim is to preserve the maritime heritage of the Virgin Islands. Earlier this year, the foundation designated 2025 as the Year of the Sloop, as work resumed on getting other sloops back on the water and a calendar of activities was created for the public to see and experience.



Virgin Island Sloops Recovery

A Historic Beginning

"Back in the 1800s, and even before, the most popular way of getting around was by boat. A thriving industry of inter-island trade developed around boats powered by wind. Boats were a necessity to transport people and cargo to different parts of the island and between islands," says Jamel "Fiyah" Davies, who learned how to build and repair sloops from his uncle, Osmond Davies, and who today is chairman of the Virgin Islands Sloop Foundation.

Tortola sloops traveled to and from Antigua, St. Kitts, St. Barts (for tyre palm as the main ingredient in straw hats and bags, straw covered bottles for the bay rum industry of the U.S. Virgin Islands, and other products), St. Martin and as far south as Trinidad, according to research compiled and shared by Rochelle Smith, director of the Virgin

Islands Studies Institute at the H. Lavity Stoutt Community College in Tortola. Transported cargo included agricultural products such as vegetables, ground provisions, fruits, charcoal, fish, and salt. Livestock, including cows, goats, sheep, pigs, and chickens, were transported for sale to St. Thomas, along with passengers who worked overseas in the Dominican Republic, Puerto Rico, Cuba, Aruba, and other parts of the Caribbean. Passengers were also transported for educational or health reasons to other islands, and for trial and imprisonment in Antigua when these facilities were either non-existent or inadequate in the Virgin Islands.

An Unmistakable Design

The Tortola Sloop design we know today is unique to the territory. Some of the signature characteristics include an overhanging stern and stem, considerable keel drag, a sloop rig with a



strongly raking mast, and a boom extending far aft of the transom. Both mast and boom are approximately equal to the overall length of the boat. The overall length, or length on deck, is considerably greater than the length of the waterline. However, the most distinctive feature was the sheer, called a Moon Sheer, because when the hull was viewed from bow to stern, the girth in the middle looked like the shape of a full moon.

"The Moon Sheer or really high bow theoretically facilitated plowing into headwinds and waves coming in and going down

to Antigua," explains Zanti Dick-Read, a VI Sloop Foundation member. "Most of the sloops were in the 20- to 40-foot range. Larger than that and you're talking schooner sizes."

Boats were built by hand for generations. The Davies, Fretts, and Penns were in East End, Tortola; the Pickering family in Baugher's Bay; the Smith family in Road Town; and the Hodge and Smith families of West End. In Virgin Gorda, there were the Flax and Vanterpool families, and the White family in Anegada, according to Smith's research.



Back in the 1800s, and even before, the most popular way of getting around was by boat. A thriving industry of inter-island trade developed around boats powered by wind.

Sloops were constructed from trees native to or growing in the Virgin Islands. Boat frames were made from white cedar – the national tree of the Virgin Islands, as well as buttonwood, and Poke-Me-Boy (*Acacia anegadensis*). There was greenheart for the keel, *lignum vitae* for blocks, cleats, and other rigging tools, and pitch apple, which has a tar that's extracted to seal and make the boat watertight.

A Community Effort

"Building a boat was a community effort. The local masters



of the boatbuilding trade would produce the design, and then everyone lent their support, from cutting down trees to bringing them down, to planing and fitting them. There was a lot of heavy labor. At the same time, the older guys would be teaching the young ones. There were a lot of apprentices," says Davies.

Boats were often built in the shade of a Seagrape tree near or on the beach. The location proved valuable for more reasons than just facilitating an easier launch, which was a community-wide ceremonial event punctuated by a name reveal.

"When you could see the horizon, you could use that to build a level boat," says Graham Harney, another VI Sloop Foundation member.

Building a boat was a community effort. The local masters of the boatbuilding trade would produce the design, and then everyone lent their support, from cutting down trees to bringing them down, to planing and fitting them.

Racing Was a Natural Evolution

Racing Tortola Sloops began in the era of inter-island trade.



Virgin Island Sloops Recovery



"That first boat back to Road Town would get the prime spot on the dock. They'd be the first to unload and the first to sell their goods. The last boat in would be rafted out behind all the other boats that were already in and selling. There was a lot of friendly competition," according to Martin Van Houten, a VI Sloop Foundation member.

Tortola Sloops Today

Today, there are four remaining Tortola Sloops: Youth Instructor, Intrepid, Sea Moon, and Esmie. Intrepid, a 22-footer built in 1914, is the oldest sloop. Like Youth Instructor, it sank in the 2017 hurricanes, was repaired, and relaunched in 2020, and is now also on the dock at Nanny Cay Marina. Sea Moon was built on Anegada by Watson White, while Esmie is named after Leando Nibbs' wife, who

assisted him during the build. There is a fifth hull, that of Sweet Wind, which VI Sloop Foundation members are currently working to rebuild.

In May, both Youth Instructor and Intrepid raced in the 50th Foxy's Wooden Boat Regatta, on Jost Van Dyke.

"Before (Hurricane) Irma, there was the Annual Festival Sloop Shootout, held in August," says Miles Sutherland-Pilch, general manager of Nanny Cay Marina. "It was great fun as our two heads of state, the Governor and Premier, raced each other on two Tortola sloops, going from Nanny Cay to Road Town and back. That's not going to happen this year, but hopefully next."

For more information or to help, visit virginislandssloop.com @



Pretty, Deadly, Delicious: The Lionfish Invasion and How You Can Help

BY BIRGIT HACKL | PHOTOGRAPHY BY SANNE AND MARIJN BAST

Have you ever encountered a lionfish while snorkeling? They look spectacularly pretty with their flamboyant fins, and even though those fins contain venomous spines, they move so slowly that they hardly pose a threat to divers. So why are conservationists as well as people from the fisheries making such a fuss about “the lionfish invasion”? The answer is simple: lionfish do not belong in the Caribbean. They have no niche in the eco-systems of the reefs here, can therefore relentlessly decimate native species and without natural predators they are spreading like a wildfire.

SPREADING ACROSS THE CARIBBEAN

Two of the 12 species of Pterois, the red lionfish (*P. volitans*) and the common lionfish (*P. miles*) can nowadays be found in the waters of the Caribbean. They were first spotted in Florida in 1985. Nobody quite knows how they got there, but it is assumed that some irresponsible people thought it was a fun idea to release their pet fish from aquariums into the wild. Soon they were spotted all along the coast of Florida, in the 90s they spread up the east coast of the US, by 2000 they had reached the Bahamas, in 2010 they were already wide-spread over the islands and down to the South American and Central American coast and the invasion is still gaining momentum.

What is it about lionfish that makes them such successful invaders?

Unlike most fish that have spawning seasons, lionfish reproduce year round. Mature females release 50,000 eggs every three days, which are covered with a slimy repellent and not recognised as food by native fish.

They are very tolerant to differences in temperature and salinity, thrive in brackish water as well as in the ocean and can survive temperature extremes between 50°F and 95°F!

They eat over 70 species of fish and many invertebrates, and gobble down prey that is up to half their body length.

18 venomous spines that contain a proteinaceous neuro-

toxin protect their bodies all around and deter basically all predator fish from daring to take a bite. On top of this they are great at hiding.

According to current research a single lionfish residing on a coral reef can reduce recruitment of native reef fish by 79 percent. As lionfish populations grow, they put additional stress on coral reefs that are already suffering from effects of global warming and pollution, because lionfish eat herbivores and with these missing from the eco-system algal growth goes unchecked, which is detrimental to the health of corals.

What can we do against the invasion?

“Eat them to beat them!” is one of the battle cries of conservationists. Lionfish have tasty meat and once you have learned to safely remove all spines as a cook you can use them in a variety of dishes—raw, grilled or battered! Less risky is supporting local initiatives by watching out for lionfish on the market and in restaurants. Eating lionfish is practical, feasible, and should be promoted as it firstly reduces the number of these predators on the reefs and secondly takes away some pressure from herbivore fish that should be protected!

If you’re a spear hunter you can actively help reduce the numbers of lionfish. All over the Caribbean “Lionfish Derbies” take place—organized events where divers first get instructions on regulations and safety and then compete to see who catches the most fish! There are dozens of organized derbies all over the Caribbean throughout the year, just google the area you’re in or ask at dive shops when the next one’s up!

One of the bigger annual events is the Curaçao Derby in October. We talked to Lisette, one of the organisers:

BIRGIT: *Hi Lisette, how long have you been organising Derbies in Curaçao?*

LISETTE: *I have been involved in Lionfish hunting for 15 years now, but since 2018 we organize Derbies and Hunters Days.*

Lisette aiming for a Lionfish



BIRGIT: How many divers have participated over the years?

LISETTE: From 10 hunters the first year to now 50 per time.

BIRGIT: Why is it a good idea to participate in a lionfish derby instead of just going out and shooting these fish by yourself?

LISETTE: To compete, divers must sign up in advance. This helps us make sure everyone is ready and understands the expectations. The derby is a great way to take action for our ocean, meet like-minded divers, make a real difference and all while doing what you love. If you are interested in joining but not a lionfish hunter yet we recommend learning how to hunt safely with a local dive

shop in preparation. E.g. The Diveshop Curaçao offers training on how to catch lionfish responsibly and dive safely while doing it.

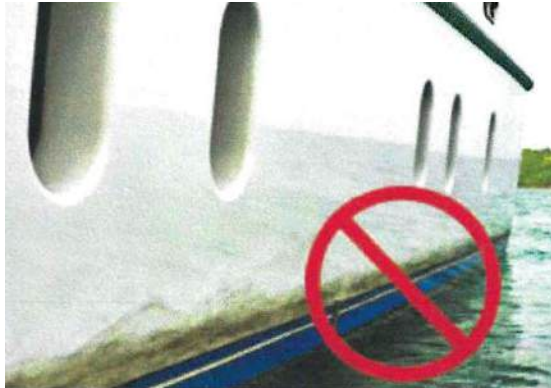
The Curacao Lionfish Derby is more than just a competition, it's a hands-on conservation effort to help protect our reefs from the invasive lionfish. Safety is our top priority. During derbies, people tend to push their limits - dive deeper, faster. That kind of pressure can lead to risky decisions if you don't have the skills and experience to handle it. Also you're dealing with a venomous fish, so you need to know how to handle that properly underwater. But even more important is the protection of the reef itself. We're not doing this to damage the ecosystem - we're here to protect it. That means hunting lionfish without grabbing

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Making Lionfish jewelry



Lionfish studs made of the tail of Lionfish

onto coral, stirring up the bottom, or breaking fragile structures. Responsible technique is a must.

The derby is a full-day event for experienced hunters only. We meet at 8:30 in the morning, head out at 9:00 sharp. Everybody is allowed to go diving all over the island, but no boats, so just shore diving. We have a 2-tank maximum policy, no Solo diving and dive within your own limits.

Everyone must be back by 4:00 PM, not a minute later. At

4pm all fish needs to be at the table to be weighed and counted. And there are plenty of prizes to win — from sunglasses and reef-safe shower lotion to lionfish spears, zookeepers, and even submarine trips.

BIRGIT: Do you have activities for those who aren't lionfish hunters (yet)?

LISETTE: We'll have our counting booth where you can see all the lionfish up close, plus music, a fun prize ceremony,



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Ceviche

PHOTO CREDIT HELMI SMEULDERS



and our always-popular lionfish jewelry workshop. Usually we have info booths from local conservation groups and a lionfish cleaning competition. We're still finalizing this year's lineup, but from 3pm there'll definitely be fish and fun for everyone.

NOTE: Hunting rules can vary across the Caribbean, so it's important to check local regulations before you get in the

water. Some islands require special permits, only allow certain gear, or have protected zones where hunting is not allowed. Always make sure you're hunting legally and responsibly wherever you dive.

Check out <https://www.lionfishcaribbean.com/> for more info about "Lionfish Caribbean," their shop, restaurant, activities, events, and the Derby in October! 🐟

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La Marielita Rum: A Legacy of Resilience & Craftsmanship

BY CLINT AND TERRY BORAM

Terry has always admired the art on the bottle of La Marielita. The painting seems to tell a harrowing story of a woman at sea during a storm, with the shape of the sails wrapping their “arms” around the boat and woman to deliver them to safety. Upon reading the history of La Marielita rum and the story of founder Janet Diaz-Bonilla’s family, we agreed there wasn’t a better label to put on this 18-year-old rum.

The story begins in Cuba in the 1950s when Janet’s grandfather, Jose Manuel Diaz, better known as “Manola,” had an entrepreneurial spirit, successfully selling his market and purchasing three other businesses, which also thrived. In 1958, all that changed when a dictator began seizing businesses in the country. By 1963, Jose Manuel’s businesses were gone. While many fled Cuba, the Diaz family was not so lucky. In 1970, Janet’s father boarded a raft heading to the United States but was caught and imprisoned. It wasn’t until 1980 when what is now known as the Mariel Boatlift took many Cuban families, including the Diaz’, to Key West for a better life.

Janet Diaz-Bonilla had always wanted to tell the harrowing story of her family’s experience. While she was writing a screenplay, “something more significant and impactful had emerged.” Like her grandfather, Janet discovered her entrepreneurial spirit and soon embarked on a journey to produce rum. That decision led her to Panama, where she met Francisco José Fernández Pérez, better known as Don Pancho, a



world-renowned Cuban Maestro who has dedicated over 60 years of his life to the research and development of rum. Together, they created La Marielita.

The rum is distilled in Las Cabras de Pesé, Panama, using a carefully formulated recipe created by Don Pancho himself. It has taken years of distilling, fermenting, and ultimately aging for a minimum of 18 years in American White Oak Bourbon barrels. No additives, coloring, or flavoring are added. Diaz-Bonilla states, "Our clientele will experience a delicately crafted spirit where the richness of my homeland, and the strength and confidence of its people, will be savored with every sip." Did she achieve her vision?

REVIEW

After we clinked glasses with our friends, Terry took note of the golden hue clinging to the glass, leaving very long, thick lacing. We immediately began enjoying the soft and inviting aromas of vanilla and caramel wafting from our glasses. These simple notes drew us in more quickly than other rums because there was truly nothing else to discover on the nose. Once on the palate, the smoothness continued, with our friend referring to his first sip as "Golden goodness." As we continued to enjoy the rum, some hints of apricot, cocoa powder, and oak emerged. While the finish eluded Terry, the others enjoyed vanilla bean, light brown sugar, and oak. The rum was soft, smooth, and mellow and warmed our bellies.

OVERALL

La Marielita's 18-year-old delivered what Diaz-Bonilla wanted to achieve. The rum is strong and confident in every sip while presenting simple, traditional notes. The \$58/bottle price tag was worth every penny.

4.75 OUT OF 5




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Vuelta a Culebra 2025: A Weekend of Smiles, Sunshine and Sailing Spirit

PHOTOS BY CARLOS G LEE

Over Memorial Day weekend, the island of Culebra came alive with the energy of sailors and sea lovers gathering for Vuelta a Culebra 2025. This beloved sailing rally brought together 37 boats and dozens more dinghies, but the real highlights were the people, the connections, and the unforgettable island atmosphere.

The fun kicked off on Saturday with the traditional rafting party, where boats tied up together in a lively floating

celebration. Music drifted across the bay as sailors shared food, laughter, and plenty of toasts. It was a scene of pure joy—friends old and new dancing on decks, jumping into the turquoise water, and soaking up the sun.

On shore, the Coral Pier buzzed with live music, great local eats, and an infectious sense of camaraderie. One standout moment came from local youth, who enjoyed a hands-on boating experience through a special program aimed at inspiring future sailors.



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"This event isn't just about sailing," said Commodore Enid Marie Reyes, who helped lead the weekend's festivities. "It's about community, friendship, and sharing the magic of the sea."

Sunday's rally took the fleet around the island under steady trade winds, but everyone agreed: the memories made off the racecourse were just as rewarding.

As the sun set, the awards celebration capped the weekend in style—full of laughter, cheers, and promises to return.



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No-Stove, No-Sweat: Cool & Easy Recipes for Hot August Days

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

It's August — too hot to cook! Focus on no-stove, no-sweat recipes ideal for days when the sun's blazing. When the heat is high and appetites are light, these no-cook recipes are just the ticket: fresh, flavorful, and delightfully fuss-free. Just chill, chop, and serve — no flame required.

TUNA-STUFFED AVOCADO BOATS

Preparation time: 15 minutes. Serves: 2

1 ripe avocado, halved and pitted
1 (5 oz) can wild-caught tuna, drained
2 tbsp plain Greek yogurt or mayo
1 tbsp capers (optional)

1 tbsp red onion, finely chopped
 1 tbsp celery, finely chopped
 Juice of ½ lemon
 Salt & pepper to taste
 OPTIONAL: chopped dill or parsley

In a bowl, mix tuna, yogurt, onion, celery, lemon juice, and seasonings. Scoop out a little extra avocado to create more room, dice it, and stir into tuna mix. Spoon mixture back into avocado halves. Chill briefly or serve immediately.

MELON AND PROSCIUTTO SKEWERS

Preparation time: 20 minutes. Serves: 4

1 small cantaloupe or honeydew, balled or cubed
 8 slices prosciutto, torn in half lengthwise
 Fresh basil or mint leaves
 Balsamic glaze (optional)
 Small skewers or toothpicks

Thread melon, prosciutto, and basil/mint onto skewers in alternating pattern. Chill until ready to serve. Drizzle lightly with balsamic glaze just before serving, if desired.

HERE ARE SOME TIPS FOR CHOOSING AND STORING WATERMELONS:

- **Choose a firm watermelon:**
Look for a watermelon that feels firm and free of bruises.
- **Keep whole melons at room temperature:**
You can usually keep whole melons at room temperature for about 7 days.
- **Cut watermelon and store in the refrigerator:**
Once you've cut the watermelon, it's best to store it in the refrigerator for up to about 3 days. Make sure to cover the cut surface tightly with plastic wrap to prevent it from absorbing other food odors and drying out.
- **Separate the seeds and dry and roast them:**
You can also separate the watermelon seeds, dry them, and roast them. Roasted watermelon seeds are especially popular in Asia.

WATERMELON, FETA, AND MINT SALAD

Preparation time: 15 minutes. Serves: 4

3 cups watermelon, cubed Juice of 1 lime
 ¾ cup feta, crumbled Drizzle of olive oil (optional)
 ¼ cup fresh mint, chopped Pinch of sea salt

In a bowl, combine watermelon, feta, and mint. Squeeze lime juice over top and drizzle with a little olive oil if desired. Sprinkle with sea salt and serve chilled.

Continued on page 76



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Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220		•			•	•	•	•	16/69	•
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	•	50/30 amp				•		•	•	•	68	•
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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		●	●	●	●	●	

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Caribbean Sea

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1 PROVIDENCIALES, TURKS & CAICOS. Perched atop Blue Mountain at one of the highest elevations in Providenciales, Spyglass is a private sanctuary commanding unobstructed ocean views on both sides of the island. Set on an expansive 0.85-acre lot, this reimagined luxury estate blends timeless Caribbean elegance with modern comfort. Main house features 5 BR/5 BA, with an open-concept living and dining area. Includes two self-contained guest residences. The estate features a 36-foot-long pool, two gazebos, and a south terrace with a built-in propane fire pit. Price: U.S. \$3,595,000

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2 DOMINICUS-BAYAHIBE, DOMINICAN REPUBLIC. Five minutes' walk from Playa Dominicus, this under-construction gated residential enclave called Don Dom spans over 1.3 million-sq. ft, and blends resort and residential living in an eco-conscious setting. Phase I, La Isla, features 294 residences encircling saltwater pools and a private island. Residences include island houses, flex dual-key apartments, and 2 BR, 1 BR, and studios. Club and bar, Zen Garden with hammock lounges, a kids' play zone with a signature bubble slide, EV charging stations, walkable paths, and bike trails on property. Price: \$105,000-\$550,000
thedondom.becca.co



3 RINCON, PUERTO RICO. This one-of-a-kind, custom-built Caribbean villa offers breathtaking views of Sandy Beach! Tranquillo is nestled in one of Rincon's most exclusive neighborhoods and has a bird's-eye view of many famous surf breaks. The open floor plan, along with its exquisite outdoor living area, makes this an ideal home for entertaining. The villa has 5 BR/5 BA, all en-suite for private relaxation. There's also a dreamy infinity pool equipped with a spa jacuzzi. Price: U.S. \$2,495,000
ISLAND WEST PROPERTIES
www.islandwestsales.com | Office: (787) 823-2323



4 SAN JUAN, PUERTO RICO. Live one block from the beach in this 1 BR/1 BA 700-sq.ft. condo on the 19th floor of the Condado Real Condominium, with a bird's-eye view of the Atlantic Ocean to the horizon. Tiled throughout for easy maintenance, the property features new kitchen appliances, including an electric stove/oven, refrigerator/freezer, and washer/dryer; a bidet-equipped bathroom; and a king-sized bedroom with a large closet. Assigned parking, 24/7 doorman, pool on property, and back-up generator. Walking distance to trendy restaurants, shopping on Calle Loiza, a SuperMax supermarket, and a Saturday flower vendor. Price: US \$449,000
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5 ST. THOMAS, USVI. Large 6 BR/6 BA waterfront home with a pool, flat yard, and phenomenal views. Located within the desirable gated community of Mahogany Run. This home is ideal for a vacation rental. Price: U.S. \$1,400,000
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6



ST. CROIX, USVI. Great 3/4-acre sandy beachfront lot with an elevated home site. Set in Enfield Green, an established gated residential neighborhood with an active HOA (Homeowners Association) and paved roads. Located mid-island, near Frederiksted, with easy access to its restaurants and beaches, as well as the island's airport. Price: U.S. \$95,000

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7



ST. CROIX, USVI. Rare opportunity to own a private compound consisting of three homes and a maintenance facility on 4.55 acres with sandy beachfront. Teague Bay to the north and road frontage to the south, and a stone's throw from the St. Croix Yacht Club. A total of 13 BR/12 BA, four kitchens, two swimming pools, and a dock. Ample room to develop additional homes. Each home has total privacy from its counterparts. The compound boasts a staggering list of amenities, including a reverse osmosis plant, wine cellar, game room, gym, dive room, and water-sports storage room, among others. Price: U.S. \$8,000,000

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8



SCRUB ISLAND, BVI. Make your home at Mariner House, a private 3 BR/3 BA upscale ocean view cottage neighboring Scrub Island Resort. The main living area boasts soaring bamboo ceilings. Full gourmet kitchen with a marble breakfast bar, two master suites in the main house, and a third suite connected to the house with its own entrance. Superior appliances include a dishwasher, washer/dryer, Wolf range, and Sub-Zero refrigerator. Pool and outdoor furniture for relaxing. Scrub Island offers full property management services and an entirely optional rental program. Price: U.S. \$2,600,000

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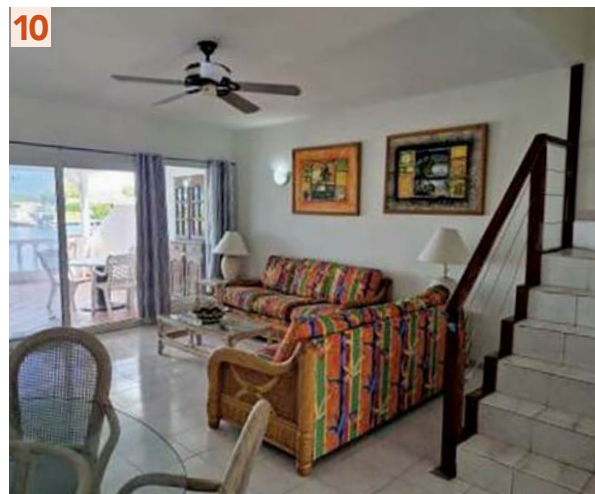
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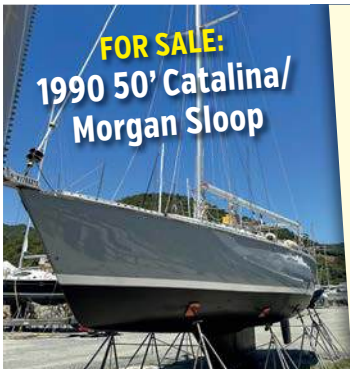
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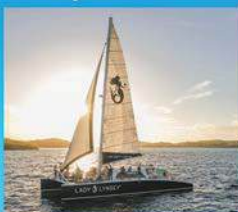
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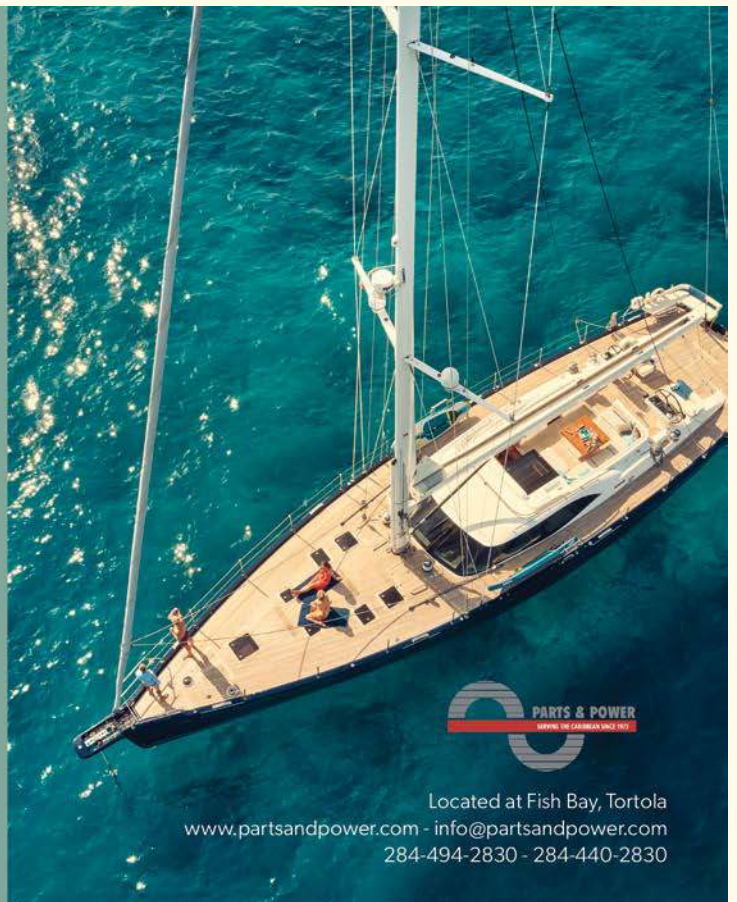


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CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 53

MEDITERRANEAN HUMMUS JARS

Preparation time: 25 minutes. Makes: 4 mini jars

1 cup hummus (store-bought or homemade)

½ cup cherry tomatoes, halved

¼ cup cucumber, diced

¼ cup kalamata olives, sliced

¼ cup feta, crumbled

1 tbsp olive oil

Dash of oregano

4 small mason jars or reusable containers

OPTIONAL: pita chips or veggie sticks

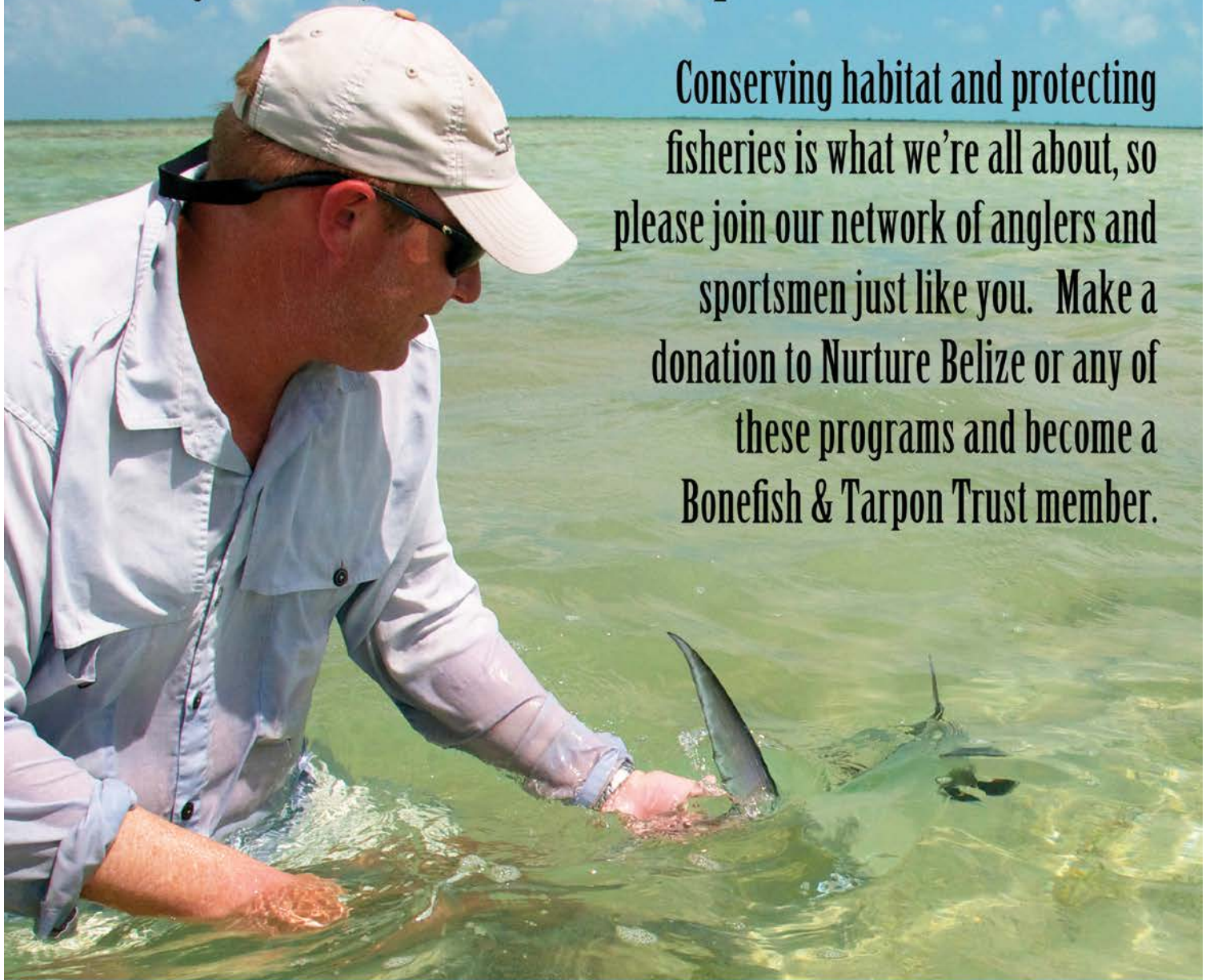
Divide hummus evenly among jars. Top with cucumber, toma-

atoes, olives, feta. Drizzle each with olive oil and a sprinkle of oregano. Seal and chill — serve with pita chips or crudité. 🍴

Capt. Jan Robinson is the author of the *Ship to Shore Cookbook Collection*; She holds certificates from the Cordon Bleu Cooking School, Paris, The Ecole Ritz Escoffier, Paris, the Culinary Institute of America (CIA) New York, and graduated from the International Integrative Nutrition as a Health Coach. The Charter Yacht Brokers Association Inc. inducted Jan into their Hall of Fame in December 2019 at the Antigua Yacht Show. Books are available on Amazon or email CaptJan2@gmail.com

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