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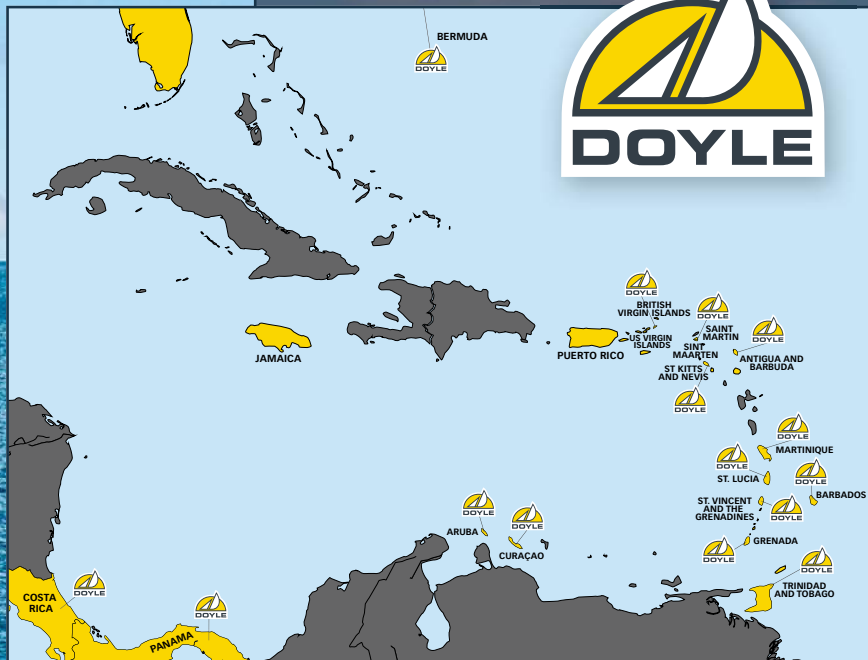
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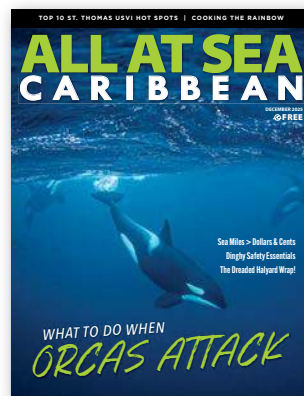


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Orcas Swimming Under the Surface. p.40  
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Owned and Published by  
Kennan Holdings, LLC  
382 NE 191st Street #32381  
Miami, Florida 33179-3899  
**phone (410) 929-2248**

The views and opinions of the contributors to this publication are not necessarily those of the publishers or editors. Accordingly, the publishers and editors disclaim all responsibility for such views and opinions.



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Dixon Yacht Design Dragonfly

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# Caribbean News

## PROJECT DRAGONFLY: PERFECT FOR THE CARIBBEAN

Dixon Yacht Design's new Project Dragonfly may be one of the most forward-thinking sailing catamarans ever conceived. And, as Anders Berg, partner and principal naval architect for the Southampton, UK-based company, says, "she would be a perfect vehicle to enjoy the Caribbean. With her vast beam equal to a 100-meter monohull, she promises remarkable space and stability for island cruising, combining comfort, innovation, and sustainability in one striking platform."

At just under 500 gross tons, Dragonfly was designed as a sail-assist catamaran using solid wing technology. Dixon collaborated with Michael Leach Design, a multi-award-winning UK-based superyacht designer, to create expansive living areas and an elegant profile. Her standout feature is the pair of tilting Aero Wing Sails, developed by Rondal, a Netherlands-based designer and manufacturer of high-performance sailing systems. Built from lightweight, aircraft-

style materials, the wings rotate fully around their vertical axis, adjust camber with multiple flaps, and can furl horizontally in rough weather. Most impressively, the wings can tilt to reduce air draft to under 40 feet, unlocking shallow harbors and sheltered anchorages across the Caribbean.

Additionally, the on-deck saloon connects seamlessly to aft beach areas, while tenders are stowed discreetly amidships. Forward, the accommodation can be configured as a full-beam owner's suite or divided into two VIP cabins, complemented by four guest cabins below and crew quarters forward. Constructed of part-recycled aluminum alloy, Dragonfly integrates solar panels into her superstructure and wings, alongside a propeller energy recovery system.

"For the length, she offers amazing space," Anders says. "She's a fitting match for those seeking wide horizons, sustainable performance, and the freedom to explore the Caribbean and beyond in exceptional style." [www.dixon-yacht-design.com](http://www.dixon-yacht-design.com)

## 2026 ANTIGUA BERMUDA RACE RETURNS, DRAWS FLEET TO SAILGP BERMUDA

It's back! After a two-year pause, the Antigua Bermuda Race returns for its fifth edition, setting sail from Antigua on April 29, 2026. The 935-nautical-mile ocean challenge, organized by the Royal Bermuda Yacht Club in partnership with Antigua Sailing Week, bridges two major events on the spring sailing calendar—Antigua Sailing Week (April 22–26) and SailGP Bermuda (May 9–10). Open to IRC and CSA Racing Yachts, Superyachts, Multihulls, Cruiser Racers, and Double-Handed teams, for many, it's both a thrilling competition and a practical route north from the Caribbean.

"Every year I look forward to the Antigua Bermuda Race, and I think Hermes does too," says Canadian sailor Meg Reilly, whose Pogo 12.50 has competed twice before. "The first few days can be a sleigh ride reaching in the tradewinds. Hermes effortlessly coasts between waves, holding double-digit speeds with such grace. With the perfect sail plan and trim, she drives herself; all you need to do is sit back and enjoy the ride."

Race Chair Les Crane adds, "The Antigua Bermuda Race delivers a transatlantic experience without the time and logistics required to cross the great ocean. With the high cost of ocean freight, it's also a safe, economical, and highly enjoyable way to take your boat north."

Registration is open, with whole-boat and individual race charter opportunities available. [www.antiguabermuda.com](http://www.antiguabermuda.com)



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To illustrate Yachts in Transit - Sailboats in Falmouth

CREDIT ANTIGUA AND BARBUDA TOURISM AUTHORITY



**YACHTS IN TRANSIT - WHAT IT MEANS IN ANTIGUA & BARBUDA**

Each Caribbean island and territory has its own rules governing ‘yachts in transit.’ Yet, the principle remains essentially the same across the region: temporary entry of pleasure craft—both motor and sailing yachts, including tenders—with duty-free privileges on parts and equipment. In Antigua & Barbuda, this policy applies to non-commercial vessels and allows them to remain in port for up to nine months under temporary importation status.

Receiving duty- and tariff-free shipments in Antigua is a smooth and efficient process. Regular air freight services from FedEx, DHL, UPS, Amerijet, British Airways, Virgin Atlantic, and American Airlines, as well as most major ocean freight carriers, provide consistent logistics support.

“Antigua is well connected by both air and sea,” says Sanchia Greenaway, at Antigua Rigging Inc., located at the Catamaran Marina in Falmouth. “So, getting parts, provisions, or spares here duty-free is relatively easy.”

The list of eligible items is extensive.

“If the captain truthfully declares that an item is for the vessel, it will be treated as duty-free,” Greenaway says.

This broad coverage includes foodstuffs, sails, medications, toiletries, engines, and other essential spare parts, virtually everything needed to keep a yacht supplied and seaworthy during its stay.

To make the most of these benefits, proper preparation is key. Having a knowledgeable local agent greatly simplifies the process, as most marine businesses in Antigua are familiar

with the duty-free procedures. Captains need only complete a Simplified General Customs Entry Form and present their Antigua & Barbuda Customs and Immigration Clearance.

“With the right paperwork and a knowledgeable agent,” Greenaway adds, “the system works smoothly and keeps visiting yachts operational without unnecessary costs or delays.”

For cruising yachts, Antigua’s efficient customs framework and strong transport links make it an ideal Caribbean port of call for maintenance, provisioning, and extended stays. [antiguarigging.com](http://antiguarigging.com)

**AKZONOBEL LEADS IN DIGITAL TRAINING FOR YACHT APPLICATORS**

AkzoNobel’s yacht coatings brands—Awlgrip, Interlux, International, and Sea Hawk—have advanced digital training and support for yacht coating applicators worldwide. Following the success of the Awlgrip 3D Color Visualizer, the company introduced two new tools last year: RealWear, a hands-free camera headset for remote technical assistance, and a Virtual Reality (VR) Spray Gun for immersive, paint-free training.



COURTESY AKZONOBEL

“The yachting industry is spread across the globe, and accessing real-time technical support and on-site training can be a challenge,” says Richard Jennings, Global Technical Service Manager at AkzoNobel Yacht Coatings. “That’s why we’ve invested in cutting-edge digital solutions to strengthen our support and increase access to our renowned technical team.”

RealWear connects applicators directly with AkzoNobel experts for live, visual troubleshooting from anywhere in the world, reducing downtime and travel costs.

The VR Spray Gun provides lifelike training using virtual primers, topcoats, and antifouling paints, helping users refine techniques without using actual paint.

“We are proud to have introduced RealWear and VR Spray Gun technology,” Jennings adds. “It uniquely positions us to offer unparalleled support and training to applicators worldwide, whether they are beginners or highly experienced.”

Both innovations underscore AkzoNobel’s commitment to advancing skills, sustainability, and efficiency across the global yacht coatings industry. [www.akzonobel.com/en](http://www.akzonobel.com/en)

**CSA DINGHY CALENDAR 2025-6**

<p><b>OCTOBER</b> 24 - 26 Caribbean Dinghy Championship (AYC)</p> <p><b>NOVEMBER</b> 27 - 30 Budget Marine St. Maarten Optimist Championship (SMYC)</p> <p><b>DECEMBER</b> 26 - JAN 4 Dinghy Clinic (SBYC)</p> <p><b>JANUARY</b> 17 - 18 Martin Luther King (MLK) Regatta (STYC)</p> <p><b>MARCH</b> 21 - 21 Budget Marine Antigua ILCA &amp; Optimist Open (AYC)</p>	<p><b>APRIL</b> 4-11 Curaçao Youth Championship (YSCO)</p> <p><b>MAY</b> 2-3 St. Maarten National Dinghy Championship (SMYC)</p> <p><b>14 - 17</b> Mini Bucket (Clinic 9-12) - (SBYC)</p> <p><b>16 - 17</b> BVI Dinghy Championship (RBVIYC)</p> <p><b>JUNE</b> 14 - 21 International Optimist Regatta (St. Thomas YC)</p> <p><b>OCTOBER</b> 10-11 St. Thomas Yacht Club- Virgin Islands - Puerto Rico Friendship Regatta (St. Thomas YC)</p>
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FOR MORE INFO:  
[WWW.CARIBBEAN-SAILING.COM/DINGHY](http://WWW.CARIBBEAN-SAILING.COM/DINGHY)

**TRIPLE THE SAILING FUN FOR 2026!**

The Caribbean Sailing Association (CSA) has launched three coordinated sailing calendars from 2026 onward, each designed to celebrate a different dimension of Caribbean sailing: international regattas, dinghy racing, and cruising rallies. Together, they create a year-round framework offering something for every sailor, from seasoned competitors to family cruisers.

International Regatta Calendar: The new five-year Caribbean International Regatta Calendar (2026–2030) unites premier regional events under one schedule, streamlining logistics for visiting yachts and professional crews. Notable 2026 changes include the BVI Spring Regatta moving two weeks earlier (March 23–29) and the introduction of the Antigua Racing Cup (April 9–12). Antigua Sailing Week returns to its roots with a four-day, point-to-point format, now welcoming both racing and cruising classes.

“We are very proud to provide a full and coordinated calendar,” says Bastien Pouthier, CSA president. “It is quite a challenge to line up all events within a reasonable time frame that will work for most competitors. Only the Caribbean provides such an effort at an international level.”



CREDIT LAURENS MOREL



CREDIT GERARD BENJAMIN

Dinghy Racing Calendar: The CSA's new Dinghy Racing Calendar supports youth and grassroots development across member islands.

"As a region, we often focus on sending our best dinghy sailors abroad, but we are still not maximizing regional opportunities," says Saskia Revelman, CSA board member.

The Caribbean Dinghy Championship (CDC) in Antigua anchors this circuit, with teams from seven nations and, for the first time, an inclusive RS Venture class.

Rally Calendar: For cruisers, the Rally Calendar expands social sailing opportunities through partnerships with the World Cruising Club, the Salty Dawg Sailing Association,

and regional regattas that incorporate rally divisions.

"Our rally class at the Caribbean Multihull Challenge is very popular," says Revelman.

Antigua Sailing Week 2026 will add a rally option.

"It's created the opportunity to return to the event's original concept at a new location each evening," says Alison Sly-Adams, ASW organizer.

As Pouthier sums up, "Spanning from Barbados to Puerto Rico and many islands in between, we are delighted our members are developing events that are more inclusive and unite sailors for the simple joy of sailing." [caribbean-sailing.com](http://caribbean-sailing.com)

## St. Maarten's 10th Anniversary Pink Sunset Sail Raises \$12,500

Sailing has proven to benefit both physical and mental health, offering the calming effects of 'blue spaces' and the sense of teamwork and freedom that comes with being on the water. Now in its 10th year, St. Maarten's Pink Sunset Sail in October embodied those same healing qualities by bringing together 300 guests across four catamarans for an evening of unity, hope, and community spirit.

The milestone event, organized by Aqua Mania Adventures, raised over \$12,500 in support of the Positive Foundation and the Elektraljets Foundation, which fund free mammograms for uninsured women and breast cancer education programs.

Festivities began with the lively Pink Mixer at Simpson Bay Resort & Marina, before guests boarded the Lambada, Tango, and two Golden Eagle catamarans for

a shared sunset sail and prize-filled raffle featuring over 200 local donations.

"This is a milestone event for us," says Michele Korteweg of Shortcut 2 Success. "Seeing four boats sold out and record fundraising shows how deeply this cause resonates."

Shelly Alphonso of the Positive Foundation added gratitude for Aqua Mania's "passion and dedication."

At the same time, Mercedes van der Waal-Wyatt of the Elektraljets Foundation thanked all participants "for keeping the spirit of hope and awareness alive for ten wonderful years."

The Pink Sunset Sail has become one of the island's most beloved Breast Cancer Awareness Month traditions.

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# December 2025 Events

## **DECEMBER 4-9 | Antigua Charter Yacht Show (ACYS).**

Nearly 65 yachts – 51 motor yachts, eight multihull, and nine sailing yachts, with lengths ranging from 50 to 263-feet are expected to show to 200-plus brokers at this 63rd annual trade-only show, headquartered at Nelson’s Dockyard, in Antigua, a UNESCO World Heritage Site. A few of the yachts on show will be Abundance, a 105-foot sailing yacht that’s had new sails, upholstery and air conditioning in 2025; the award-winning Oceanco 263-foot superyacht, Batello, that’s enjoyed a refit in 2025 courtesy of FM Architettura; and the 203-foot superyacht, Roma, launched in 2010 by Viareggio Superyachts, refitted in 2019, and now features a brand-new 58-foot Anvera chase boat for the 2025-2026 Caribbean season. Evening activities include parties and prizegivings. [www.antiguayachtshow.com](http://www.antiguayachtshow.com)

**DECEMBER 7 | Christmas Hamper Race.** This holiday tradition returns to the Trinidad and Tobago Sailing Association at Hart’s Cut, Chaguaramas, for another fun-filled afternoon starting at Noon. “Open to keelboats and dinghies, this festive race blends friendly competition with holiday cheer,” says Michelle Kong, Trinidad & Tobago Yachting Association



**TTSA Christmas Hamper Race**



CREDIT STEPHANIE STRADLEY

## **DECEMBER 7 | Gustav Wilmerding Memorial Challenge.**

The BVI’s West End Yacht Club closes out the season with its “last blast” regatta—a lively round-the-islands race featuring both monohulls and multihulls. Named after a legendary yet fictitious pirate, the event raises funds for the KATS youth sailing program. [www.westendyachtclubbvi.com](http://www.westendyachtclubbvi.com)

general manager. Each participating boat receives a hamper packed with treats, beverages, and sailing goodies. The course runs two triangles (Optimists sail one shorter leg) and lasts one to two hours. Last year's fleet of 30 boats saw SY Sea Wyf, skippered by Enrique Huggins, claim top honors. Entry is TT\$100 for keelboats, TT\$50 for dinghies, and free for youth sailors. [www.ttsailing.org](http://www.ttsailing.org)

**DECEMBER 11-14 | La Course de l'Alliance (CDLA).**

Hosted out of the St. Maarten Yacht Club, and held



alongside the Round the Rocks Regatta ([roundtherocks.com](http://roundtherocks.com)), this multi-island event draws a spirited fleet of racers and cruisers. "New this year is a 'Rally Class', which will sail the same course but in a more relaxed fashion than the top-end racers," says Andy Cross, event organizer. Last year saw more than 20 boats compete, with class winners including Rudy Magras on Maelia (CSA 1), Chris Marshall on FKG (CSA 2), Benoit Champanhac on TY Male (Diam 24), and Petro Jonker on Seaduction (CSA Multihull). The CDLA is unique in taking sailors to three iconic destinations—St. Barth, Anguilla, and St. Maarten—with racing legs linking each island. [smyc.com/la-course-de-lalliance](http://smyc.com/la-course-de-lalliance)

**DECEMBER 13, 17, 20 & 21 | The Jol Byerley Hightide Series.**

This cornerstone event of the Antigua Yacht Club (AYC) calendar celebrates its 25th edition. The series kicks off with two low-key warm-up regattas (Saturday, Dec 13 and Wednesday, Dec 17), then action really heats up for the main event, the Hightide Trophy Weekend (Dec 20–21). This standalone 7-race showdown promises tight competition and spectacular sailing, with boats from Jolly Harbour and beyond joining the fleet. Open to all monohull sailboats. "Expect an old-fashioned AYC knees-up with live music, laughter, and a healthy dose of sailor camaraderie," says



**DECEMBER 13 | Club Nautico de San Juan (CNSJ) Christmas Boat Parade.** Twenty to forty beautifully decorated boats set sail from the San Antonio Channel towards Old San Juan and Pier 6. "It's a beautiful promenade for families to watch and enjoy the Christmas Spirit," says Virginia de los Reyes, on behalf of CNSJ. [clubnauticodesanjuan.com/V2/xmas-boat-parade/](http://clubnauticodesanjuan.com/V2/xmas-boat-parade/)

AYC High-Tide-Series

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Zoe Carlton, AYC press secretary. [www.antiguayachtclub.com/jolbyerleyhightideseries](http://www.antiguayachtclub.com/jolbyerleyhightideseries)

**DECEMBER 26 | The Boxing Day Barrel.** Shake off the Christmas feast and fire up the sails for the 10th edition of the Boxing Day Barrel. “This revived classic traces its roots back to the old Antigua Yacht Club (AYC) races between Nonsuch Bay and Curtain Bluff,” says Zoe Carlton, AYC press secretary. Spinnakers are highly encouraged, the breeze is brisk, and the course is made for speed. Expect to see the big guns and fastest boats out in force for this one. [www.antiguayachtclub.com/boxingdaybarrelrace](http://www.antiguayachtclub.com/boxingdaybarrelrace)

**DECEMBER 30 | New Year’s Eve Parade (NYEP).** The St. Barth Yacht Club hosts this annual sail around this beautiful 8-square-mile French Caribbean island. “The NYEP is a friendly parade,” says Simon Favaud, club director. “The idea is to permit all ‘small’ sailing vessels to play and sail with big ones. Starts are determined based on the size of the boat to have all boats finish together.” The Skipper’s briefing takes place on December 29 at 6 p.m. at the



New Year Eve Parade around the Island

COURTESY ST BARTH YACHT CLUB

Club. Registration is now open, priced at U.S. \$6 per foot, with proceeds donated to the Club’s Youth Competition Program. [www.stbarthyachtclub.com](http://www.stbarthyachtclub.com)

**DECEMBER 31 | Nelson’s Pursuit Race.** Ring out the old year in true Antiguan style with a beloved tradition organized by Admiral Nelson himself—aka Tommy Paterson, dock master at the host Antigua Yacht Club (AYC). This white-sail-only pursuit race features a triangular

# CSA

## 2026 – 2030

Caribbean International Regatta Calendar

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CARIBBEAN  
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ASSOCIATION

Regatta	2026	2027	2028	2029	2030
RORC Transatlantic Starts	Jan 11	Jan 10	Jan 9	Jan 7	Jan 13
Oyster World Rally Starts	Jan 18	-	Jan 16	-	Jan 11
Barbados Sailing Week	Jan 18-21	Jan 21-24	Jan 21-24	Jan 21-25	Jan 18-22
Grenada Sailing Week	Jan 25-30	Jan 31-Feb 5	Jan 30-Feb 4	Jan 28-Feb 2	Jan 27-Feb 1
Caribbean Multihull Challenge	Jan 29-Feb 1	Feb 4-7	Feb 3-6	Feb 1-Feb 4	Jan 31-Feb 3
RORC Nelson's Cup Series	Feb 17-20	Feb 16-19	Feb 15-18	Feb 13-16	Feb 19-22
RORC Caribbean 600 Series	Feb 23-27	Feb 22-26	Feb 21-25	Feb 19-Feb 23	Feb 25-Mar 1
St. Maarten Heineken Regatta	Mar 5-8	Mar 4-7	Mar 2-5	Mar 1-Mar 4	Mar 7-10
Antigua Superyacht Challenge	Mar 3-8	Mar 9-14	Mar 8-13	Mar 6-11	Mar 12-17
St. Barths Bucket Regatta	Mar 12-15	Mar 18-21	Mar 16-19	Mar 15-18	Mar 21-24
BVI Spring Regatta & Sailing	Mar 23-29	Mar 29-Apr 4	Mar 27 - Apr 2	Mar 19-25	Apr 1-6 Apr
St. Thomas Int'l Regatta	Apr 2-5	Mar 25-28	Mar 23-26	Mar 29-Apr 1	Mar 28-31
Antigua Racing Cup	Apr 9-12	Apr 8-11	Apr 6-9	Apr 5-8	Apr 11-14
Oyster Regatta	-	Apr 4-9	-	Mar 25-31	-
Antigua Classic Yacht Regatta	Apr 15-20	Apr 14-19	Apr 12-16	Apr 11-15	Apr 18-23
Antigua Sailing Week	Apr 22-26	Apr 21-26	Apr 19-23	Apr 18-22	Apr 25-29
Atlantic Rally for Cruisers (ARC)	Nov 22	Nov 21	Nov 20	Nov 19	Nov 24

  Follow for Regatta News and Updates

For a complete list of regattas visit  
[www.caribbean-sailing.com](http://www.caribbean-sailing.com)



Tommy Patterson emcees the awards at the Nelsons Pursuit Race

offshore course that guarantees big winds, big seas, and even bigger thrills. Around 30 yachts, from nimble Melges 24s to grand Swans and Perinis, compete across four classes: Racing, Race-Cruising, Cruising, and Classic. Each boat starts on handicap, with the first to finish crowned the winner. The event benefits the St. John’s Hospice. [www.antiguayachtclub.com/nelsonspursuitrace](http://www.antiguayachtclub.com/nelsonspursuitrace)

**DECEMBER 31 | Foxy’s Old Year’s Night Party.** All waterways lead to Jost Van Dyke, BVI, for Foxy’s legendary out-with-the-old and in-with-the-new-year’s celebration. Ranked among the world’s top New Year’s celebrations, this annual blowout fills Great Harbor with boats packed in so tightly that it feels like you could walk on water. The 2025/2026 theme, “Pirates of the Caribbean,” invites revelers to dress in swashbuckling style. Expect live local and regional bands on the beachfront and outback stages from

**DECEMBER 31 | The Bequia New Year’s Eve Fireworks Show.** Admiralty Bay lights up overhead at Midnight to welcome the New Year. It’s a cherished island tradition that brings the local and visiting community, on sea and shore, together to celebrate. *To help this holiday custom continue, donations can be left in cash or cheque (made out to Bequia NYE Celebrations) and dropped off at the Bequia Tourism Association Office or the Frangipani Hotel Reception. Or, via [gofund.me/914fc3b14](https://gofund.me/914fc3b14)*



COURTESY/BEQUIA FIREWORKS

6 p.m. to 2 a.m., including Pumpa, and Daniel Bombaata Marley, and Shacia Marley—grandchildren of Bob Marley. **General admission and VIP dining packages are available at [foxysbar.com](http://foxysbar.com).**



Foxy’s Dec 31 2024 UpperCrust



PHOTOS COURTESY FOXY’S BVI

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Fatty in his stand up tool room



# Compromise, Sea Miles, and Dollars & Sense

CRUISING | BY CAP'N FATTY GOODLANDER

In 2012, what I wanted to do was to buy a new ketch-rigged Wauquiez for \$850,000, put another \$150 grand into it, and take off on my third circumnavigation. There was a slight problem: I didn't *quite* have a million bucks. I only had \$40,000.

Damn!

That leaves a shortfall of \$960,000.

Did I give up? No, I didn't because a good man plays the hand he's dealt, not the hand that he'd *like* to have been dealt.

I didn't abandon my cruising dream. My wife and I had already lived aboard for 40+ years by 2012. But she'd neither had

running water, 12-volt marine refrigeration, nor a watermaker. I wanted to give her those things. No, I'm not a sugar daddy and I don't believe in buying spousal affection. But, damn, after forty years at sea, I felt my wife Carolyn deserved, at least once in her life, the amenities that other cruising wives took for granted.

After searching the world for a used 43-foot Wauquiez, I located one in French Saint Martin. It was semi-fallen over in a hurricane trench. The engine was ancient and hadn't run in four years. The rudder didn't turn—ditto, many of the winches. Most of the electrical system didn't even try to function. And they wanted 150K. I offered every penny I had, 40K. They laughed. I walked away. But eventually they came crawling back and I purchased her for 56K, after my mother-in-law gave us a small, short-term loan. (Oh, the shame!)

Here's what I *didn't* do: I didn't rebuild the boat 'like new' because that would take many years and cost hundreds of thousands of dollars—and add very little to its resale value. Let's be real—a forty-year-old boat is an old boat. Instead, I carefully surveyed her and did everything I could to her that *didn't* cost *major* money; that could be paid for primarily in sweat equity.

Then we set off on our third circ—and seven years later, on our fourth.

*Ganesh* has been an extremely good boat for us—averaging 150 miles per day across the storm-tossed Indian Ocean.

Which brings us to this Sunday morning, eighty thousand ocean miles later, when my wife Carolyn asked, "What's that sound?"

We were finishing up a leisurely breakfast in the cockpit.

I sat down my coffee cup and quickly determined it was our secondary bilge pump—and that we had (gasp!) a bilge full of water where normally only dust lives.

Hmmm...

Within seconds I determined that the leak wasn't coming from fore, nor aft—and thus checked all the usual suspects (thru-hulls, mostly) amidships. I determined that our galley sink drain was leaking at the 90-degree elbow going into the nipple that served as a thru-hull. The leak wasn't major. I didn't touch it. There appeared to be white pimple on the side of the metal.

The thru-hull appeared to be stainless steel and I'd always thought the elbow was bronze—but it could have been brass. Brass isn't good underwater because zinc is the glue that holds the brass together—and we all know that saltwater finds zinc a tasty snack.

I carefully replaced the floorboard—and informed Carolyn that, yes, we had a leak but, no, it wasn't major. I'd address in mid-week, probably—after I finished the humor column about what a good ship's husband I was. (sic)

Carolyn was getting dressed to go to a museum at the time—and about 20 minutes later said, "Fatty! Come here—now the damn thing sounds like a firehose!"

The entire port wall of the metal elbow had now fallen away. We were now taking water far faster than our two electric bilge pumps could keep up with. (We have a large manual Edson pump with a two-inch hose whose addition *might* have kept up with it.)

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"Wire ties!" I yelled at Carolyn and dashed for my stash of sliced-up fenders, yoga mats, and rubber bits that I hoard for exactly such emergencies. Within minutes, we had the firehose down to a roar—by wrapping the 90-degree coupling with various 'soft' rubbers (fenders, yoga mats, etc.) held in place by various bits of amalgamating tape—then we wire-tied the whole mess down to a mere trickle.

Next, I dove over the side with a wooden plug. I pounded the plug into place—and the leak stopped totally.

Victory—well, temporarily.

Now we had no galley sink but could haul the boat at our leisure and fix the drain properly. Only one (reoccurring, alas) problem—we had just enough money left over from our social security checks to split a plate of chicken-rice at the nearby food court *if* we didn't get a fruit drink... and none left over to be yacht-y-snotty with.

Damn! Financial reality was screwing us again!

Now, of course, I knew before purchasing the boat that she wasn't perfect—million-dollar boats that you can buy for 56K never are. I knew her builders had cheaped-out by not using bronze thru-hulls with generous flanges and large bronze nuts. They'd opted instead to glass in (far weaker) plumbing nipples. I also knew that my bilge was full of stainless, plastic, bronze, brass, iron, and pot-metal fittings... much of which had been added by various owners desirous of turning the boat in the giant battery with Mother Ocean acting as the electrolyte.

This is the reality of buying a 40-year-old boat—even a quality one like the Wauquiez.

Twelve of her fourteen seacocks hadn't worked when I purchased her—and I only managed to replace a few before shoving off. (Each seacock that doesn't work has the appropriate-sized wooden plug tied to it with kite string that can be easily snapped. Thus, no hunting around for the plug in an emergency.)

So, sure, I knew that I was circumnavigating on a less-than-perfect craft. But if I'd have refitted all that (and far, far, far more) stuff that needed refitting, I wouldn't have been able to sail around the third time—nor complete half of my fourth circ.

I'm the guy that goes. I'm the guy that shoves off, leaves his comfort zone behind; the guy who has spent his whole life Chasing the Horizon. That's who I am. That's tattooed into my DNA.

...compromise, right? I'm not gonna let evil billionaires circumnavigate while I sit in port with my thumb up my butt—no way!

I'm a *man*!

I get things *done*! I kiss life full on the lips!

...thus, I sail the world on a less-than-perfect but entirely-serviceable vessel—as I have since 1952 aboard the Alden schooner *Elizabeth*.

Let's be honest—by today's standards, Ulysses' boat was a mess as well. Ditto, the *Spray*.

But back to *Ganesh* and the Compromise of the Poor.

Now, the inboard end of the nipple serving as a thru-hull had a ring of something welded/corroded to it—something too hard to remove with a giant pipe wrench. Whatever it was, it was really, *really* on there. So, I shrugged and left it.

...not an ideal solution but an affordable, practical one.

I then went to a giant plumbing supply store run by Bangladeshis that couldn't speak English. And as they screamed, "No have, no have!" at the top of their lungs, I pole-vaulted over the counter and dashed for their bins of spare PVC-fittings.

Seventeen dollars later I returned to 44-year-old *Ganesh*—and cobbled the new fittings together with hose. How? Stupidly? Cleverly? Your choice—your guess is probably as good as mine. I knew this: I had a pair of galley sinks that needed to drain and a hole in my hull seven feet away—and it doesn't take a genius to figure out how to get from

here to there. (When I'm in doubt as a marine plumber, my professional motto is *more hose clamps!*)

Were you, dear reader, good at Legos? If so, you can sail around the world. That's right—it really doesn't take much intelligence to add nipples and elbows together. Some *balls*, sure—but any idiot can join plumbing parts. It's easy-peasy!

Do I recommend this? *Of course not!* I recommend that you buy a new million-dollar yacht and if there's a slight problem—haul it immediately and flood the bilge with expensive 'marine experts' which may (or may not) know their port from their starboard.

...but I'm describing what *I* do—and have been doing for the last 66 years of living aboard and ocean sailing. I simply don't take no for an answer. I refuse to be intimidated by reality. And I *certainly* don't sit around in port blaming others for my inability to seize-the-day.

*I'm* in charge of accomplishing my watery dreams—and I don't care how many billionaires spending tens of millions of dollars on their gin-palaces tell me I can't. Screw that. I want to be the freest man in the universe—and, so far, none of the



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**ISLAND ART**



In between boat repairs, Fatty has managed to sail across the Indian Ocean numerous times

'bean-counters' manning the cash registers have been able to stop me.

Vivo Yo!

Yes, I'm happy for billionaires to have clipper-bowed monstrosities built for them at gigantic cost. (But, honestly, not so happy about the supply vessel wallowing in its wake, furiously burning up the fossil fuels that future generations will need... while its dirt-dwelling owner greenwashes the whole thing with, "...the wind is free!")

I mean, yeah, having a sculptor put your latest wife's tits on the figurehead under the bowsprits is certainly, er... a novel idea—good luck with that!

But you don't need a billion bucks to sail around the world. What you need is a basic boat, some seamanship, and a sense of humor. (Seamanship is just common sense learned offshore. No, seamanship can't be bought—it must be earned, which is why so few have it.)

The funniest part is that these billionaires stupidly think they are on the safer, better prepared craft.

Ha!

In our experience, it is almost always the shabby, hard-used boat that rescues the gold-plater.

What's the only thing that could have saved the *Bayesian* from disaster? If its not-too-bright owner had had a few billion dollars *less*.

How have my 'dumpster' vessels managed to average between 6,000 and 8,000 nautical sea miles between 2000 and 2020?

Well, not by throwing money around. Money is often the *problem*, not the solution.

Let's take it how-to, step-by-step.

One, I carry a large amount of carefully scrounged 'boat junk' as I cruise the harbors (and marine dumpsters) of the world.

Life is risk, pal—and you have a choice. Allow wealthy folks who have never been offshore do the cost-to-risk calculations for you—or do them yourself.

I do my own risk assessment—and, at 200,000 miles sailed over the course of 66 years of ocean sailing with empty pockets, I'm pretty-much-okay. Actually, I'm *more* than okay. The last time I worked for The Man was in the late 1970s. Screw The Man! The Man wants wage-slaves. I'm not a slave. I don't bend a knee. I don't cower. I'm a sailor—and sailors don't admire nor fawn on shore-bound oppressors, regardless of political affiliation.

Two, I lug a lot of tools around the world—plumbing tools, metal working tools, carpentry tools—you name it, I got it.

There's an entire tool **room** cabin on *Ganesh*! Not many 43-foot vessel owners can say that.

Three, I've never paid anyone to work on any of my boats because *I* need to know how everything works. Yes, I can tear apart carburetors, watermakers, or a diesel engine in my sleep... because I've done it many times before.



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...because I had the advantage of having no economic choice.

...being dead-broke in exotic ports is my Super Power, dude!

In 1968 at 15, I purchased a boat without an engine—well, just a severely-rusted engine block without a head, starter motor, nor (6-volt) generator. The rusted tight engine didn't even *turn*—well, not until I poured oil in the rusty, open cylinders and put a monkey wrench on its crankshaft with a six-foot breaker bar... then it kinda turned, *begrudgingly*.

What to do? I found an identical Atomic Four Utility for sale for \$50, talked the guy down to \$45, and lugged it back to my dock. There, I took both identical engines to bits—and the result was one engine that ran (mostly) for many years afterwards.

Did it run perfectly? Naw, but it was the perfect way to learn about marine engines—and why not start with a flathead engine where the crank/valve/cam mechanisms are easy to understand?

Messy? Yeah, it's kind of a messy way to learn, sure. But I retained the lessons, so that at 73 years of age, not many things scare me that can be fixed with a combo of wrench, sledgehammer, and some swears.

Life can't be purchased, it's to be *lived!* Life *is* education.

Here's why I'm a *good... er, a decent* mechanic: because I know that fixing stuff is just intelligence-applied.

Here's the bottom line: go to the coast. Point offshore. Within 12 or 15 miles offshore of the coast, there's nobody there. It is the same ocean, in basically the same condition, as Joshua Slocum experienced—and you don't need anything that Josh didn't have to enjoy it.

...if your ship's clock doesn't work then boil the damn thing!

Now, to a landlubber—suddenly having an underwater fixture gushing hundreds of gallons of water into your vessel per minute might be terrifying. To a seasoned sailor? Naw. Not really. Big deal!

Does anyone know where I left my dive mask?

...hold my beer.

Life happens. A good man (or, increasingly, a good woman) deals with it. He or she doesn't grab their credit card, grab their marine directory; they don't panic and check if their iPhone is fully charged.

Anyway, our sink drain stopped working. We fixed it without hauling out... for under twenty bucks. Then we immediately returned to what's really, truly important in life—making goo-goo eyes at each other in the cockpit. ☺

---

*Fatty, in his 66th year of living aboard, is having as much fun during his second childhood aboard the ketch Ganesh as he did in his first childhood aboard the schooner Elizabeth.*

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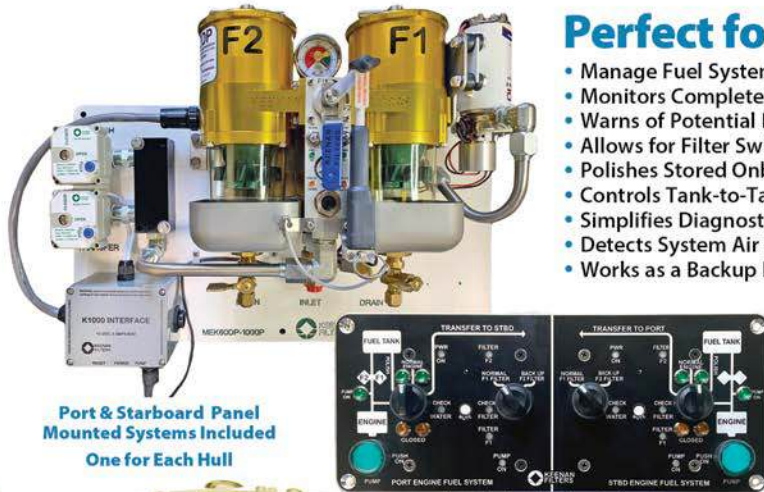
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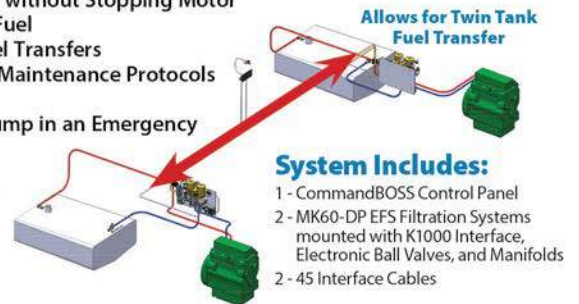
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View of Paradise Point

# Top 10 Places to Visit in St. Thomas—From a Charter Captain Who Called It Home


BY CAPT. SHANE McCLELLAN

The Danish settled St. Thomas in 1671 and declared it a free port in 1764. This status made Charlotte Amalie Harbor the busiest in the Caribbean, a distinction the island has never truly lost. Today, it's a major cruise ship destination and the launch point for countless charter guests headed to the British Virgin Islands.


I've spent thirteen years based in St. Thomas running my charter company aboard Guiding Light. While it may not be

my favorite of the Virgin Islands, St. Thomas still offers some incredible places to visit. Here are my top ten.

**10 Paradise Point.** For a stunning view of Charlotte Amalie and the harbor, take the Skyride gondola across from the West Indian Cruise Ship Dock to the top of Paradise Point. There are a few restaurants up there (and once upon a time, a small amusement park), but it's the view that steals the show.

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**9 Water Island.** Just a half-mile from St. Thomas, Water Island offers a laid-back escape. Ferries run regularly from Crown Bay Marina, taking visitors to Honeymoon Beach, known for its calm vibe and beachfront movie nights during the winter season.



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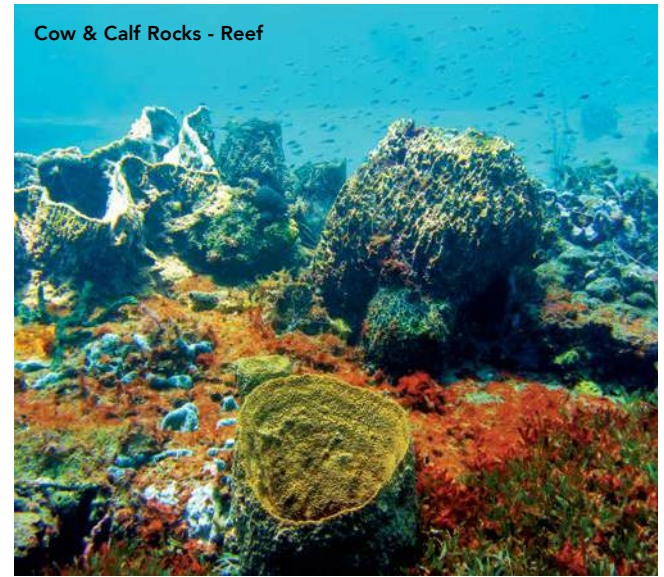



**8 Ziplining with Tree Limin' Extreme.** If you've ever wanted to zip through the treetops, this is your chance. Tree Limin' Extreme Zipline offers a half-day of adrenaline-pumping fun and beautiful views above the canopy.

**7 Downtown Charlotte Amalie.** The town hasn't preserved its historic sites as well as some others in the Caribbean, but it still makes a worthwhile walking tour. The

waterfront warehouses house modern jewelry shops but date back centuries. Highlights include the Amber Museum, the 99 Steps (a clever Danish "road"), and the second-oldest synagogue in the U.S. I'm also partial to Frenchtown, on the west side of town, which has a distinctly different feel thanks to its St. Barts fishing heritage.

**6 Cow & Calf Rocks.** There are great snorkeling and dive sites around the island, but this is my personal favorite. Just west of Great St. James Island, Cow & Calf Rocks are rich with sea life—just be mindful of the weather as this area is exposed.



Cow & Calf Rocks - Reef



Frenchtown



Amber Museum



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Blackbeard's Tower

**5 Fortifications of Charlotte Amalie.** Five separate fortifications once protected the harbor: Fort Frederik and Fort Christian at water level, and Blackbeard's and Bluebeard's towers perched on the hills above. While they've since been incorporated into resort properties, their history is still visible.



Turtle On Wreck

**4 Buck Island.** A short trip south of the harbor, Buck Island offers two snorkeling gems: Turtle Cove (where I've never seen fewer than eight turtles!) and a sunken wreck in the western cove, which was scuttled in the '80s or '90s and now rests in about 40 feet of water—broken into three parts by a hurricane.



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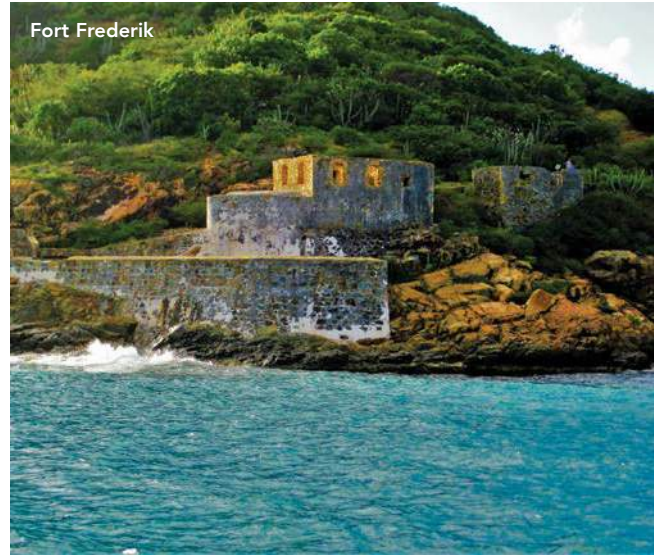
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Tap & Still

**3 Red Hook.** Red Hook may not top most tourist lists, but I've spent a lot of time there prepping for charters at American Yacht Harbor. It's packed with great restaurants—Tap & Still (best burger on the island, hands down) and Sushi Thai (try the Mexican Roll or chicken volcano dish) are personal favorites. My wife never skips a stop at Ocean Surfari to browse.

**2 Hassel Island.** Located on the harbor's western edge, Hassel Island is rich in history. It boasts two early 1800s British gun batteries, a historic steam-powered slipway, and a rugged hiking trail that connects it all—though trail conditions vary depending on the season.




Fort Frederik



Garrison House



Getting Pizza

**1 Christmas Cove.** Legend says Columbus anchored here on Christmas Day, 1493—and the name stuck. Located on the west side of Great St. James Island, the bay offers excellent snorkeling by the Fish Cays and a quiet anchorage after sunset. Don't miss Pizza Pi, a floating pizzeria that's become a favorite among charter guests and locals alike. It's also one of my top spots to relax between charters. 

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Orcas swimming under the surface

LARS VON RITTERZAHONY - OCEAN IMAGE BANK

# Sailors Lead the Way in Protecting Marine Mammals

BY CAROL M. BAREUTHER

More than half of all reported vessel strikes at sea involve marine megafauna—whales, sharks, sunfish, and other large marine species—according to data from the Marine Strike Log, the most comprehensive record of sailing-sector collisions worldwide. Of these strikes, over 50% result in injury or death to marine life, 45% cause serious vessel damage, and 3% lead to crew injury. Yet experts agree these numbers represent only a fraction of what truly occurs.

*“Current global databases underrepresent the full scale of vessel strikes due to the lack of reporting,” explains Damian Foxall, Co-Founder*

*of the Marine Mammal Advisory Group (MMAG). “We created the Marine Strike Log to fill that gap so that the sailing community could help document, understand, and ultimately reduce these incidents.”*

## FROM FIRSTHAND EXPERIENCE TO GLOBAL INITIATIVE

The MMAG’s creation and launch in January 2023 stemmed from deeply personal experiences. Sailors had witnessed marine mammal strikes firsthand. These collisions often left both the animal and the vessel damaged. Sailors realized there was little data or guidance available.

Bob driving Pandora to the Azores



CREDIT: BOB OSBORN



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Gibraltar from Pandora



CREDIT: BOB OSBORN

SV Pandora's orca-broken rudder

*"We started as sailors looking for answers, as there was no central place to report, no shared learning, and no pathway to prevention," says Foxall.*

Today, MMAG's mission extends well beyond data collection. The group supports open, anonymous reporting mechanisms that encourage honest submissions from all types of marine traffic, especially sailing yachts.

*"Sailors are out there every day in the same waters marine mammals inhabit," Foxall adds. "That makes our community one of the most valuable eyes-and-ears networks on the ocean."*

### THE CARIBBEAN: A SEASONAL HOT SPOT

While strikes are reported worldwide, the Caribbean remains a region of concern, particularly during whale season from late winter into early spring, when many species breed and migrate.

*"The Caribbean is a key breeding ground for*

*humpbacks and other marine mammals," says Foxall. "Unfortunately, that coincides with the region's busy cruising and regatta season."*

Sailors crossing the Atlantic—whether arriving from the Canary Islands or down the U.S. East Coast—should be alert for migrating mammals along their routes. Important Marine Mammal Areas (IMMAs) and Marine Protected Areas (MPAs) are clearly defined on the IMMA e-Atlas and MPA Atlas ([mpatlas.org](http://mpatlas.org)), offering sailors vital tools to plan passages with awareness.

### SIX PILLARS OF PREVENTION

MMAG promotes a six-pillar strategy to mitigate strike risk: Source & Share Information, Risk Assessment, Live Reporting, Technical Solutions, Education & Outreach, and Collaboration.

*"Good seamanship is still the best protection," says Foxall. "Keep a sharp lookout, especially in known migration corridors, and slow down if you spot marine life nearby."*



Sperm Whales Dominica

VINCENT KNEEFEL - OCEAN IMAGE BANK

To support real-time awareness, sailors are encouraged to use the Whale Alert App ([www.ifaw.org/international/campaigns/whale-alert](http://www.ifaw.org/international/campaigns/whale-alert)), a free, global platform that allows users to report sightings or strikes and view whale activity in their area. Some crews are also adopting advanced onboard tools such as forward-facing cameras (like SEA.IA systems) and drones for aerial scouting.

Local collaboration strengthens the cause. Yacht clubs and regattas across the Caribbean are integrating educational outreach, such as the Caribbean Multihull Challenge’s fundraising events for the Caribbean Cetacean Society. “Sailors can be true citizen scientists,” says Foxall. “Every report, every sighting, every conversation helps build a safer ocean.”

#### IF A STRIKE OCCURS

In the event of a collision, MMAG stresses that crew and vessel safety come first.

*“Secure your team, check for injuries and boat damage, and then by promptly reporting the encounter, we provide near live hazard information to other vessels in the area,”* advises Foxall.

Key details to note include GPS coordinates, animal condition, and species (if known), and any photographs or videos. These should be reported immediately through the Whale Alert App

and to local authorities, such as the island coast guard on VHF Channel 16 or the Caribbean Cetacean Society.

#### WHAT’S NEXT: NEW GLOBAL GUIDELINES

Looking ahead, MMAG is taking its mission to the international stage. Working with World Sailing, the sport’s governing body, MMAG recently launched the official “Marine Megafauna Guidelines” (Fall 2025). These provide sailors and event organizers with practical steps, references, and risk-reduction measures tailored to racing, cruising, and transoceanic passages.

*“Sailing has always been about harmony with nature,”* says Foxall. *“By applying these guidelines and sharing real-world data, we can reduce the harm caused by human activity and make every voyage part of the solution.”*

Sailors who have previously experienced a strike are asked to contribute to the Marine Strike Survey ([mmag.world/marine-strike-log-survey](http://mmag.world/marine-strike-log-survey)) to help expand historical data sets. For live reporting, download the Whale Alert App before heading offshore and be ready to log any interaction, large or small.

As Foxall puts it, “Awareness leads to action, and action leads to change. Together, the sailing community can help ensure our oceans remain safe for both people and the incredible creatures that share them.” [mmag.world](http://mmag.world)



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# What To Do When Orcas Attack



Orcas and rudder

CREDIT BOB OSBORN



Rudder damage

CREDIT BOB OSBORN



CREDIT BOB OSBORN

Holding SV Pandora's orca-broken rudder

**B**ob Osborn, past president of the Salty Dawg Sailing Association (SDSA) and veteran leader of five Caribbean Fall Rallies to Antigua, set off on a new adventure this past summer aboard his Aerodyne 47, Pandora. Joining a dozen boats in the SDSA's first-ever Azores Rally, Osborn and his wife, Brenda, were drawn by the chance to explore new waters and fulfill a dream of his late father—to sail to Gibraltar on Pandora. He achieved both goals, though the voyage also brought an unexpected and unnerving encounter: an orca attack.

As Pandora neared the Strait of Gibraltar, she was making over 10 knots with the current when the wheel suddenly spun violently. Moments later, a pod of four or five orcas appeared beneath the stern, ramming the rudder. "It was terrifying," recalls Osborn. "I feared the rudder post would snap or the hull would

crack open." Though Pandora's carbon fiber rudder post held, half the rudder was torn off, and the Hydrovane auxiliary steering was severely damaged. Once safely docked, Osborn donned a wetsuit and used a saw underwater to remove the remaining broken section, a tense ending to what had begun as a smooth passage through one of the world's busiest straits.

For sailors, the idea of being attacked by whales, which are the largest members of the dolphin family, still feels surreal. Yet for those cruising between Portugal and Gibraltar, orca encounters have become an unsettling reality. Each season, dozens of boats are struck as the whales follow migrating tuna north and south.

"Would I do it again? Yes, but I'd plan differently," says Osborn. "Instead of worrying about making Gibraltar on schedule, I'd hug the

coast and worry less about crew plans." He later learned that most strikes occur in depths of 20 to 1,000 meters—the same range favored by hunting orcas. "Had we been just a few miles closer to shore, we might have avoided the encounter," he reflects.

Today, Osborn advises sailors to consult the [orcas.pt](http://orcas.pt) website for real-time maps of sightings and attacks, stay within the 20-meter contour, and, if orcas appear, disengage the autopilot, keep hands clear of the spinning wheel, and head for shallower water. "Hindsight is 20/20," he adds, "but next time, I'll give the orcas their space."

*To learn more, Osborn will present a Webinar titled "Orcas damaging boats: What you need to know to minimize your risk," on Tuesday, December 9, starting at 5 p.m. [www.saltydawgsailing.org/2025-webinars](http://www.saltydawgsailing.org/2025-webinars)*



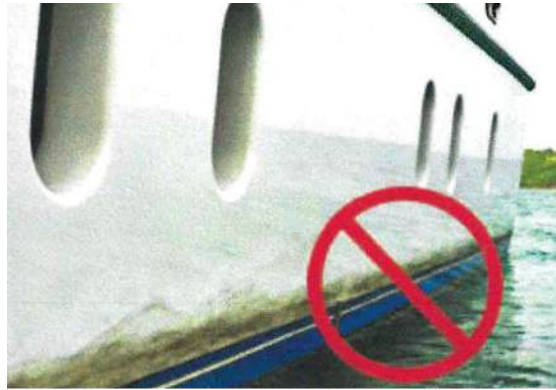
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Severe structural failure from repeated halyard wrap. The foil has split completely, showing how easily a small lead-angle error can destroy a furler.



Another view of halyard wrap destruction. The extrusion has torn along its seam, the result of trying to keep furling instead of stopping to inspect.

# The Dreaded Halyard Wrap— And How to Prevent It

BY BROOKS PAUL JONES, SAILING SERVICES, INC.

If you've ever watched a jib furler twist itself into destruction, you've probably seen a halyard wrap. It's one of the most common—and most expensive—failures we see in the rigging world. The good news? It's almost always preventable.

These notes apply to the most popular manual jib furling systems—Harken, Profurl, Selden, Facnor, and Schaefer. These systems use a drum for the furling line and a halyard swivel hoisted to the top of the mast.

(We're not talking about the internal-halyard systems like CDI, Famet, or some Brazilian furlers where the halyard is contained inside the foil.)

## Start With the Halyard Lead

Most manufacturers publish excellent installation manuals—but who really reads them?

If you want to know whether your rigger understands furling systems, ask about the halyard lead angle. This is the single most important factor in preventing wrap.

The swivel must sit far enough below the masthead sheave so the halyard leads cleanly into the mast. If that angle is too shallow, the halyard wraps around the forestay instead of turning with the swivel. That's how the dreaded halyard wrap begins—and it can destroy the forestay in seconds. A properly placed halyard restrainer is your insurance policy.

## Keep the Leads Square

Make sure the furling line leads squarely into and out of the drum. If the angle is off, the line will pile up, bunch, and jam as the sail unfurls.

Run the line aft through low-friction blocks and finish it on a

horn cleat, not a cam cleat. A horn cleat won't surprise you by letting go under load.

### Tune for Tension

Add a turnbuckle at the base of the forestay to fine-tune mast position and stay tension.

Reducing forestay sag improves sail shape and makes furling smoother.

Remember: a loose forestay flexes the foil sections like a hinge with every revolution. Tight, well-aligned connections last longer and furl more cleanly.

### Know When to Stop

If the sail suddenly resists furling—stop immediately.

Once a halyard wrap starts, every extra turn increases torque and damage. Look up, clear the tangle, and only then continue. It can't be said enough.

### Give Yourself Some Slack

A few extra wraps of line on the drum are a good thing. They add mechanical advantage when starting the furl and give you room to accommodate a larger headsail later.

If furling feels unusually heavy, walk forward and pull the line right at the drum exit. You'll quickly see whether the culprit is the lead or the drum.

### Changing Headsails

When swapping sails with different luff lengths, use a pennant to keep the swivel at the same height. That maintains the original, correct halyard angle into the mast sheave—the "sweet spot" that prevents wrap.

### Wisdom From the Sail Loft

Talk to your sailmaker.

A UV strip on the leech protects the sail when furled, and a foam luff insert keeps the sail's shape when partially rolled. Both reduce strain on the furling system.

### Hardware Choices That Matter

Skip snap shackles at the head and tack. Sail changes on a furler are rare, and snap shackles just add weight and cost.

Soft shackles work beautifully—lighter, cheaper, and easier to open.

Sailing Services, Inc. also recommends plastic bearings in the swivel and drum. "Rust never sleeps," as Brooks likes to say.

And don't forget full toggle action at both ends of the forestay connection—side-to-side and fore-and-aft. That freedom of movement prevents binding and fatigue.

### Looking Ahead

Technology will soon give us tension readouts for both the forestay and the furling line. Until then, the best tools remain good rig tuning, clean leads, and a careful hand on the furling line.

### Bottom Line:

Get the halyard lead right, keep the system tight, and don't force the furl. A little attention up front prevents big damage later—and keeps you sailing safely.

CONTACT FOR ANY QUESTIONS:

**Brooks Paul Jones, Sailing Services, Inc.**

[brooks@sailingservices.com](mailto:brooks@sailingservices.com) | [www.sailingservices.com](http://www.sailingservices.com)

## Rigging Check: Brooks's Quick Furling Tune-Up

**1 Check the Halyard Lead Angle.** The swivel should sit 4–8" below the mast sheave with a clear line to a halyard restrainer.

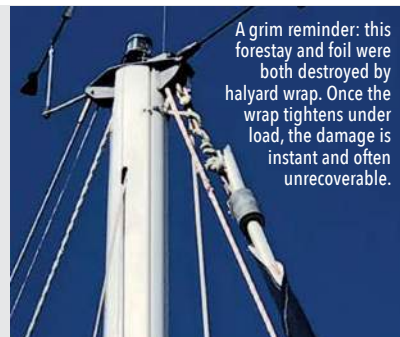
**2 Verify Fair Leads to the Drum.** Line should run squarely in and out—no side load.

**3 Inspect the Furling Line Path.** Use low-friction blocks; keep turns fair to the cockpit.

**4 Examine Forestay Tension.** Tighten via turnbuckle to reduce sag and foil flexing.

**5 Check for Wraps Before Furling.** If resistance increases—stop and look up.

**6 Maintain Toggle Freedom.** Full articulation at mast-head and stemhead prevents fatigue.



A grim reminder: this forestay and foil were both destroyed by halyard wrap. Once the wrap tightens under load, the damage is instant and often unrecoverable.

**7 Use Soft Shackles and Plastic Bearings.** They're lighter, cheaper, and corrosion-free.



Ready to go  
and play with  
the fishes

# Don't Push Off Without These 10 Dinghy Safety Essentials for Cruisers

TEXT AND PHOTOS BY BIRGIT HACKL & CHRISTIAN FELDBAUER

**W**e love coral and watching fish, so we spend hours in the water whenever we're near a lively reef. Living aboard a floating home, we think of our dinghy as our "car." And just like people ashore don't consider driving particularly risky, we tend to forget the hazards involved in hopping into a small boat.

But especially in remote locations, a casual snorkel trip can quickly turn from a relaxing outing into a life-threatening emergency—if the outboard fails or conditions change. Here's our top ten list of items that should always be in the dinghy, whether you're heading out to explore a reef or embarking on a longer ride.

**Oars.** A no-brainer—but still easy to forget after a passage, especially if the dinghy's just come off the deck. Whether your outboard fails, refuses to start, or you find yourself in water too shallow to motor (a common problem when the low sun turns the sea's surface into a glittering mirror), oars are your backup propulsion. Plus, they're a great way to use human power instead of fuel.

**Water.** Rowing under the hot sun without hydration is asking for trouble. Always toss in a water bottle—ideally more than one.

**Mobile Phone or VHF Radio.** Depending on where you are, bring one or both in a drybag. Make sure your phone has the local emergency number saved—you don't want to be Googling for help with zero bars of signal. Calling a friend to relay a Mayday is far less effective than contacting someone directly.

**Vinegar.** An effective first-aid remedy for jellyfish stings. Pour liberally over the affected area (don't rub or rinse with freshwater). And be sure to clearly label the bottle—vinegar looks suspiciously like drinking water. We've made that mistake. Once.

**Dinghy Anchor.** If the wind's blowing or current is ripping and your outboard dies, you'll be glad to have one. A simple anchor keeps you from drifting into deeper water or out to sea.



Having the dinghy along on a snorkel means extra safety



**Long Anchor Line.** A great anchor is useless if it can't reach the bottom. Carry plenty of line to ensure you can set the hook even in deeper water.

**Shoes.** You should never step on coral—period. But if you do get stranded on a reef or need to drag the dinghy over a shallow patch, you'll want sturdy soles. Sharp coral and sea urchins are not kind to bare feet.

**Dinghy Ladder or Rope Loops.** Reboarding the dinghy after a swim can be awkward—or impossible—if you're tired, cramping, or stung. A basic ladder or rope sling makes it easier and safer to climb back in. Test it beforehand so you know it works.

**Outboard Repair Kit.** We don't take this on every snorkel trip—but we sure wished we had it the day our outboard died two miles from the boat. We were outside the atoll, in current, hungry, and had to swim-tow the dinghy all the way back. It took two hours, with breaks anchored mid-current. Lesson learned.

**EPIRB.** If you're venturing to truly remote places with no other yachts around and no cell coverage, consider taking an EPIRB. Strong trades and a failed engine can turn an afternoon snorkel off the Leewards into an unplanned crossing to Nicaragua—1,300 miles downwind. Ask Captain Bligh how that turned out.



Even a reliable outboard can quit at the worst time

**BONUS TIP:** Keep a checklist laminated near the dinghy davits or dock lines. It's easy to forget things in the excitement of a sunny day and clear water. ☺

---

*Birgit and Christian have been snorkeling and dinghy-adventuring their way from the Mediterranean through the Caribbean and across the Pacific aboard their S&S 41, Pitufa. Follow their journey at [www.pitufa.at](http://www.pitufa.at) or find their books *Sailing Towards the Horizon*, *On Velvet Paws Towards the Horizon*, and *Cruising Know-How on Amazon*.*



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# Cook the Rainbow: Nourishing Fall Recipes

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Celebrate the season by cooking with nature's most colorful gifts—sweet roasted squash, tangy pomegranate jewels, and crisp garden favorites. These fall superfoods are as nourishing as they are beautiful, packing powerful nutrition into every bite. It's the perfect time to give your favorite dishes a vibrant, healthy upgrade.

## SMOKY ROASTED VEGETABLE MEDLEY

Prep time: 10 minutes. Cooking time: 25–30 minutes. Serves: 4

- 1 medium eggplant, sliced ½-inch thick**
- 2 medium zucchini, sliced**
- 2 medium potatoes, sliced**
- 1 red bell pepper, sliced into thick strips**
- 1 onion, cut into wedges**
- 6–8 mushrooms, whole**
- 2 tomatoes, halved or thickly sliced**

- 2 tablespoons extra-virgin olive oil**
- 1 teaspoon smoked paprika**
- ½ teaspoon ground cumin**
- Salt & freshly ground black pepper**
- Optional: a sprinkle of sumac (for tang)**

Preheat oven to 425°F. Line a large sheet pan with parchment. Arrange all vegetables in a single layer and drizzle with olive oil. Season with smoked paprika, cumin, salt, and pepper. Roast 20–25 minutes, turning once, until edges are golden and lightly charred. Finish with a pinch of sumac for brightness.

To serve Stack or tile the vegetables on the platter and add:

- A garlicky yogurt dip, and
- A spicy roasted pepper sauce (recipe follows)

**FIRE-ROASTED RED PEPPER SAUCE**

Prep time: 5 minutes. Cooking time: 0 minutes. Serves: 4

- 1 cup jarred roasted red peppers, drained
- 1 small garlic clove
- 1 tablespoon extra-virgin olive oil
- 1 teaspoon lemon juice
- Pinch red pepper flakes
- Sea salt, to taste

Blend peppers with garlic, olive oil, lemon juice, and red pepper flakes until slightly chunky. Season to taste. Serve room temperature. This sauce loves chicken, fish, grilled shrimp... or simply vegetables!

**POMEGRANATE-GLAZED CHICKEN**

Prep time: 15 minutes. Cooking time: 35–40 minutes. Serves: 4

- 8 bone-in, skin-on chicken thighs
- 1 tablespoon extra-virgin olive oil
- Salt & freshly ground black pepper
- 1 cup pomegranate juice (100%)
- 3 tablespoons pomegranate molasses
- 2 tablespoons honey (or maple syrup)
- 1 tablespoon balsamic vinegar
- 3 cloves garlic, minced
- 1 teaspoon ground cumin
- 1 teaspoon smoked paprika
- Fresh thyme or parsley, chopped (for garnish)
- 1/3 cup fresh pomegranate arils (for finishing pop and antioxidants!)

Pat the chicken thighs dry and season generously with salt and pepper. Heat the olive oil in a large oven-safe skillet

*Continued on page 78*








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# Caribbean Marinas

## ALL AT SEA'S CARIBBEAN 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
Antigua	<b>Falmouth Harbour Marina</b> www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●	●	●	●	●	●	68/10	●
Antigua	<b>Jolly Harbour Marina</b> www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	●	68	FREE
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	●	110/220		●				●	●	●	16/69	●
Aruba	<b>Varadero Caribe</b> www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp			●			●	●	●	68	●
Curaçao	<b>Curaçao Marine</b>	5999 465 8936	13'	120'	30	●	110/220/380		●	●	●	●			●	67	FREE
Curaçao	<b>Curaçao Yacht Club</b> www.curaçaoyachtclub.com	5999-767-4627	16'	160	120	●	110/220 v; 50 hrz		●	●	●			●	●	68	FREE
D.R.	<b>Casa de Campo Marina</b>	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●
D.R.	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	●	110/220, 308	●	●	●	●	●	●	●	●	5	FREE
D.R.	<b>Ocean World Marina</b>	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	●	16/68	●
Grand Cayman	<b>Barcadere Marina</b>	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●			●	●	16	FREE
Grenada	<b>Clarkes Court Boatyard &amp; Marina</b>	473-439-3939	11'	150'	20	●	110/220; 50hrz			●	●			●	●	68	FREE
Grenada	<b>Grenada Marine</b>	473-443-1667	15'	70'	4	●	110/220		●	●	●			●	●	16	FREE
Grenada	<b>Le Phare Bleu Marina</b>	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	●	16	FREE
Grenada	<b>Port Louis Marina</b>	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/400/480/630V	●		●	●	●	●	●	●	14	FREE
Grenada	<b>Whisper Cove Marina</b> www.whispercovemarina.com	473-444-5296	15'	100'	18	●	110/220, 50hrz			●	●	●	●	●	●	68	●
Guadeloupe	<b>Marina Bas-du-Fort</b>	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	●	9	FREE
Jamaica	<b>Errol Flynn Marina &amp; Shipyard</b>	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE
Panama	<b>Bocas Marina</b> www.bocas-marina.com	507-757-9800	20'	150'	83	●	110 -220v		●	●	●	●	●	●	●	68	FREE
Panama	<b>Red Frog Beach Marina</b> redfrogbeach.com	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	●	68	●
Panama	<b>Shelter Bay Marina</b>	507-433-3581	20'	320'	192	●	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	●	●	●	●	●	●	●	●	74	●
Puerto Rico	<b>Club Nautico de San Juan</b>	787-722-0177	31'	250'	121	●	110 volts / 220 / 480 for megayachts		●	●	●				●	16/10 68	●
Puerto Rico	<b>Marina de Salinas</b>	787-824-3185	10'	65'	103	●	120/220V, 30/50 amp		●	●	●	●	●	●	●	16	●
Puerto Rico	<b>Marina Pescaderia</b> www.marinapescaderia.com	787-717-3638	8'	115'	99	●	30, 50, and 100 amp		●	●	●	●	●	●	●	16	FREE
Puerto Rico	<b>Ponce Yacht &amp; Fishing Club</b>	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●			●	●	68	FREE
Puerto Rico	<b>Puerto Del Rey Marina</b>	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	●	16/71	FREE
Scrub Island, BVI	<b>Scrub Island Resort, Spa &amp; Marina</b> 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	<b>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE
St. Croix	<b>St. Croix Marine</b> www.stcroixmarinecenter.com	340-773-0289	11'	150'	23	●	110/220 - 30A, 50A, 100A		●	●	●				●	16/06	FREE
St. Lucia	<b>Rodney Bay Marina</b> 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	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	<b>Bobby's Marina</b> www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●		●	●	●	16/69	●
St. Maarten	<b>Island Water World Marina</b>	+1 721-544-5310	8'	60'	47	●	110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> 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	<b>The Yacht Club at Isle de Sol</b> 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	<b>American Yacht Harbor</b> 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	<b>Crown Bay Marina</b> www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	<b>Yacht Haven Grande</b> 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	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	<b>Peake Yacht Services Marina</b>	868-634-4420/3/7	20'	90'	17	●	110/220			●	●	●			●	69	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b> www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-499-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	<b>Marina Santa Marta</b> www.marinasantamarta.com	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

**OUTSIDE OF CARIBBEAN:**

Boston, MA	<b>Boston Yacht Haven</b>	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	<b>Marina Cabo San Lucas</b> 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	<b>North Cove Marina at Brookfield Place</b> 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	<b>Jolly Harbour Marina / Boat Yard</b>	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	<b>North Sound Marine</b>	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	<b>Varadero Caribe</b>	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	<b>Bradford Marine Bahamas</b>	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	<b>Nanny Cay Hotel &amp; Marina</b>	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	<b>Soper's Hole</b>	18° 23' 46"	-64° 41" 53"	(284) 495-3349	7'	65'	18' & 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	<b>Tortola Yacht Services</b>	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	<b>Virgin Gorda Yacht Harbour</b>	18.45222	-64.43750	+1 284-499-5501	10'	180'	37'	no limit	110/120/220	7am-6pm	70 350 CIMOLAI	•	•	•	•	•	•	•
Curaçao	<b>Curacao Marine</b>	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
La Romana, D.R.	<b>IBC Shipyard</b>	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	<b>Clarks Court Boatyard &amp; Marina</b>	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	<b>Grenada Marine</b>	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	<b>Spice Island Marine Services</b>	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	<b>Bocas Yacht Services</b>	09° 17.3'N	082° 23.06W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Panama	<b>Shelter Bay Marina</b>	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	<b>Varadero @ Palmas</b>	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	<b>Puerto Del Rey Marina</b>	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	<b>Megayard</b>	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	<b>Rodney Bay Marina</b>	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	<b>St. Croix Marine</b>	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	<b>St. Kitts Marine Works</b>	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	<b>Subbase Drydock</b>	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Trinidad	<b>Peake Yacht Services Boatyard</b>	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	<b>Caicos Marina &amp; Shipyard</b>	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	<b>National Harbor Marina</b> www.igy-nationalharbor.com	301-749-1582	Call	160'			●	30/50/100 single and 3 phase	●	●	●	●	●	●	●	●	71/16	●
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30	●		30/50/100 Amp		●	●					●	16	FREE
Fort Pierce	FL	<b>Fort Pierce City Marina</b>	772-464-1245	7'	150'	240	●		30/50/100 Amp		●	●	●	●	●	●	●	16/78	FREE
Miami Beach	FL	<b>One Island Park</b> www.igy-miami.com	754-701-4020	40'	150-800'	8	●		100 single & 3 phase/200/480/600 Amp		●	●		●	●		●	11/16	FREE
Marathon	FL	<b>Marlin Bay Yacht Club</b> www.marlinbay.com/marina	305-731-2207	7'	60'	28	●		30/50 Amp				●				●	16	FREE
St Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b> 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	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	●	●	●	●	●	●	●
Thunderbolt	GA	<b>Thunderbolt Marine Inc.</b>	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	<b>Bradford Marine Inc.</b>	954-791-3800	11'	180'	35'	55'		208v/240v/480v	24/7	300 ton Syncrolift	●	●	●	●	●	●	●
Fort Lauderdale	FL	<b>Cable Marine</b> (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5'	25'		110/240	8-4:30	40 ton			●	●		●	
Fort Lauderdale	FL	<b>Cable Marine</b> (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	<b>Progressive Marine Service/Boat Yard</b>	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	<b>Maximo Marina &amp; Boatyard</b> 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	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift		●	●	●	●	●	●
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift		●	●	●	●	●	●
Orange Beach	AL	<b>Saunders Yachtworks</b>	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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The map shows the Caribbean Sea region with 11 numbered locations: 1 (Bahamas), 2 (Puerto Rico), 3 (Puerto Rico), 4 (U.S. Virgin Islands), 5 (U.S. Virgin Islands), 6 (U.S. Virgin Islands), 7 (British Virgin Islands), 8 (Antigua), 9 (Antigua), 10 (Curaçao), and 11 (Bahamas). Other islands labeled include Cuba, Little Cayman, Cayman Brac, Grand Cayman, Jamaica, Haiti, Dominican Republic, Turks & Caicos Islands, Great Inagua Island, Anguilla, St. Maarten/St. Martin, St. Barthelemy, Barbuda, St. Eustatius, St. Kitts & Nevis, Montserrat, Guadeloupe, Marie-Galante, Dominica, Martinique, St. Lucia, Barbados, St. Vincent & The Grenadines, Bequia, Carriacou, Grenada, Tobago, and Trinidad.

# Island Real Estate

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**4 ST. CROIX, USVI.** Beautifully remodeled 2 BR/2 BA condo (Unit 405) in the highly sought-after Reef Condominiums, offering direct pool access and panoramic views of Buck Island and the neighboring cays. This top-tier residence features an upgraded kitchen and baths, combining island elegance with modern comfort. Enjoy resort-style living with a 9-hole golf course, tennis courts, beach access, multiple restaurants, and scenic walking trails. Price: U.S. \$1,499,000

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**5 ST. THOMAS, USVI.** Minutes from pristine beaches, this exquisitely remodeled 4-BR/2.5-BA home with a 1-BR/1.5-BA guest apartment offers sweeping views of St. John and the BVI. Features include a new saltwater pool, central air, a whole-house generator, and a brand-new driveway. The apartment provides an ideal guest or rental space. Every detail—from the fully renovated kitchen to upgraded systems, coral stone finishes, and lush landscaping—reflects modern island luxury. Price: U.S. \$2,290,000

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**CHRIS SMITH, Coldwell Banker BVI Real Estate | [chris@coldwellbankerbvi.com](mailto:chris@coldwellbankerbvi.com)  
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**VIRGIN GORDA, BVI.** Baraka Point Estate in Nail Bay is a fully restored 12,000-sq.-ft. oceanfront estate on two acres with five king suites, two bunkrooms, and panoramic sunset views. Featuring handcrafted global furnishings, tropical gardens, and pavilions with copper-peaked roofs, this private retreat offers resort-style amenities including a pool, gym, tennis, and dining at nearby Sugarcane Restaurant. Located steps from three premier beaches. Ideal as the ultimate turnkey luxury villa or investment property. Price: U.S. \$15,000,000

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**10 JAN SOFAT, CURAÇAO.** Set on a half-acre gated lot, this modern 5-BR, 4.5-BA villa offers stunning Spanish Water and Tafelberg Mountain views. Enjoy luxury amenities including a pool, private dock, boat ramp, gym, and 2-car garage. Expansive glass doors and high-beamed ceilings create seamless indoor-outdoor living, while multiple terraces, a palapa dining area, and lush gardens enhance the tropical ambiance. Ideal as a family retreat or high-end rental investment. HOA: U.S. \$167.60/month. Price: U.S. \$2,750,000

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He's known for his patience and genuine care for clients—ensuring each deal leaves both buyers and sellers happy. When Lu is not performing his yacht sales duties you'll find him exploring the BVI waters, or doing water sports like kiteboarding, sailing, and diving.

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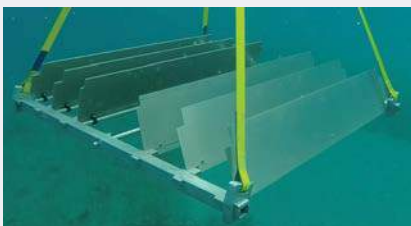
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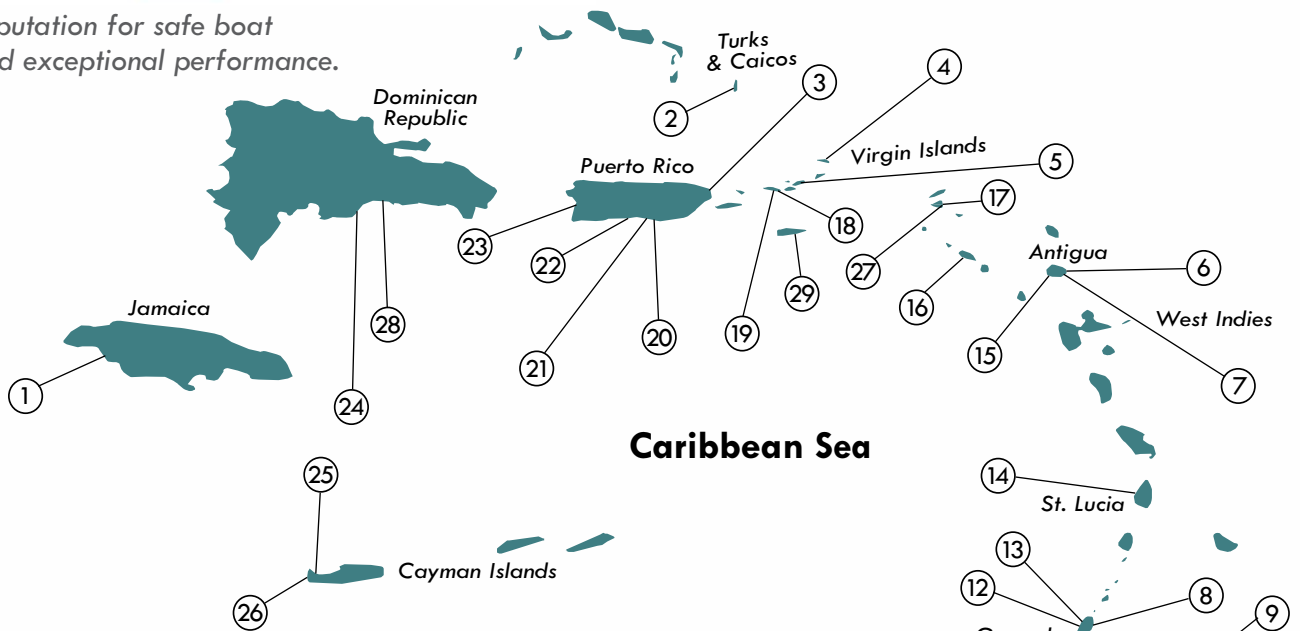
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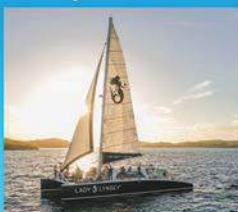
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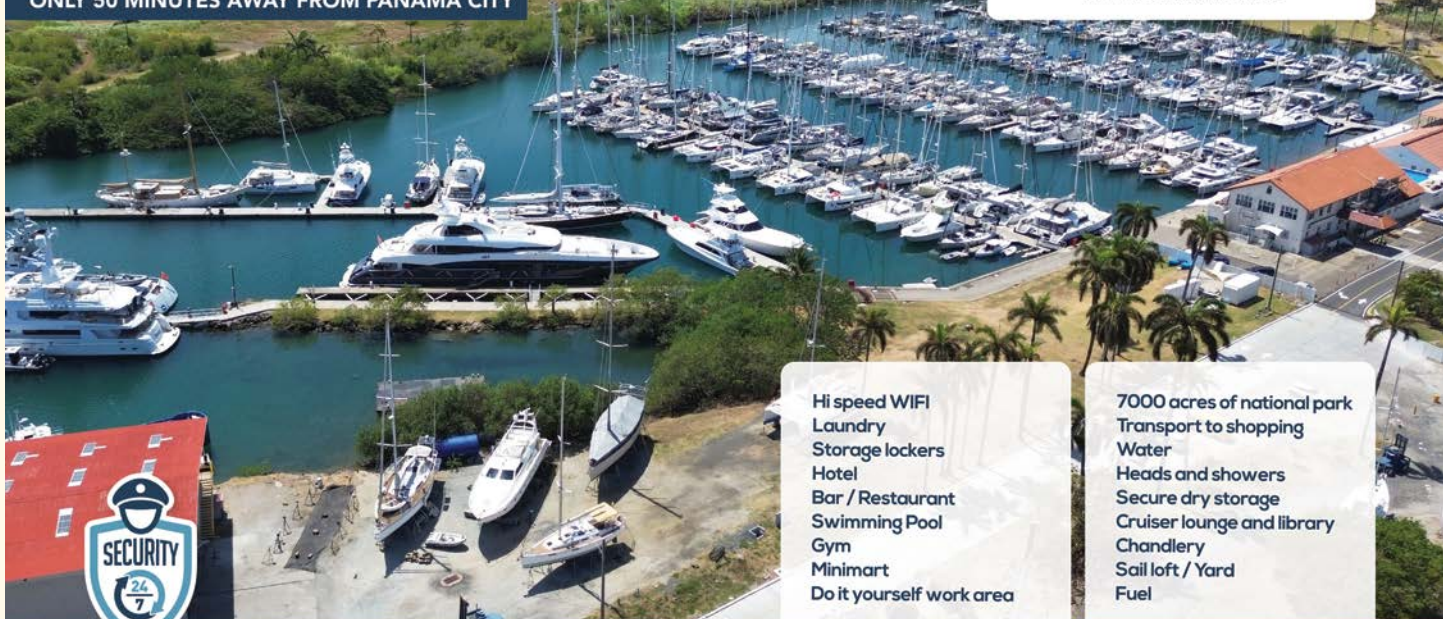
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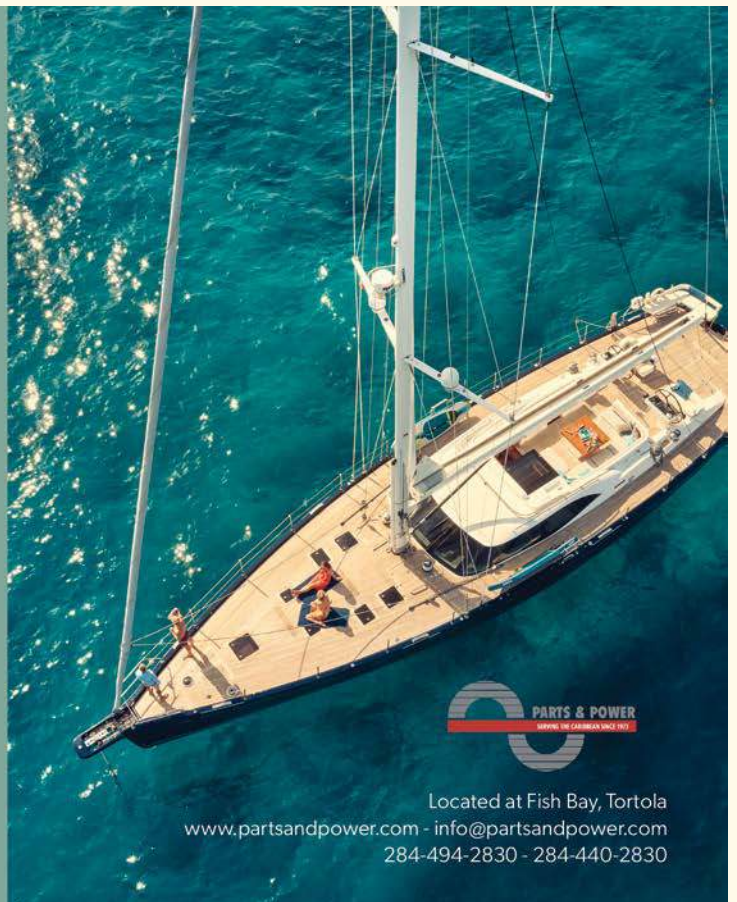


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# Cook the Rainbow: Nourishing Fall Recipes

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

*Continued from page 53*

over medium-high heat. Sear the thighs, skin-side down first, until golden and crisp — about 5–6 minutes per side.

In a small bowl, whisk together the pomegranate juice, molasses, honey, balsamic vinegar, garlic, cumin, and smoked paprika. Pour this glaze into the pan around the chicken (not over the top yet so the skin stays crispy) and bring to a gentle simmer. If the glaze reduces too quickly, splash in more pomegranate juice

Transfer the skillet to a preheated 400°F oven and roast 20–25 minutes, basting occasionally with the glaze, until the chicken is cooked through and the sauce has thickened to a syrupy consistency.

Remove from the oven. Brush the sticky glaze over the chicken, scatter fresh pomegranate arils and chopped herbs over the top and serve with extra pan sauce spooned over the chicken.

*Hint: A squeeze of fresh lime at the end brightens the fruity flavor beautifully*

## **LEMON-MINT QUINOA (Light + High-Protein)**

Prep time: 5 minutes. Cooking time: 15 minutes. Serves: 4

**1 cup quinoa, rinsed**

**2 cups water or broth**

**Zest + juice of 1 lemon**

**2 tablespoons chopped fresh mint**

**1 tablespoon extra-virgin olive oil**

**Salt & pepper**

Cook quinoa until fluffy. Cool slightly; stir in lemon zest and juice, mint, olive oil, salt, and pepper.

*Tip: The fresh citrus + mint quinoa pairs well with the chicken recipe as it cuts through the rich pomegranate glaze beautifully*



---

*Jan Robinson, Health Coach, Charter Yacht Consultant, 2019 CYBA Hall of Fame, Former Chef Competition Coordinator/Judge, and author of the Ship to Shore Cookbook collection; available on Amazon and CaptJan2@gmail.com*

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