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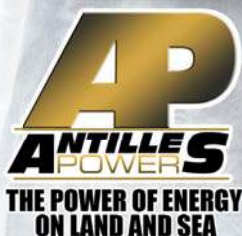
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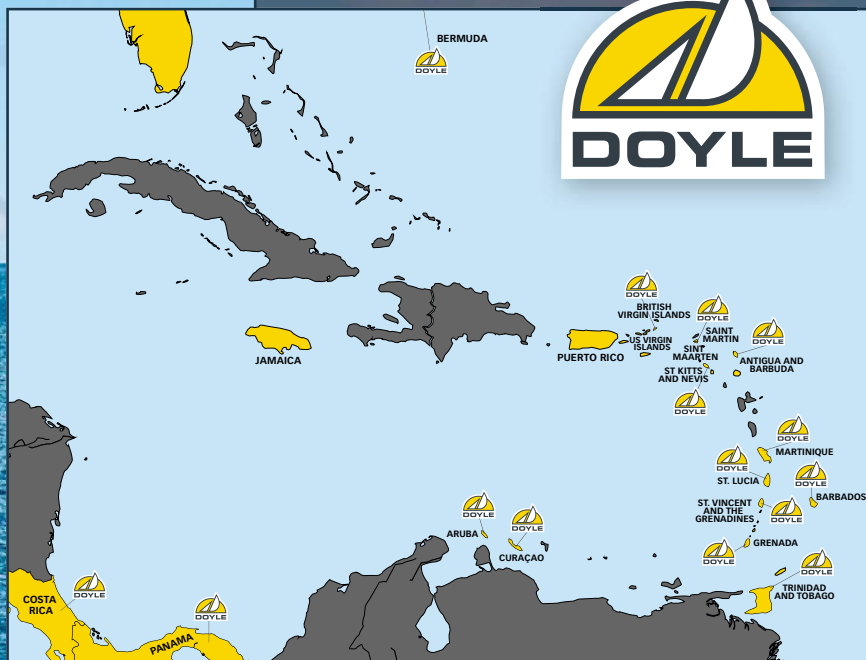
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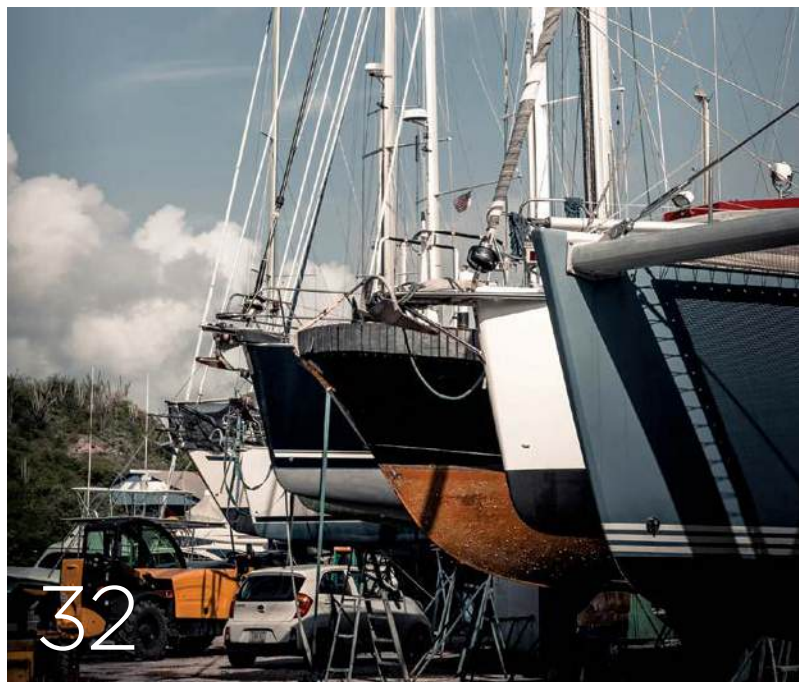
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ON THE COVER:

Ho ho ho...
Get your jingle bells rung at Xmas in July NEXT year! p.40
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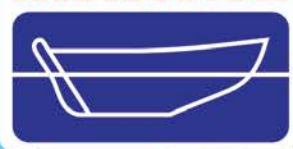
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View of English Harbour from Shirley Heights, Antigua

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Caribbean News

ANNOUNCING THE ANTIGUA RACING CUP, APRIL 9-12, 2026 – APRIL MARKS A MONTH OF REGATTAS IN ANTIGUA & BARBUDA

There will be a month of yacht racing fun in Antigua & Barbuda in 2026. The island's Ministry of Tourism, Civil Aviation, and Investment has announced the launch of the first annual Antigua Racing Cup. This bold new addition to Antigua's yachting calendar will take place from April 9-12, 2026. These dates are three weeks earlier than the traditional Antigua Sailing Week (ASW), which allows teams in the Caribbean to race and then head to their summer events in Europe or New England.

"This exciting new and strategic direction comes after consulting with all our stakeholders, both at the community level and those directly involved in the yachting sector. We anticipate a period of sailing in Antigua that better serves everyone, dedicated racers and social cruisers, while celebrating everything we love about sailing in Antigua & Barbuda," says Charles 'Max' Fernandez, Minister of Tourism.

The Antigua Racing Cup is an event designed for racing purists, those who prefer high-energy, coastal racing with a fast-paced schedule and a focus on spirited competition. The event will feature four days of exhilarating racing on finely tuned variations of the adrenaline-charged courses ideal for sailing conditions along the island's spectacular southern coast.



CREDIT PAUL WYETH

In contrast, ASW, set for April 22-26, 2026, makes a return to its traditional point-to-point courses, as each day's sailing will conclude at a different scenic destination. Sailors will enjoy vibrant after-race socials infused with local culture. ASW will entertain a mix of boat types and crews, and is tailored to cruisers, rally-style participants, and bareboat charter groups. Courses will be point to point for ralliers, and for those who want to compete, additional marks will be dropped, tacking duels commence, and courses timed as the competitors enjoy a different coastal course each day.

"The Antigua Racing Cup is for those on tight schedules

who want a fast, focused, and fiercely fun regatta, while ASW returns to its cruising roots. Having two separate events, each with a narrower focus, will allow us to deliver a more immersive and enriching yachting experience to a wider audience," said Race Manager Jaime Torres.

Additionally, the Antigua Classic Yacht Regatta, taking place from April 15 to 20, 2026, will feature a Model Boat Race. The latter of which will be an exciting draw for the entire family, showcasing boats built by the local yachting community. April is definitely the month to be in Antigua for great sailing. antiguaracingcup.com, antiguaclassics.com, sailingweek.com

PANTAENIUS YACHT RACING IMAGE AWARD - SUBMISSION DEADLINE OCTOBER 12, 2025

Have you snapped what it takes to win? Professional photographers from around the globe are invited to submit their best yacht racing images taken between October 14, 2024, and October 12, 2025, to vie for the annual Pantaenius Yacht Racing Image Award. The top 80 photographs, selected by an international jury, will be showcased on the event website, www.yachtracingimage.com, starting October 20, where the public will be able to vote for the coveted Public Award. The top 20 images will then be displayed at Metstrade Amsterdam from November 18–20, 2025. The winner of the Pantaenius Yacht Racing Image Award, as selected by an International Jury, receives a cash prize of U.S. \$1760. Second and third place earn U.S. \$880 and U.S. \$300, respectively. There is also a Public Award, based on Internet votes, and a Delegate's Award.

"Exhibiting the 20 best photographs at Metstrade, followed by an award ceremony in front of leading figures

Pantaenius Yacht Racing Image Contest - Delegate's Award Photo



CREDIT MICHAEL KURTZ



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Voyage 510

COURTESY BOATYBALL

from the sailing world, offers unparalleled exposure to the world's finest yacht racing photographers before a passionate and highly discerning audience," says Bernard Schopfer, contest organizer.

Launched in 2010, the contest gathers the works of the world's best yacht racing photographers. In 2024, 130 photographers from 31 countries submitted their work. Of these, the Delegate's Award winner depicted the Caribbean, with French photographer, Michael Kurtz's image of the J Class Velsheda playing with the rocks in St. Barths.

WIN A WEEK ON A BRAND-NEW VOYAGE 510! JOIN BOATYCREW TO ENTER

First there was BoatyBall, a web-based application that lets boaters reserve mooring balls in the British and U.S. Virgin Islands, pay for selected first-come, first-serve moorings, and make dinner reservations. Then, the Apex, NC-headquartered company introduced BoatyCrew. This membership-based program benefits yacht charterers by providing access to reserved moorings, dinner reservations, dockage, charter deals, BoatyAlarm (a mooring alarm app), a medical con-

cierge, medical evacuation services, and merchant discounts. An individual BoatyCrew membership is \$15 annually. Now, there's the BoatyCrew Raffle!

"We're thrilled to announce that every active BoatyCrew member will be automatically entered into a raffle to win a FREE one-week charter aboard the brand-new Voyage 510, arriving in the BVI next season," says Ty Atteberry, who founded the business with Bob Wall. "This isn't just any boat. The Voyage 510 is a sleeker, more compact version of the award-winning Voyage 590. With four equal staterooms, each with a private bathroom, this catamaran is perfect for cruising the islands in comfort and style. The VOYAGE 510 offers luxurious accommodation and multiple social areas thoughtfully laid out in a sleek design that catches your eye and steals your heart."

The best part? The winner gets to choose either a captain or a chef to join them on board for the week.

The Voyage 510 will be on display at the Annapolis Boat Show, October 9-12. BoatyBall will draw the winning name on the final day of the show, October 12. If you're an active BoatyCrew member by then, your name is in the hat! boatyball.com

NEW LINE HONORS PRIZES ANNOUNCED FOR 2026 CARIBBEAN MULTIHULL CHALLENGE

It's another first for the Caribbean Multihull Challenge (CMC), the only major Caribbean regatta dedicated solely to multihulls. Petro Jonker, chair of the CMC Race and Rally Steering Committee, has announced a new set of awards for the 8th edition, recognizing vessels that win based on speed over a specific course, i.e., line honors. These prizes are in addition to the impressive lineup of big boat distance races with podium spots determined by CSA ratings. Dates for the 2026 CMC are January 29-February 1, in St. Maarten.

Jonker says that based on interviews with owners and skip-pers of the most impressive multihull builds, racing to a rating is fun, but racing concerning flat-out speed is 'funner.' "Multihull design development is roaring forward with innovations in hull forms, build materials, foils, sails, etc., meaning that owners of the most modern design yachts can reach speeds unheard of in previous years. The CMC aims to encourage entries from owners of these builds, who take pride in their ability to race from point A to point B with comfort and safety. While the CSA ratings system we use is continually improving, it still relies on a handicap system that races to a formula and overlooks one of the most notable features of many new multihull yachts – speed. It is to recognize this that the CMC will introduce an awards system in 2026 that utilizes both a CSA rating and a Line Honor system to determine champions. We expect that this feature will create an even more diverse and impressive entry list for our event." *caribbeanmultihullchallenge.com*



COURTESY CSA

CSA RE-AFFIRMS COMMITMENT TO COLLABORATION, SUSTAINABILITY & NEW MARKETING INITIATIVES

Top sailing talent from the Caribbean and abroad met in-person and online, June 25 to 28, in St. Maarten for the Caribbean Sailing Association's (CSA) Annual General Meeting (AGM) and Regatta Organizers Conference. A diverse group of stakeholders, including regatta organizers, sailing club representatives, and key industry experts, all came together to elevate the sport of sailing in the Caribbean region.

A key feature of the Conference was presentations from renowned sailing experts, exploring vital topics such as race management technology, environmental stewardship, and marketing strategies for regattas. A new in-depth analysis tool was presented, which is now available to members to understand their markets. Presenters included Damian Foxall and Meg O'Reilly of Marine Mammal Advisory Group, Professional Sailors Peter Holmberg and Anthony Kotoun, the Royal Ocean Racing Club, LV Yachting, Sail Racing Academy, SC2Success, and the many regatta organizers in attendance and on Zoom.

"Our annual Conference has been an inspiring meeting of minds and passions," said Bastien Pouthier, the re-elected CSA President. "In the spirit of our Caribbean culture, we embrace the challenge to innovate and create unforgettable sailing experiences while safeguarding our precious marine environment. In a tough worldwide economic environment, we recommitted to collaborating throughout the year, and this will be evident in our marketing initiatives starting in July, which will allow us to concentrate on the quality of our events."

The Conference concluded with a region-wide agreement on the International 5 Calendar, featuring a lineup of exciting events designed to attract both local participants and international competitors, as well as a new campaign which will seek to elevate the regional events. A commitment to delivering a regional dinghy sailing calendar was also agreed to, with a clear objective to encourage increased Caribbean participation at the youth level. *caribbean-sailing.com*



CMC - LAURENS MOREL

Colombia Protects Coral Reefs in Caribbean Sea by Creating New Marine Reserve

The Caribbean Sea-facing South American country of Colombia took a big 'blue' step forward earlier this year at the United Nations Ocean Conference in Nice, France, to announce the creation of a new marine reserve. The reserve, located near the archipelago of San Andrés, Providencia, and Santa Catalina, lies between 400 and 500 miles northwest of Colombia's mainland. It's composed of two islands and eight outlying banks and reefs encompassing more than 70,000 hectares of strategic ecosystems.

"This new reserve will strengthen our capacity to protect the biodiversity of the territory against pressure caused by fishing and preserve this territory as a protected area for our Raizal ethnic community and the benefit of all," stated Quincy Alberto Bowie Gordon, Director of the Corporation for

the Sustainable Development of the Archipelago of San Andrés, Providencia, and Santa Catalina (CORALINA), a public entity that spearheaded the establishment of the new MPA, in a press release by National Geographic.

In 2022, National Geographic Pristine Seas partnered with the Colombian Ministry of Environment and Sustainable Development and the Colombian Ocean Commission for a scientific expedition to study the health of these ecosystems, which had rarely been assessed. The team documented a dazzling array of sealife: Serranilla and Bajo Nuevo banks here are home to over 150 species of fish, 40 species of coral, 25 different species of sponges, and many more species of algae (64), mollusks (11), and seabirds (17). www.coralina.gov.co



New Marine Reserve in Colombia

PHOTO BY MANU SAN FÉLIX - NATIONAL GEOGRAPHIC PRISTINE SEAS

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COURTESY SCRUB ISLAND BILLFISH SERIES

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September 2025 Events

SEPTEMBER 4-8 LEG I & SEPTEMBER 8-12 LEG II | Scrub Island Billfish Series. It's the excitement of fishing for blue marlin on the North Drop that makes this two-leg series special as well as exciting, according to Jennifer Dudas, tournament director. "We have added some fun new optional jackpots. One is the Buzzer Beater for the last fish released of the day, and the other is the Last Day Flurry daily jackpot. Everyone has a chance to win something!" Fifteen teams and 90 anglers are expected to fish. Two top boats back this year. One is Marlin Darlin, the USA's Bobby Jacobsen's 66' Spencer, whose team released 16 blue marlin and three sailfish to finish second in the series. The other is Juben, the USA's Billy Freeman's 63' Weaver, whose release of 16 blue marlin and three sailfish landed the team a series third. The total cash purse awarded for the 2024 Series was \$345,700. www.marlinmag.com/tournaments/scrub-island-billfish-series

SEPTEMBER 11-14 | Roatan International Fishing Tournament. Celebrating its 26th edition, sportfishing teams from the Western Caribbean region and around the world gather in Roatan, Honduras, to test their catching-and-releasing skills in this prestigious event. There are three divisions that teams can enter, based on the species that qualify for prizes: Martinos (blue and white marlin,



COURTESY ROATAN INTERNATIONAL FISHING TOURNAMENT 2024

SEPTEMBER 13-14 | Curaçao Sunfish Championship & Curaçao Youth Sunfish Championship. Around 25 sailors, both adults and youth, are expected to compete in this annual event co-organized by the Curaçao Sunfish Sailing Association (CSSA) and Sailing Club Asiento and held out of the Curaçao Sailing Center. "We will have two racing days with nine races total, each of about 25 to 30 minutes. Small old-fashioned Olympic triangles," says Alex Roose, Curaçao region representative to the International Sunfish Class Association. Prize-giving follows. Registration is free for CSSA members and U.S. \$20 for non-members. sunfishklasse.nl



COURTESY CURAÇAO SUNFISH SAILING ASSOCIATION

sailfish, and spearfish), Rodeo (wahoo and dolphinfish), and Youth (for anglers aged 15 and younger; barracuda, mackerel, kingfish, wahoo, dolphinfish, and tuna). Cash prizes total \$65,000. The tournament is a qualifying event for the 2027 Offshore World Championship. On shore, the Grand West End Carnival takes place on September 11 and 14, showcasing Roatán's rich culture with live music, food, parades, and street performances. letsfishroatan.com

SEPTEMBER 20 | Back to School Regatta & ILCA Masters Championships. First held in 2006, the host Royal BVI Yacht Club added the ILCA Masters Championship to this event in 2018. Last year, 15 boats participated, with each class sailing seven races. Aerin Westlake won the Optimist Class, with Kay Reddy and Liz Buratti the RS Reva. In the ILCA6,



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Marentia de Villiers placed first, with Nathan Haycraft doing the same in the ILCA7. This year, entries are open to Wing Foilers, if requested. coach@royalbviiyc.org, www.royalbviiyc.org

SEPTEMBER 24-28 | Montego Bay Yacht Club International Marlin Tournament. Now in its 64th edition, this multi-day fishing competition attracts anglers from around the globe. It's a catch-and-release tournament for marlin, with points awarded for successfully released marlin over 300 pounds. There's a Bimini Start for the fleet of boats participating, a beach party onshore, and separate tournaments for canoe fishermen and children. Last year, team MOETIVATION won and received an invitation to this year's Offshore World Championship to represent Jamaica. www.instagram.com/montegobaymarlin, www.mobayyachtclub.com



COURTESY MBYC MARLIN TOURNAMENT



SEPTEMBER 27 | Francis Nunes Jr. Memorial Fishing Tournament & Seafood Festival. Approximately 20 boats and 100 anglers are expected to compete for the chance to catch the largest wahoo, kingfish, tuna, and dolphinfish. The tournament will be held out of Falmouth Harbour Marina in Antigua and is hosted by the Antigua & Barbuda Sport Fishing Club. New for 2025, "Gasoline-powered boats entering the tournament will be able to refuel at the Falmouth Harbour Marina, all thanks to the newly installed tank and pump at the front of the marina office. Diesel-powered boats can also refuel if needed," says Robert Hall, tournament director. On shore, the Grace Cook-Off Competition is a highlight, with multiple teams vying to impress the judges with their dishes. "This year, we hope to introduce some additional ingredients so competitors can try their hand at other ways of wow-ing our judges," Hall adds. Spectators awaiting the arrival of the boats and their catches can enjoy music, as well as food and drinks for sale. Sponsors will have tables showcasing their products, with some offering games that provide opportunities to win prizes. All fish caught in the tournament will be sold to the public by the pound. www.antiguarbarbudasportsfishing.com

SEPTEMBER 30 - OCTOBER 4 | Republic Bank St. Lucia International Billfish Tournament. Local, regional, and international sports fishermen have set their sights on this year's event ever since last year's 17 boats and just over 100 anglers caught and released nearly 100 billfish - 72 blue marlin and 26 sailfish. The five-day event, hosted out of IGY's Rodney Bay Marina, offers competitive fishing offshore and camaraderie onshore at nightly parties and the Awards Ceremony finale. slgfa.profishingtournaments.com



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CRUISING | BY CAP'N FATTY GOODLANDER

Here's the truth: if you're a moderately active, physically-healthy cruising sailor with a normal dose of compassion—you're going to have to *repeatedly* help your fellow yachtsmen in highly dangerous and difficult ways.

I don't mean, like, once or twice. I mean *dozens* of times. I've assisted, in ways large and small, *hundreds* of mariners in distress during my 65 years of living aboard and ocean sailing. Of course, assisting a boat that's run aground in the inter-coastal waterway during daylight isn't usually too big of a deal—assisting that same vessel pounding in heavy surf on a reef in the Southern Ocean at night... Well, that can be a whole 'nother kettle of fish.

"What does 'helping' mean? Sometimes, it's only standing-by to reassure. Other times it is taking passengers off the stricken vessel. Occasionally, it can be pushing the stricken vessel with the bow of the dinghy. But the most common task is either attempting to tow the grounded vessel off via a tow line—and/or running out an anchor into deep water so the vessel can kedge itself off with its powerful windlass.

Since I've done this many, many times in a wide variety of craft, here are some pros and cons learned the hard way.

In a **Rowboat**:

Rowboats have numerous advantages—often they're first on

the scene if the distance is small. Another plus is that the rowboat has no prop to catch or cut anchor rode, fish nets, or tow lines—nor to run over swimmers. (On St. Pete's beach in the early '60s I saw a swimmer filleted open by 'prop rash' from the back of his skull to his buttocks—a sickening, truly sickening sight.) Getting hit in the head by an oar tip as you surface from inspecting the reef/hull damage is usually an annoyance, not a one-way trip to the morgue.

However, it is almost impossible to exert much pulling-power with a rowing dinghy.

Yes, I have rowed my engineless 22-foot, *Corina*, and my engineless Hughes 38, *Wild Card*, numerous times with my dinghy in still water. But exerting a *major pull* is an entirely different matter than maintaining a *slight tug* on the line with enough pressure to allow the towed vessel to drift through the water in a consistent direction.

At first, in fact, it appears as if the oars are doing nothing. Keep at it. Put your *back* into it. Don't use your arms, use your buttocks and legs. Stay the course! And eventually, sans wind and current, even a 20,000-pound vessel will follow docilely, like a sledge being pulled by an ant.

And rowing tenders can be useful for passing Nylon rodes/towlines out to larger vessels in deep water that can pull with good effect.

Here are the disadvantages of using a rowing dinghy to lend assistance in an emergency: One, they're tippy. Two, they're hard fiberglass or wood, which means that they can severely damage the hull and smash your fingers. Three, oars are clumsy in a spiderweb of lines or while being crushed between the stricken vessel and a dozen other small craft attempting to help. Four, vessels that row well tend to have very little buoyancy aft—so hoisting a heavy or stuck anchor off the bottom is out of the question. Five, things can get ugly quick—as anyone in a rigid tender that's been inadvertently pulled under the counter of a hobby-horsing vessel will attest. Six, once a rowboat gets muddy, it gets extremely slippery and the danger quadruples.

Now here's a basic truism of all 'towing off or kedging off' situations—you don't *pull* a line out from the stricken vessel in a rowboat, you take the line and its anchor in the small boat and then 'pay it out' as you move away. This not only allows you to get the kedge anchor the max distance away from the grounded vessel, but its exact placement is easier as well.

It is impossible to 'pull out chain' but it isn't impossible to 'pay out' chain as you row away *if you can control its escape!*

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From 1977 to 1989 I had only a ten-foot (a lovely George Lawley design) rowing dinghy while ocean-sailing on my self-constructed Endurance 36, *Carlotta*. Why? For numerous reasons—one, I was broke; two, I liked the exercise, and three, it allowed me to sail across oceans with my wife and (eventual) child without carrying explosive gasoline aboard.

Here's how I'd typically 'tow out an anchor' from a grounded vessel:

First off, I took my time preparing so that the time I spent actually accomplishing the goal was as brief as possible. Example: I prepared the anchor to 'flip' into the water versus being lifted and tossed, because this is extremely time consuming when the weight of the rode is yanking you back towards the stricken vessel.

Second, I'd have them give me the entire nylon rode (or, god forbid, pile of chain) and place it aft in the dinghy (so that if it got away from me, it wouldn't whip me in, say, in the head). Bear in my mind that it is easy to injure or kill yourself while playing such games.

Third, I'd place the rode to be paid out in the deep notch I've cut in my dinghy's teak transom—and use my Topsider-clad foot as a *friction clutch* jammed against the athwartship front bulkhead of my aft thwart.

I'm a man—a stooooooooopid man, sometimes; and a man with more balls than brains often; but that's what I am... even at the age of seventy-three and counting.

This would allow me not only to control the line feed speed as I rowed away—but its tension as well. (Adding a little tension can keep it from fouling coral heads just beneath the surface.)

Hint: Don't use all your energy early, as the end of the process is the most difficult under oars.

Once I have rowed to where I want to be, I take away my foot, take a final stroke on my oars, and tip over the anchor into the water—all at the same time.

This is dangerous—but often necessary. Is there a chance of severe injury? Yes. But if you want to circumnavigate numerous times as I have—you've probably already decided whether you're a man or a mouse.

I'm a man—a stooooooooopid man, sometimes; and a man

with more balls than brains often; but that's what I am... even at the age of seventy-three and counting.

Oh—before I forget: a notch in the transom can be marvelous—adding a rubber trailer roller to that notch can be perfection. My friend Larry has a light ten-foot plywood tender called the *Vicar of Bray*. It has a tiny foredeck. Under that foredeck Larry keeps a small, detachable plank with a bow roller at one end that projects slightly over the bow—and self-hooks into the foredeck's aft bulkhead. Thus, Larry can use his ten-footer almost as a tugboat after hurricanes to help his beached friends.

One of the coolest, most creative ideas along these lines is a Kiwi sailor who would flop-out a pre-measured car mat over the bow of his inflatable. This thick plastic car mat not only had a roller chock (riveted in place, to lessen abrasion) forward—and three pre-arranged shock cords to hold it in place at the bow towing ring and aft on two sides.

This looked totally stupid and worked amazingly well!

What about a **small** tender with an **outboard**?

Outboards on the transom are a mixed blessing. Not only do they delight in wrapping nylon rode in their blades—they also enjoy breaking their shear pins as the straight-hanging chain comes in contact with a spinning prop.

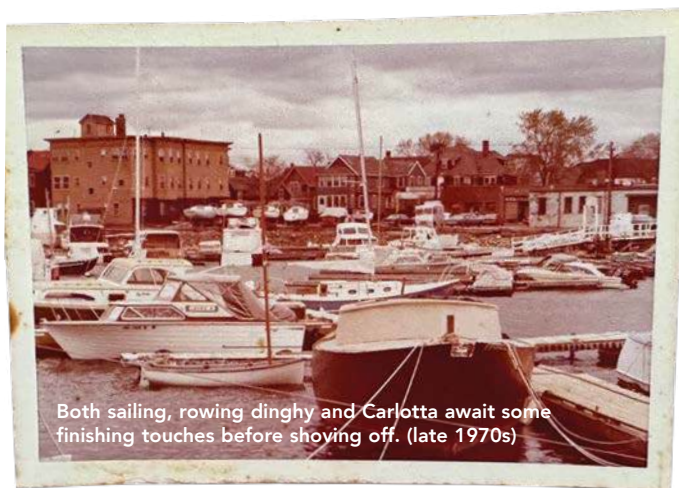
If my (long suffering) wife Carolyn is there to help, I often steer my tender backwards while she pays out the rode from the bow. This keeps the nylon cordage or chain away from the prop—while only lessening the outboard's pulling power a bit. (Yes, my 2 HP Tohatsu doesn't have reverse—I just spin and hold at 180 degrees... making sure it doesn't flip the dinghy while at ninety-degrees.)

Bigger Boats, say 22-foot T-tops: Since these boats can pull so well in the hands of an experienced seaman, they are of great value—but in the hands of your average American half-drunk, stinkpotting throttle-jockey... well, not so much.

Which brings us to **Towing Posts**. Tugboats can ably assist freighters not only because of their massive pulling/pushing power, but because their prop is *aft* of their towing post. The physics of this is vital to understand.

A vessel with a tow post forward of its prop can always manage the angle it wants to be at whether it is moving through the water or not.

This is much safer and a huge towing advantage.





Not all vessels can be pulled off—I write about them, either way

Most boats don't have towing posts—so 'throw me a line' type rescues often consist of a powerboat taking a strain on the tossed line and its prop wash slowly 'walking' the vessel sidewise onto the reef.

Oops.

What about towing *bridles* for towing vessels without towing posts? Well, they can help a lot in open water while towing in a straight line—but they don't do much in close quarters. Anyone who has tried to tow a large vessel from a small one knows the problem—the dinghy pulls strongly to whichever side of the outboard (prop, really) the tow line is on.

Bridles work best with a single snatch block on the tow line—that way it slides effortlessly rather than ratchet/jumps.

One quick & dirty semi-solution is to put a circle of line around the entire (well-clamped) outboard—and arrange it so that line doesn't damage the gasoline hose or shifting lever.

Don't forget **inertia**! I've seen this happen a dozen times. A light towboat or small dinghy tows a heavy sailboat into the harbor at six knots—and stops just before an open slip. The 20,000 lb sailboat doesn't slow at all—just smashes into the

Remember, we all have different levels of expertise—and different panic levels as well. I once helped rescue a newbie captain pounding on a reef who kept asking me, again and again, if his boat was, indeed, being smashed to smithereens on a reef.

towboat... and, well, anything else extremely expensive that happens to be in the area.

Note: never **ever** accept a towline and put its splice over your bitts. This can't be released under pressure—and you've just given command of your vessel to someone else. If you're handed a tow line with a splice, just choke a couple of feet and tie it off. Now, you can cast it off instead of watching in utter horror as you're savagely yanked into a fleet of expensive Fabergé eggs!

...or towed under a bridge!

Swimming? Can an anchor be swam out? No. It's almost always

too heavy. But if the bottom is sandy and shallow, it can be s-l-o-w-l-y dragged five or six feet at a time by a snorkeler walking backwards on a sandy bottom. This takes forever—and unless there are two or three divers taking turns, is almost impossible.

On my second circumnavigation, while crossing the Pacific where sailors from the US and Australia often drag anchor in the deep anchorages of Polynesia, I carried a dedicated aluminum anchor with 300 feet of braided 3/8th inch nylon. (Don't use twisted three-strand, it always hockles under extreme load.)

With this *dedicated anchor set up*, I could place the anchor quickly and run it back to the stricken vessel in moments, before the boat in the breaking surf could wedge itself further up the reef. Seconds count! And you'd be amazed how well this light tackle can hold in firm sand.

What's the bottom line?

The best (if imperfect) solution/tender is, in my humble opinion, a RIB.

They are stable and have tremendous buoyancy. Plus, they are roomy. Even better, they don't damage the stricken vessel (or its self-steering gear) further.

Those are the pluses—cancelled out by these negatives: There's nothing to tie-to that won't rip away. Anchors are often sharp and the rusty chain is highly abrasive—and inflatable boats are just expensive bits of rubber-impregnated fabric. (Moused bow shackles and D-shackles with jagged cotter pins can be as sharp as scalpels!)

So, here's the reality—if you go to help a hapless vessel that has just sailed onto a reef, you're probably gonna damage your inflatable. I have, many times.

...nobody said being a Good Samaritan would be cheap or easy.

If time is *really* of the essence and I'm on the brand-new Caribe 10.5's that I begrudging buy every 12 years or so, I have the stricken vessel's anchor lowered to the surface of the water. Then, from the bow of the inflatable, I pass a light line through the anchor's shackle. I then (if an all-line rode) tow (in reverse) that underwater anchor out to blue water as its rode is paid out (they often jam, alas) by the foredeck crew of the grounded vessel until my dinghy is in place.

Then, I put a major strain on the rode to straighten and stretch

it as much as possible and then cast off one end of the restraining line that I had put through the anchor's shackle.

It drops to the bottom without ever having been in my dinghy.

With luck, I've quickly placed the anchor in deep water with more than 7-to-1 scope *without slicing my dinghy to ribbons...* or even getting myself dirty.

However, to be honest, most of the time I either badly damage my dinghy or, at minimum, dirty it up beyond belief.

And the big problem with this method is that the anchor rode often keeps jamming and the folks on the foredeck don't know how to efficiently clear it.

Oh, incidentally, gloves and foot gear are a must when dealing with sharp anchors and abrasive chain in close quarters.

I offer these suggestions, dear reader, not because I have any particularly clever insights, but because if we yachties like to pre-think some of these 'emergency' procedures *before* we're attempting to implement them with breaking waves pushing the stricken 20-ton vessel further up the frothing beach. Well, the more we pre-think these problems, the safer and more effective we can be as salvors and friends.

I enjoy helping others. I couldn't live with myself if I just watched when I could be helping. We're all in this game of life together. If this article prompts just one yachtie to cut a notch in his dinghy transom or pre-rig a towing bridle or carry a 'keep away' anchor with a long rode in the bow of their dinghy while crossing the Pacific... Well, my time wasn't wasted.

Remember, we all have different levels of expertise—and different panic levels as well. I once helped rescue a newbie captain pounding on a reef who kept asking me, again and again, if his boat was, indeed, being smashed to smithereens on a reef.

"...but it can't be a reef," he kept saying, "It's not on my screen!"

That's one of the most distressing problems with life in the wild—it can be far different from the digital serenity of your screen. ☹

Editor's note: Fatty and Carolyn are still anchored in the world's most expensive nation/state—living on the pennies that Scotsmen throw away.

Walls, Forts, and Hidden Towns: A Journey Through Northern Colombia

BY CAPT. SHANE McCLELLAN



City Wall

During the offseason, my wife and I left our catamaran in Panama and took a two-month trip around the northern part of South America starting in Cartagena, Colombia. This is an amazing Spanish colonial town that is popular with boaters and if you ever visit you would be remiss if you did not venture to some of the surrounding areas. That is why this top ten list is not just the city of Cartagena, but also sites up to a six-hour drive away. Also, while there are beaches and reefs around Cartagena you must take a tour boat to get to them and since we just spent two months in the San Blas islands, we

chose to skip them and focus on the land-based exploration. Here we go with our top ten places in Cartagena and the surrounding area.

10 City wall – The walls around Cartagena were started in 1586 and continue to be built for over 200 years and today they are very well preserved. They were mostly used to fend off pirate attacks after Sir Francis Drake attacked in 1586. They are almost seven miles long and walking along them gives a great view of the sea and the high-rise area of Cartagena.



Church San Pedro Claver



9 Churches – Like most Spanish colonial towns, Cartagena has its fair share of churches. The cathedral is a bit stark on the inside and the oldest church is Santa Domingo built in 1552. Our favorite church was the Convento & Iglesia de San Pedro Claver, which was named after a man who

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Casa del Carnaval

spent 40 years working for the rights and well-being of slaves and is now the patron saint of human rights.

8 Barranquilla – We stopped at this town on the way to another place that will show up later on this list. We found the Gran Malecón to be peaceful as you walk along the river at night. Barranquilla is well-known for its carnival and the museum of the carnival was very interesting. My Latina wife loved the fact that this is the hometown of Shakira and Sofía Vergara.

6 Museo del Oro y Arqueología – This is the Gold and Archaeological Museum and while the gold museum in Bogota is much better what my wife and I loved about this museum was the focus on the native people's achievements of controlling the local river with canals and they're impressive pre-Columbian silver and gold work. This exhibit actually led us to purchasing her a set of earrings when we were in Mompox, which we'll talk about in a little bit.

7 Puerta Del Reloj – This is the Gate of the Clock and is one of the gates into the walled historic colonial town. Just inside you will find the Plaza de la Coches (Square of the Carriages) and this was the site of one of the largest slave markets in Latin America. Today this plaza is filled with shops and restaurants and is a very vibrant place to take in the atmosphere of the city.



Torre Del Reloj

5 Museum Of Cartagena de Indias – This museum has several different subjects but the main one is about the Spanish Inquisition. Sadly almost 700 people were tortured and executed for crimes against the Catholic Church at this very site. Some of those crimes even included Jesuits priests who simply stood up for the rights of slaves. Underneath the pictured platform was a room and going inside you could feel the weight of the history of this site weighing down on you.



3 Fort of San Felipe – After the city wall was built the officials of Cartagena decided they needed a fort which was begun in 1657 and became the largest fort built by the Spanish Empire in the New World. It was also built to protect all the gold that was being shipped back to Spain. Visiting the fort is at least a half a day due to the massive size and our favorite part was the extensive tunnel system running throughout the fort.



4 Tayrona National Park – Past Barranquilla and the town of Santa Marta is a wonderful National Park situated between the mountains and the ocean. Once you get to the entrance of the park you have to park your car and hike in going up and down hills and along the beach. On the way there are several locations where you can rent a hammock or a tent and other places to get a bite to eat or a drink. Within the park you will find monkeys, birds, and reptiles and it is just absolutely wonderful. The only negative is that it gets hot, very hot.

Santa Cruz de Mompox -
Church of Santa Barbara

2 Santa Cruz de Mompox – During the colonial times this small village was used as a resting point for boats traveling up the river. Due to this it became quite wealthy and even today you can see that wealth in the churches and the homes. Not many people visit Mompox, but if you do you will be rewarded with a relaxed pace to enjoy your days. Taking a boat tour up the river and a tuk-tuk tour of the town all the churches were highlights for us. Our favorite church was Iglesia de Santa Barbara with the Moorish style bell tower you can climb up and check out the second story balcony. At night we enjoyed walking along the river with the various restaurants and shops lining it. Plus, this is where we got the before mentioned earrings.

Santa Cruz de Mompox -
River Boat

Street Near Hotel

1 Architecture & Atmosphere – I would love to give you a specific location for our number one spot, but both of us just really enjoyed walking around the old town of Cartagena. The architecture shows off the beautiful Spanish colonial style and the atmosphere was just wonderful. We saw streets that were covered by umbrellas that lit up at night. To be honest, we just couldn't get enough of just walking around and seeing everything and everyone going about their day. A fun way to experience this quickly is on a Chiva Bus. This is a double-decker party bus that drives people around the city while showing them the sites, but it seems more fun and livelier than your typical sightseeing buses.



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2025 Caribbean Boat Yard Update

BY CAROL M. BAREUTHER

During the peak of hurricane season, countless vessels across the Caribbean are hauled ashore for protection and maintenance. In response to a steadily growing fleet—larger, more advanced, and increasingly high-tech—regional boatyards have stepped up. Many have expanded their facilities, enhanced their offerings, and added expert personnel to serve today's cruising and recreational boats better. Here's what's new for 2025:

THE BAHAMAS

Located in Freeport, Grand Bahama, **Bradford Marine Bahamas** continues to invest in upgrades that support both commercial operators and private yacht owners. Over the past year, the facility has made two key improvements. First, Bradford has upgraded its CCTV surveillance system to provide broader, more comprehensive coverage across the property. Secondly, in response to increasing demand



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Maritima del Atlántico Boatyard

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IBC Shipyard

from pleasure craft clients, the yard has expanded its long-term storage capacity specifically for 40–55' vessels. This new space offers flexibility for seasonal storage, extended layups, or hurricane preparation, making it easier for owners to plan with confidence. www.bradford-marine.com.

JAMAICA

Within the last year, the **Errol Flynn Marina & Boatyard** in Port Antonio has added two tenants to its marina: Beals's Spa, and a new restaurant and poolside lounge called The Zaca at the Marina. "Yachtsmen now have full access to libation, good food, and for those wishing to be pampered at a day spa, there is professional, well-trained staff. These offerings are of course within the commercial space at the facility," says Donna Wilson, marina manager for the Port Authority of Jamaica. www.errolflynnmarina.com

DOMINICAN REPUBLIC

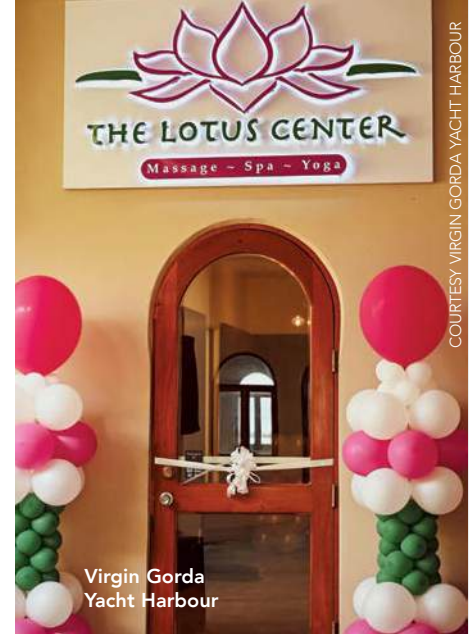
Maritima del Atlántico Boatyard, located at Ocean World Marina on the island's North Coast, has expanded significantly over the past four years, tripling its capacity to meet growing demand. The facility is equipped with 24/7 surveillance, perimeter fencing with an access control keypad, security cameras, and lighting, ensuring complete peace of mind for all clients. "The newly introduced Multihull Travel Lift, operational since the 2024 season, accommodates catamarans up to 30 tons, with a 26ft beam and an 8.5ft draft. Additionally, our BMF 70 Marine Travel Lift handles vessels up to 60 tons, with an 18ft beam and 7.5ft draft," says Natasha Simpson, the yard's new Customer Services Manager. maratlantico.com.do

On the Southeast Coast, **IBC Shipyard** has become a key player in yacht stabilization systems. Known initially for its



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Safe Harbor Puerto del Rey

COURTESY SAFE HARBOR PUERTO DEL REY

expertise with Seakeeper technology, the shipyard has expanded its capabilities by integrating CMC systems as well. "The ability to work with multiple stabilization systems has not only broadened the yard's service offerings but also allowed it to attract yachts of increasing size and complexity," says Elizabeth Ulloa, in marketing. www.ibnauticagroup.com/en/ibc-shipyard

PUERTO RICO

Recent upgrades to the boatyard at **Safe Harbor Puerto Del Rey**, in Fajardo, include the reconstruction of a bridge to ensure the safe movement of travel lifts and heavy machinery. Additionally, in response to the growing demand for repair and maintenance services, the boatyard now hosts approxi-

mately 20 specialized contractors offering a wide range of services, including general vessel maintenance, propulsion systems, engine repair and mechanics, woodworking, welding and metal fabrication, electrical repairs, fiberglass repair and finishing, generator maintenance, and bottom maintenance and painting. "As part of the amenities offered at the marina, we are currently renovating our on-site apartments to ensure a comfortable and pleasant stay while your vessel is serviced. We are also developing a new pool area that will feature a children's recreational zone, a barbecue area, and a new gym facility," says Orlando Alvarez, general manager. Lastly, the fuel dock area is undergoing complete reconstruction, including the installation of new fuel tanks and an updated retail store. shmarinas.com/locations/safe-harbor-puerto-del-rey/



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North Sound Marina

U.S. VIRGIN ISLANDS

The **St. Croix Marine Center**, in Christiansted, St. Croix, is a full-service boatyard with a 60-ton Travelift capable of lifting monohulls and catamarans up to an 18-foot beam. "We now have nine moorings rather than five," says Krisztina Phillips, manager. www.stcroixmarinecenter.com

BRITISH VIRGIN ISLANDS

Virgin Gorda Yacht Harbour has continued its development, repositioning its boatyard, marina, shops, and dining complex into a boater's destination with top services. "We have improved our boatyard facilities, adding new bathrooms to the North Yard, increasing security as we improved fencing, renewed gates, and access points. Also, we improved the

parking lot and main buildings to keep accommodating new stores and future businesses," says Alejandro Chometowski, general manager. There's been a huge upgrade in power in the marina, replacing old transformers, and renewing breakers and plugs to ensure reliable power. On the retail front, the Lotus Spa Center is open, as is the Artistry Boutique, with unique local products. The Roof Top Bar held its grand opening in July, under the Botella brand name. For the coming season, & Beyond Yacht Charters is setting up its home base operation at the marina, and the BVI Tourism Board is opening an office for distribution of tourism-related information to the public. A Gourmet Market is planned to open at the end of 2025 or the beginning of 2026. www.vgyh.vg

ST. MAARTEN

IMM St. Maarten, located in Isle del Sol Marina in Simpson Bay, and IMM Guadeloupe, in Pointe à Pitre, Guadeloupe, have both continued investing in team growth, onboarding new project managers and specialists. "We've enhanced our operational workflows to respond even more efficiently to emergency repair needs, and we've worked closely with marina partners to coordinate more integrated services on-site," says Linnea Petersson, chief marketing officer. imm-yachting.com

F.K.G. Marine Rigging & Fabrication, in Cole Bay, celebrates its 40th anniversary this year. The chandlery and rigging store has been updated with new inventory, offering more selection for both local clients and transient vessels. "We're also proud to have added new team members across departments," says Petersson. fkgmarine.com

ST. KITTS

St. Kitts Marine Works, on the island's western shore about 10 miles north of Basseterre, added a second 150 AMO Marine Travel Lift last year. "This will be our first season with the second lift, and with it, plus a brand-new mini excavator, we expect to be able to get eight boats on the hard each day for hurricane season," says Regiwell Francis, owner. The yard filled up fast last year, so this year it's first-come, first-served. www.skmw.net

ANTIGUA & BARBUDA

At **North South Marina**, near Antigua's V.C. Bird International Airport, new channel depths to the marina are 26' (8 meters). "We welcome back the deep keel race boats for the season," says Nnolika Joseph, boatyard, marina, and RO plant operations manager. The marina will also introduce its new restaurant, The Chill, opening in November 2025. The Budget Marine at North Sound expanded its facility in May 2025 to some 2000 sq.-ft., increased its inventory, and moved from the back of the facility to the front for greater visibility. northsoundmarine.com, www.budgetmarine.com

The custom-built, MTL 40-ton, self-propelled, hydraulic boat mover, fondly referred to as «Rover», is now in full use in the catamaran yard at **Jolly Harbour Marina & Boatyard**. “Our expert yard team has mastered the art of using it safely and efficiently. Its crabbing motion lends to closer placement of vessels, maximizing the storage space in the yard. We anticipate accommodating at least 30-35 catamarans this summer,” says Jo Lucas, general manager, Eastern Caribbean Marina & Boatyard Ltd. “We also invested in some purpose-built catamaran boat stands from The Yacht Leg and Cradle Company out of the UK. They are engineered to distribute the load nicely. The adjustable heads can be fine-tuned and cradle the pontoons very comfortably.” jhmarina.com

GUADELOUPE

Caraibes Dock Services, in Pointe-à-Pitre, can lift either mono-hulls or catamarans. “I’m now the dealer for Nautix antifouling,” says Igor Bessin, business manager. www.docks971.com

DOMINICA

A trailer capable of handling powerboats up to 36’ LOA is a new addition at the **Dominica Marine Center** in Roseau this fall. “Our focus is power vessels that trailer to our small yard,” says Hubert Winston, founder. We have technical teams that can repair electrical and mechanical issues and install new engines. The company is a dealer for Mercury and Yanmar outboard engines. www.dominicamarinecenter.com

GRENADA

Carriacou Marine Ltd., on the southwest side of Tyrrel Bay on Grenada’s sister island to the north of Carriacou. Following Hurricane Beryl in 2024, the yard is nice and clean with plenty of space. Special rates through December 31, 2025 in USD include: haul out and launch, \$6.60/ft; pressure washing, \$2/ft; chocking, \$2/day; maintenance lay days, \$0.55/ft/day (3 complimentary days); storage lay days, \$0.60/ft/day; electricity, \$8/day; and labor such as sanding and antifouling, \$8/ft. carriacoumarine.com

On Grenada’s southern coast in Grand Anse, **Clarke’s Court Boatyard & Marina (CCBM)** offers comprehensive marine services including haul-outs, long- and short-term boat storage, mechanical repairs, and marina facilities for vessels up to 242 tons. “We’re pleased to announce our new on-site diesel fuel service, now available dockside, providing added convenience and support to the yachting community,” says Raymond Burke, general manager. Also, in keeping its commitment to supporting sailing development, CCBM sponsored two young sailors, Azalia Renaud and Kishon Bruno, who represented Grenada at the Junior Pan American Sailing Games in Paraguay in August. “It was a proud moment



CREDIT KAJ VAN DER LUBBE

Curaçao Marine Zone



COURTESY CARAIBES DOCKS SERVICES

Caraibes Dock Services

for our island and the future of the sport,” Burke adds. www.clarkescourtmarina.com

To the east in St. Davids, **Grenada Marine** celebrates its 25th anniversary this year with new faces, fresh energy, and a focus on the future. Jason Fletcher has returned to lead the team, now as a qualified project manager. He’s joined by fellow project managers Graeme Fletcher and Jimmy Bethel. Rafael Almaguer, a mechanic originally from Cuba, has quickly become known for his efficiency and attention to detail. Electrician Meshack Noel recently returned from advanced engine training in the U.S., adding valuable expertise to the yard’s electrical and systems team. “One of the most exciting changes has been the arrival of the next generation of Fletchers,” says Laura Fletcher, manager.



Dominica Marine Center

COURTESY DOMINICA MARINE CENTER



Carriacou Marine Ltd.

COURTESY CARRIACOU MARINE



Clarke's Court Boatyard & Marina

COURTESY CLARKE'S COURT
BOATYARD & MARINA



Grenada Marine

COURTESY GRENADA MARINE

"Nathan and Georgi have both joined the team after time overseas. Nathan is learning the ropes across various departments, with a home base in HR, while Georgia is proving herself more than capable in accounts payable. She now confidently manages the yard's boat placement software, the so-called 'battle board.' Their presence marks a new chapter in the family's ongoing involvement in the business." grenadamarine.com

TRINIDAD & TOBAGO

In Chaguaramas, **Peake Yacht Services Ltd.**, has made several upgrades and improvements. "We have reopened a large section of the boatyard for storage and can now take on more boats than before, increasing our capacity by almost 100 boats," says Christopher Peake, director. "Our

travel lifts have been refurbished and are looking fresh. We have purchased a new crane for heavy lifting and mast removals. We have a new bathroom facility in a far corner of the boatyard and are expanding our free Wi-Fi service in the boatyard." The new on-site restaurant, Patches, is now fully operational, serving good food and drinks at affordable prices." peakeyachts.com

CURAÇAO

The boatyard at **Curaçao Marine Zone**, in Willemstad, has a 60-ton hauling capacity, plus a variety of services like crash repairs, teak work, and spray painting. "We are currently working with the government to extend our dock and facilities for more storage on the hard," says Gareth Weber, operations manager. curacaomarinezone.com



Peake Yacht Services Ltd.

COURTESY PEAKE YACHT SERVICES



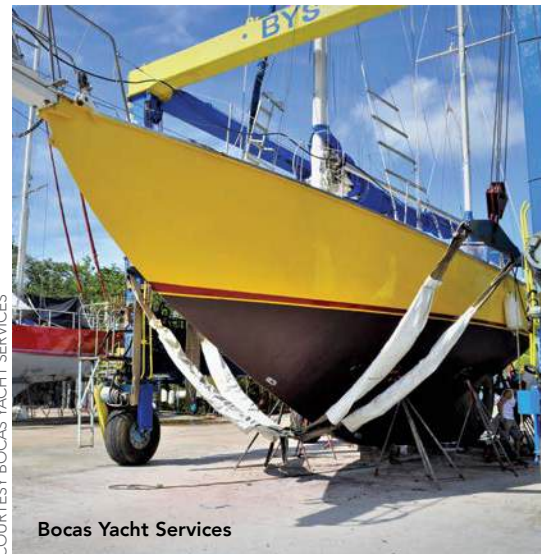
Varadero Aruba Marina & Boatyard

COURTESY VARADERO ARUBA



Shelter Bay Marina

COURTESY SHELTER BAY MARINA



Bocas Yacht Services

COURTESY BOCAS YACHT SERVICES

ARUBA

There's a brand new Roodberg 80-ton hydraulic boat lift trailer, the largest of its kind in the ABC Islands, at **Varadero Aruba Marina & Boatyard**, in Oranjestad. "This significant investment enhances our capacity to service a broader range of vessels, with a particular focus on the growing multihull market," says Laura Mansur. "The trailer delivers strength, precision, and safety, allowing for efficient lifting and maneuvering of even the most complex vessels." There's a fuel dock conveniently located at the boatyard to support both local and visiting vessels, and the marina boardwalk is undergoing renovation. www.varaderoaruba.com

WESTERN CARIBBEAN – PANAMA

Bocas Yacht Services, located in the protected Bay of Almirante, has a 60-ton travel lift and 20-ton telescopic crane, and accommodates a wide range of vessels in its yard. "Services include bottom painting, fiberglass, mechanics, welding, plumbing, rigging, boat survey, and more," says Luis Fabian, general manager. "DIY boaters are welcome, or you can hire experienced local tradesmen for professional support." On-site amenities include showers, Starlink Wi-Fi,

electricity, and transportation to the main town of Almirante. www.bocasboatyard.com

To the East, **Shelter Bay Marina**, located only two miles from the entrance to the Panama Canal on the Atlantic side, has launched a Boat Care Program that offers: two monthly inspections covering general conditions, bilge, batteries, and more; one detailed condition report per month with photos of the boat; sails storage in a climate-controlled A/C room; optional dehumidifier service upon request; and custom services such as battery charging, interior cleaning and watermaker startup. "In collaboration with Casa de las Baterias, we now supply Victron Energy equipment and offer specialized services," says Mahelet Berrocal, marketing assistant. "We now have an ABYC-certified electrician on site with extensive experience in Victron systems and marine electrical setups, available for troubleshooting, upgrades, and system optimization. Coming soon, Berrocal adds, "We're proud to announce that we are in the process of becoming an official Lagoon Service Center. This exciting development will allow us to provide specialized support to Lagoon owners, including repairs, spare parts, and warranty services. www.shelterbaymarina.com



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Xmas in July 2025 Closes Summer with a Splash in the BVI

IMAGES BY MAR JAVIERTO

More than **6,000 attendees** and 600 boats gathered at **Pond Bay Beach** on **July 29, 2025**, for the 13th edition of **Xmas in July**, marking the traditional close of the summer season in the British Virgin Islands.

Organized by **Wally Castro Marine**, **Marcos Rivera**, and the **British Virgin Islands Tourist Board**, this year's event combined lively entertainment with meaningful sustainability

efforts. Plastic bottles and cups were prohibited, and reusable collector tumblers sold out quickly—**15% of proceeds will benefit Beyond the Reef**, a nonprofit focused on marine conservation.

"We continue to find ways to leave a positive impact while giving people space to have some summer fun," said Wally Castro, event founder and owner of Wally Castro Marine.





The day featured a high-energy lineup:

- DJ Rony Campos and DJ Joaquín Opio of Magic 97.3 FM
- Live performances from Xtreme Band (BVI), The Parachutes (Coldplay tribute), and La Vecina (Puerto Rico)
- House music set by Carlos Cobián Live to close the night

Local vendors like **Winnie's Steakhouse**, **Steakation**, and community organizations such as the **Valley Sound Lions Club** and **St. Ursula Catholic Church** kept the crowd fed.

Medical support was provided by **Ponce Health Sciences Uni-**

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versity, Red Cross, and local police, ensuring a safe celebration.

Tourism Director Clive McCoy, Premier Natalio D. Wheatley, and Minister Vincent Wheatley were on hand to show support. McCoy praised the BVI as “the best place in the Caribbean to host an end-of-summer beach party.”

Guests came by private boats, ferries, and flights—many choosing to stay in the BVI’s growing range of hostels, resorts, and marinas.

For updates and future planning, follow [@xmasinjulyparty](#) on Instagram or visit [xmasinjulyparty.com](#).



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Hats and shirts on beachwalks

Stay Sun Smart While Cruising

BY BIRGIT HACKL & CHRISTIAN FELDBAUER

When do you ever feel more alive than when you're out on the ocean—immersed in the elements, feeling the sun and salty breeze on your skin while steering the boat? Once at anchor, there's a whole range of outdoor activities cruisers indulge in: snorkeling, beach walks, surfing, kite-surfing, SUPing, and, of course, less enjoyable tasks like polishing stainless bits or doing deck maintenance. Whether for hobbies or chores, the great thing about the cruising lifestyle is that we spend more time in nature than most people. But this also means we're exposed to more UV radiation—especially since sunlight reflects off the sea. Sun protection is therefore crucial on boats!

I have to admit I used to foolishly chase the perfect tan. Growing up in Austria with long, cold winters made me drop all precautions—along with all garments—in spring. I would roast myself in the sun for that perfect summer glow. Once we started cruising, I became more aware and careful, especially after

we reached tropical latitudes where the sun's rays burn noticeably stronger. Suddenly the sun was no longer a pleasant source of energy but a scorching menace. Like most cruisers, we adopted the habit of wearing shirts and hats for protection.

Then Christian developed a "pimple" on his shoulder that wouldn't go away. The dermatologist in Tahiti cut it out, and the lab confirmed her diagnosis: basal cell carcinoma. This type of cancer is fortunately usually confined to the outer layer of the skin and doesn't spread, so removal was sufficient. Still, we were shaken—and resolved to be even more careful in the future.

Skin cancers are the most commonly diagnosed cancers globally, with over 1.5 million new cases annually. In 2022 alone, an estimated 330,000 cases of melanoma were reported, with nearly 60,000 deaths. One in five Americans will develop skin cancer by age 70, and more than two people die of it every



Fully-protected maintenance work



Foolish quest for an outdoorsy tanned look

hour in the U.S. It's estimated that 95–99% of all skin cancers are caused by sun exposure—and each sunburn significantly raises melanoma risk.

With ozone levels gradually depleting around the globe, we're more exposed to harmful UV radiation. The ozone layer has thinned by approximately 5–9% since the 1960s, especially over Australia and nearby regions. As a result, nearly two out of three Australians will be diagnosed with skin cancer in their lifetime.

The Australian government and SunSmart launched a sun protection campaign back in the 1980s with a memorable slogan:

Slip, Slop, Slap!—Slip on a shirt, Slope on sunscreen, Slap on a hat. In 2007, they added: **Seek (shade) and Slide (on sunglasses).**

So, what should cruisers do to reduce their risk of skin cancer?

- Install a bimini (ideally with sides that can be lowered) and a sprayhood to shade the cockpit and keep the helmsperson cool.
- Wear long sleeves, long trousers, and a hat when going ashore or spending time on deck—especially when sitting down to work.
- Even on overcast days, up to 90% of UV rays still penetrate the clouds!
- When Christian stands bow watch, he covers up completely—shirt, hat, trousers. Some cruisers go further with hoodies, gloves, socks, and shoes to cover all skin.
- For snorkeling, we use neoprene suits (in cold water) or full-body lycra suits (in warm water), minimizing the need for sunscreen.
- Use SPF 50 sunscreen on exposed areas. Even “water-proof” types wash off eventually—ending up in the sea—so make sure your sunscreen is reef-safe!
- We track moles and skin changes, and aim for an annual dermatologist check-up.
- Finally, be mindful of ozone-depleting substances. Many aerosols and older refrigeration/AC systems still contain harmful compounds. Avoid them when possible.



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A bimini keeps the helmsperson cool



On overcast days 90% of UV rays make it through the clouds

The outlook for skin cancer is generally positive—if detected early. Basal cell and squamous cell carcinomas have high cure rates when caught in time. Melanoma, while more serious, also has a strong survival rate when diagnosed early.

So, **slip** on long clothes, **slop** on SPF 50, **slap** on a hat, **seek** shade under your bimini, **slide** on polarized sunglasses—and enjoy your time cruising!

Birgit and Christian have been cruising on their SV Pitufa since 2011. Visit their blog for more info and check out their books on Amazon.





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Newport Charter Yacht Show: Spotlight on Culinary Excellence

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

The Newport Charter Yacht Show, under the leadership of Show Director Veronica Brown and Assistant Show Director Allie Bradshaw, once again delivered an impressive display of luxury power and sail yachts available for charter. Held in picturesque Newport, Rhode Island, June 2025, the event drew top industry professionals—and while the

weather was undeniably hot, the real heat came from the galley!

Always a crowd favorite, the Yacht Hop dazzled guests with themed onboard celebrations. But it's the Chef Competition that truly steals the spotlight year after year—and 2025 was no exception.

Winne DeCoster organized the Chef Competition on behalf of the Show, and this year's culinary challenge added a twist of suspense and spontaneity. Each chef drew a theme at random and then selected their ingredients from a bountiful (and mysterious) selection of produce generously donated by National Marine Suppliers. The result? A true "mystery basket" test of creativity, technique, and passion for cooking at sea.

A panel of three esteemed judges—Chef Kevin Des Chenes (Culinary Director, Newport Mansions and Private Chef), Kitty McGowan (former yacht chef and president of the U.S. Superyacht Association), and a surprise guest judge—evaluated the dishes based on taste, presentation, creativity, and how well each chef captured their theme.

1st PLACE – Chef Gabriela "Gabi" Piotto of M/Y In the Zone, with a beautifully curated "Anniversary" themed dish. Chef Gabi navigated straight to victory with a dish that let the ingredients do the talking—striped bass, black rice, and a tempura nest that made waves without showing off.



2
Chef Garrett
Hamilton
of M/Y Acta

2nd PLACE – Chef Garrett Hamilton of M/Y Acta, who wowed the judges with his "New Year's" theme entry of potato-crust bass, confit vegetables, and a delicate champagne sabayon.

Continued on page 76



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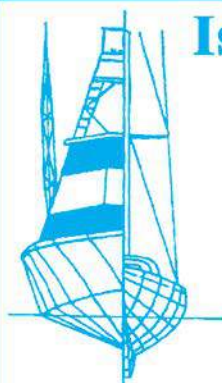


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Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●		110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE
St. Croix	St. Croix Marine www.stcroixmarinecenter.com	340-773-0289	11'	150'	23	●		110/220 - 30A, 50A, 100A		●	●	●				●	16/06	FREE
St. Lucia	Rodney Bay Marina www.igy-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	●
St. Maarten	Island Water World Marina	+1 721-544-5310	8'	60'	47	●		110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	●		110/220	●			●	●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com	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		●	●	●	●	●	

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SOUTH CAICOS, TURKS & CAICOS ISLANDS.

Slated for completion in early 2026, the 3 BR/4 BA Dune Estate Villa sits on 1.44 acres of land with 138 feet of beach frontage. Located within the Caicos Bank Estate community, in the Sail Rock Resort and Villas, the 7,988-sq.ft. residence features two primary suites, large, heated pool, outdoor dining and lounging areas, sunken fire pit, full size kitchen, vaulted ceilings, garage and a great open room. Offered fully furnished with turnkey furniture, fixtures, and equipment package. Ownership includes access to optional villa management and rental services. Price: U.S. \$6,970,000

JAMIE POLLON, Turks & Caicos Sotheby's International Realty | jamie@tcsobthebysrealty.com
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RINCON, PUERTO RICO. Casa Cielo, or Home of the Sky, is nestled on a mountaintop overlooking the Rincon valley to the sea. This exceptional 4 BR/4 BA single-family home with 4,500 sq. ft. of new construction sits on a double lot totaling 1.46 acres. Features include 10 to 12-foot ceiling heights with a soaring 24' double helix staircase atop travertine tile floors. The large open living area brings the kitchen, dining, pool, and sunset veranda all together in one. This house offers one of the largest single indoor areas in a private home in town, measuring nearly 60' x 40'. Price: U.S. \$3,700,000

GREGORY FINK, Rincon Realty Sales
Gfink5@gmail.com | rinconrealtysales.com
 Cell: (787) 823-4113



3 VIEQUES, PUERTO RICO. Located on a private cul-de-sac in the desirable Bravos de Boston neighborhood, this custom-built property, named La Serenisima, sits on a lush, one-acre parcel of fenced land surrounded by gardens, graced by the trade winds, with sea views in the distance. The property includes two main structures, with a total of 3 BR/3 BA, joined together by a striking L-shaped marmolite pool, outdoor patio, and surrounding decks. There's ample room for expansion—think guest casitas, a pickleball court, or even subdivision for multiple Vieques properties. Price: U.S. \$949,000

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



4 ST. JOHN, USVI. Desirable building parcel in Virgin Grand Estates. Private end-of-road setting, gated community above The Westin St John Resort Villas. Unobstructed views of the Caribbean Sea, St. Thomas, numerous islands & outlying cays, year-round sunsets. Short drive to Cruz Bay shops, restaurants, ferry, car barge, and North Shore beaches. Topo included. Price: U.S. \$295,000

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



5 ST. THOMAS, USVI. Beautifully renovated studio condominium at Fairway Village, within the gated community of Mahogany Run. Perfect as both a starter home or rental income investment property. Price: U.S. \$235,000

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

6



ST. CROIX, USVI. Updated, top-floor, 2 BR/2 BA unit is bright and breezy, with expansive hillside and Caribbean Sea views. Located at the Coakley Bay Condominium Complex, J10 has been immaculately maintained, with fresh paint, large baseboards, vaulted ceilings, a new tankless water heater, AC throughout, and high-end furniture and finishes. Coakley Bay has full back-up power, a fantastic community pool, an on-site restaurant, and an on-site management office. Perfect as a turnkey investment or forever home. Price: U.S. \$375,000

KATHLEEN BROWNSDON, Blue Sky Real Estate | Kat@BlueSkyVI.com
homebuyvi.com | Cell: (340) 473-8177

7



COLE BAY, ST. MAARTEN. Enjoy luxurious living in a 2 BR/3 BA condo on Cole Bay and dock your yacht right at the marina. Las Brisas is a waterfront community where light, bright open-plan interiors combine with private balconies offering sunset views over the marina. The property is close to large grocery stores, restaurants, duty-free shopping, fun nightlife, and casinos. The French side of the island is nearby. Price: U.S. \$1,200,000

NISH PAREKH, Real Estate St Maarten
anish@reasxm.com | realestatemaarten.com
Cell: (721) 522-9055

8



RED HAWK RIDGE, NEVIS. This newly-built home sits high up on a ridge with gorgeous views of the sea, St. Kitts, and Mount Nevis. This residence features 2 BR/2 BA finished upstairs, along with additional unfinished space downstairs that can be utilized as extra bedrooms, a gym, a media area, or a small apartment. Infinity pool with sea views, beautifully landscaped grounds, and ample parking. Convenient to dining and all island activities. Price: U.S. \$1,125,000

CATHY YEARWOOD, Oualie Realty
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CARRIACOU, GRENADA. With a beautiful mangrove backdrop and a clear sea view, this flat 0.48-acre lot of land offers excellent visibility and accessibility. Positioned in L'Esterre, along the main road leading to Tyrrel Bay, it's ideally suited for residential development or a commercial venture and is in a growing and sought-after area. An incredible opportunity to invest in Carricacou with natural beauty and high potential. Price: U.S. \$115,378
PAULA LA TOUCHE KELLER, Century 21 Grenada
paula@C21grenada.com | www.c21grenada.com
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SABADECO, BONAIRE. Enjoy unobstructed ocean views from almost every room in newly-built, El Pueblo Villa 2. The 3 BR/2 BA residence boasts a spacious sundeck ideal for taking in the sunset or stargazing at night. It features a self-cleaning magnesium swimming pool with a waterfall, a sunken poolside bar equipped with a gas grill and smoker, and a comprehensive solar system complete with batteries. Located within walking distance of some of the best dive and snorkel sites on the island. Price: U.S. \$1,700,000
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KRALENDIJK, BONAIRE. Enjoy panoramic views of the Caribbean Sea and a 100-foot sandy beach right at your doorstep in this magnificent 5 BR/5 BA villa better known as Kas Playa. Amenities include a private infinity pool, a private gym, a NEOS sound system, a Bulthaup kitchen with Miele and Gaggenau appliances, a double garage, and numerous windows that can be opened to let the refreshing trade winds flow through the home—ideal for a family residence or as a vacation villa. Price: U.S. \$9,950,000
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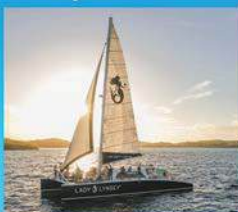
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Newport Charter Yacht Show: Spotlight on Culinary Excellence

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 53

3rd PLACE – Chef Katie Provenza of M/Y Temptation, whose “Bachelorette Party” inspired menu included crudo, compressed watermelon, tomato water, and chili oil—a playful and vibrant combination that captured the celebratory spirit.

As always, the Newport Charter Yacht Show reminded us that the best chefs don’t just cook at sea—they create unforgettable culinary journeys. Congratulations to all the competitors who brought their passion and artistry to the table! 🍴

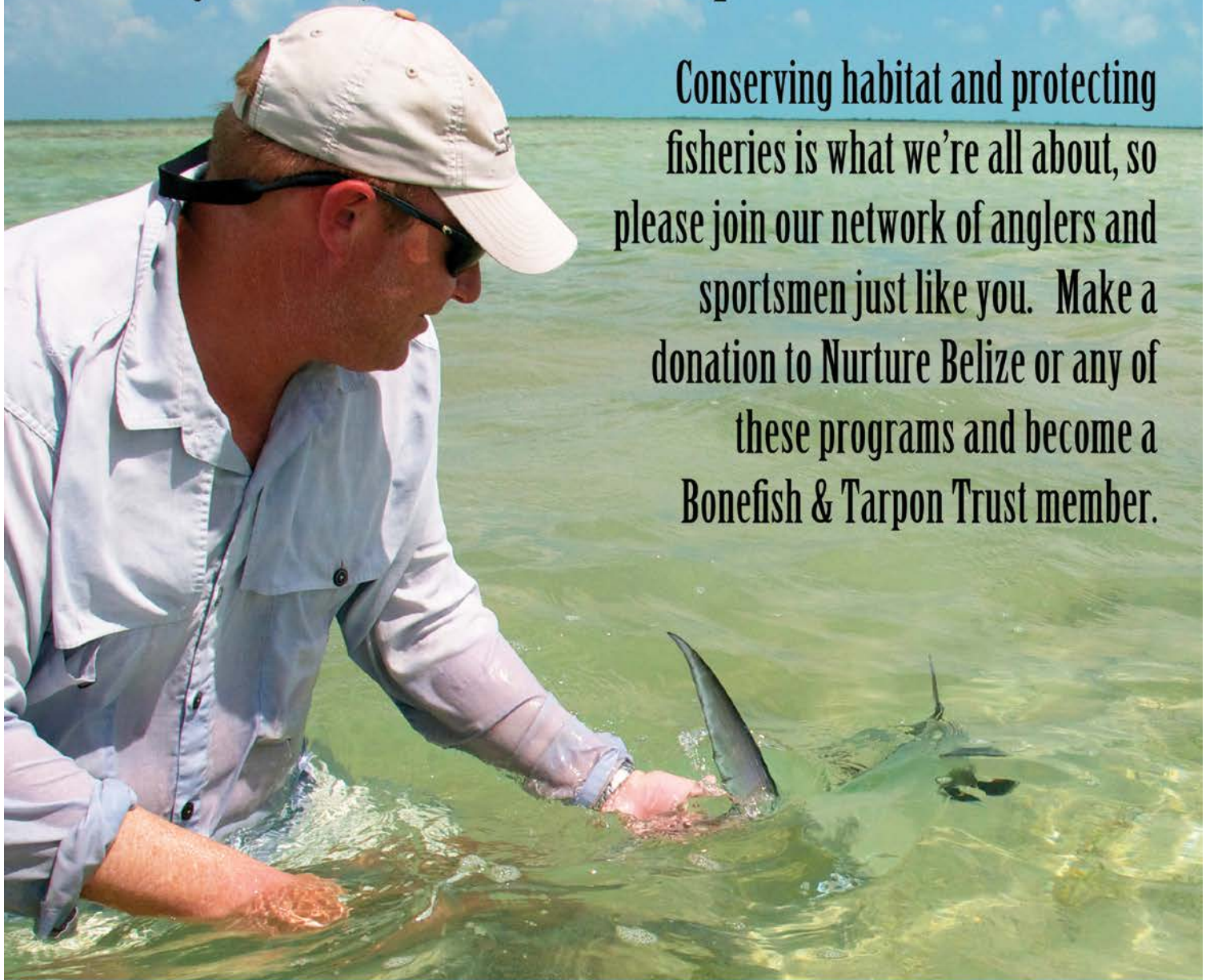
Capt. Jan Robinson is the author of the Ship to Shore Cookbook Collection; She holds certificates from the Cordon Bleu Cooking School, Paris, The Ecole Ritz Escoffier, Paris, the Culinary Institute of America (CIA) New York, and graduated from the International Integrative Nutrition as a Health Coach. 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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