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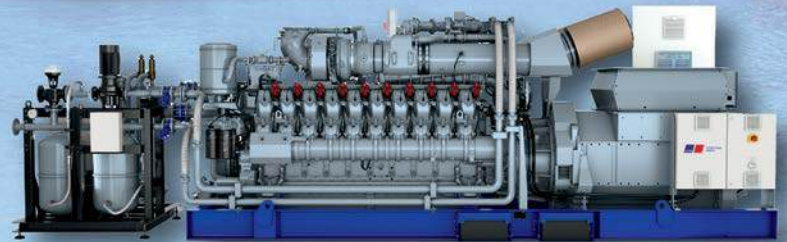
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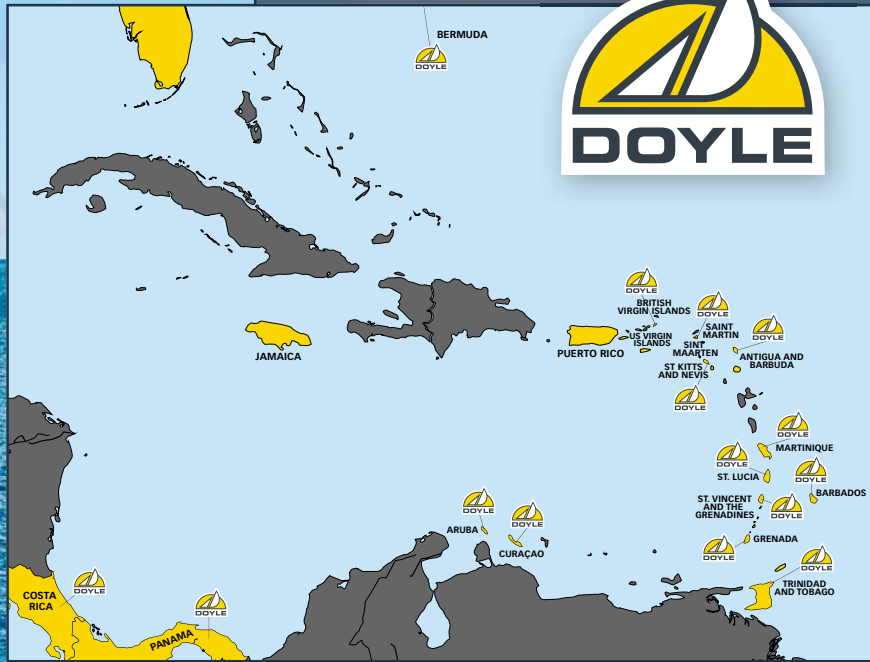
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**ON THE COVER:**  
Lily enjoying the waters of Panama.  
**Image Courtesy of Capt. Shane McClellan**

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# Caribbean News

## VIBE 2026 BLENDS YOUTH ANGLING WITH BOUTIQUE-STYLE BOATING

From performance center consoles to youth fishing clinics, the Virgin Islands' marine lifestyle takes center stage this spring on the docks of Yacht Haven Grande Marina, in St. Thomas, U.S. Virgin Islands. Produced by the Virgin Islands Professional Charter Association, the third annual Virgin Islands Boating Expo (VIBE) returns May 14–16, 2026, showcasing sail and power yachts for sale and charter, along with fishing, diving, and watersports exhibitors.

A major highlight is nationally known TV angler Captain Don Dingman, who will headline free youth fishing clinics on Friday, May 15, at 4 p.m., and on Saturday, May 16, at 11 a.m., 1 p.m., and 3 p.m. Each registered child receives a complimentary rod and reel, along with hands-on instruction to build skills and confidence on the water.

"Parents think there must be a catch, and instead they receive real tips that help them catch fish, and more importantly, learn another way to enjoy quality time with their kids



COURTESY HOOK THE FUTURE

Captain Don Dingman VIBE 2026 Preview

while creating lifelong memories. Fishing is one of the few sports that families can all enjoy together. The fish don't know who's holding the rod. Kids can catch fish too, if given the chance," says Dingman.

A lifelong mariner and respected angler, he founded the TV show 'Hook the Future' after the tragic loss of his 21-year-old

son, Brian, in 2004 and has since dedicated his work to mentoring and inspiring the next generation of young anglers.

On the docks, brands such as Axopar will draw serious attention. Sagramoso Yachting plans to feature the Axopar 37 and the 29 CCX, a fishing-focused model with extended range, a baitwell, and expansive cockpit space, designed for active days offshore. Other brands on display include Lagoon, Fontaine Pajot, Pursuit, Grady-White, Bali, and Tiara.

Beyond the boats, VIBE 2026 offers an air-conditioned vendor expo, seminars, and cultural entertainment, positioning the event as a gateway to experiencing the U.S. Virgin Islands from the water. [www.vibe.vi](http://www.vibe.vi)



CREDIT: RUEBEN FENTON

Graduates and supporters of the Future Job Skills of Tomorrow marine industry program

### FJSOT CELEBRATES FIRST GRADUATE JOB PLACEMENT IN MARINE INDUSTRY ON ST. CROIX

There's been a jump-start in building careers in the marine industry on St. Croix, U.S. Virgin Islands. Future Jobs Skills of Tomorrow, Inc. (FJSOT), a nonprofit focused on first-hand, employer-driven training designed to connect Virgin Islands residents with long-term, skilled career opportunities, celebrated the first job placement from its inaugural Marine Service Technology pre-apprenticeship class. The six-person class graduated on December 5, 2025, and one participant, Zion Chevubin, has already been hired by the St. Croix Marine Center through its On-the-Job Training partnership. Located in Gallows Bay, Christiansted, the Center has a 44-slip full-service marina, a boatyard with a 40-ton Travelift and certified mechanics, and a chandlery.

"This first placement represents exactly what FJSOT was created to do: provide industry-driven training that leads directly to employment," says Fenton. "We're proud of our graduates and grateful to the Department of the Interior and St. Croix Marine Center for supporting local talent."



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COURTESY WORLD CRUISING CLUB

Graduate Chevubin said the program “gave me real hands-on skills and the confidence to step into the marine industry.”

FJSOT is now working to place the remaining graduates and secure funding for a second class. *For more information, email: reubenfenton20@gmail.com or call/text: (340) -201-3292.*

**WORLD CRUISING CLUB RALLIES LEAVE A SHORE-SIDE LEGACY IN THE CARIBBEAN**

Sail globally, support locally! The World Cruising Club (WCC) has added community impact to its rally calendar with the launch of its 2025 Positive Impact Fund. The Cowes, Isle of Wight, UK-based organizer, best known for the Atlantic Rally for Cruisers (ARC), is directing funds raised to grassroots projects in ports of call. The WCC runs several major rallies that stop in the Caribbean, including the ARC to St. Lucia; the World ARC,

which starts and ends in St. Lucia; and the ARC+ to Grenada.

During the 2025–2026 Caribbean season, approximately £15,000 will be raised through contributions from the club, rally participants, and industry partners. Beneficiaries in St. Lucia include the Pawasol Pour Ti Mamai children’s charity, the St. Lucia Animal Protection Society, Amy’s Gift to St. Lucia music charity, L’Esterre Junior Sailing, and the St. Lucia Blind Welfare Association, while the animal welfare GSPCA in Grenada.

WCC organizers say grant recipients are identified through careful research and close collaboration with local partners and agents in the destinations their rallies visit. They emphasize a relationship-driven approach and welcome applications from projects that align with the fund’s focus areas, such as environmental projects, animal welfare, supporting children’s education/healthcare, and promoting local maritime culture. [worldcruising.com/positive-impact-fund](http://worldcruising.com/positive-impact-fund)

COURTESY CREWSINN



Customs and Immigration is next to CrewsInn

**NEW PORT HEALTH OFFICE OPENS AT CREWSINN IN CHAGUARAMAS, TRINIDAD**

Cruisers clearing into Chaguaramas now have streamlined access to health formalities with the opening of a new Port Health Office at the CrewsInn compound. The facility, located within the Immigration and Customs complex near CrewsInn, became operational in February 2026. The office provides daily Port Health clearances for visiting yachts and local boatyards. Hours are Monday through Friday from 8 a.m. to 4 p.m., and weekends and public holidays from 6 a.m. to 6 p.m. Currently, no overtime fees apply.

The Marine Services Association of Trinidad and Tobago (MSATT) spearheaded the initiative to improve efficiency for the cruising sector.

“We are pleased to see this Port Health Office open and fully operational at CrewsInn,” says Jesse James, MSATT president.

The new office is expected to strengthen further Chaguaramas’ position as a key yachting hub in the southern Caribbean. [msatt.org](http://msatt.org)

**SECOND STAR SAILING LAUNCHES 14-DAY TEEN ECO CAMP IN ANTIGUA & BARBUDA**

Teen sailors can log sea miles and earn professional credentials this summer through the Eco Sailing Summer Camp hosted by Second Star Sailing Antigua, located in Jolly Harbour. The 14-day program, open to ages 15–18, runs three sessions: June 7–20, June 21–July 4, and July 5–July 18, with a maximum of 15 students per session.

Participants sail around Antigua, learning seamanship, boat handling, navigation basics, anchoring, docking, and man-overboard procedures while completing three Royal Yachting Association (RYA) certifications: Competent Crew, VHF Radio,

and Sea Survival. An optional two-day RYA Powerboat Level 2 course is available following camp.

Beyond sailing instruction, campers take part in structured environmental activities. Programming includes kayaking through mangroves, snorkeling to observe reef systems and restoration efforts, visiting Barbuda’s bird sanctuary, and participating in organized beach cleanups with recycling projects.

Tuition starts at \$5,750 and includes airport transfers, on-island transportation, RYA course materials and certification fees, onboard provisions, marina and fuel costs, and safety equipment. Not included are flights, insurance, pre- or post-camp accommodations, and shore-side personal expenses. *To apply and see full program details, visit [secondstarsailing.com/antigua-barbuda/](http://secondstarsailing.com/antigua-barbuda/)*



PHOTOS COURTESY SECOND STAR SAILING

## St. John Sailsack Co. Turns Old Sails into Treasures



Discarded sails that once crossed Caribbean waters are finding a second life in Cruz Bay, where St. John Sailsack Co. is turning retired sailcloth into handcrafted island goods. Based in Mongoose Junction on St. John, the family-run retail store and workshop creates totes, travel bags, crossbody styles, beach carry-alls, pillows, and custom pieces from sails sourced primarily from boats in the Virgin Islands.

There is also an abundance of sail material in the Virgin Islands due to the devastating impact of Hurricane Irma in 2017. Many sails were damaged or removed from boats and stored away, with some ultimately headed for the landfill. However, instead of going to the dump, those sails are cleaned, cut, and carefully repurposed in the company's workshop. Many customers even recognize the boats their bags came from, which makes the connection especially meaningful.

"Every sail we use once traveled the waters around the Virgin Islands, so each piece carries a bit of Caribbean history with it," says Kandace Lainhart, who runs the company with Captain Jay Rushing and Laney Fowler.



Shoppers can visit the Cruz Bay storefront to select ready-made items or design custom pieces, with on-line ordering available worldwide. The company is now expanding through its sister brand, Caribbean Canvas Co., with products rolling out to retailers in St. Croix, St. Thomas, Puerto Rico, and St. Maarten. [www.stjohnsailsackco.com](http://www.stjohnsailsackco.com)

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# The Caribbean

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STIR 2025

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or **FUN IMAGES FROM**  
**AFTER AN EVENT,**  
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# April 2026 Events

**APRIL 2-5 | Round the Rocks Race & St. Thomas International Regatta (STIR).** The countdown is on for STIR, with competition kicking off April 2 with the Round the Rocks race around neighboring St. John, followed by three days of buoy and round-the-islands racing, April 3-5. Everyone is invited! Classes include CSA (Caribbean Sailing Association-handicap rule), ORC, IRC, and Multihull handicaps, and in classes that include Racing, Cruising, CSA Bareboat, and One Design IC24s, Diam 24s, Hobie Waves, and other One Design classes with a minimum length of 19 feet. "For more than 50 years, STIR has attracted world-class sailors, from America's Cup and Olympic veterans to multi-generation Caribbean and U.S. teams, thanks to professionally set courses, outstanding race management, and genuine club hospitality ashore," says Pat Bailey, regatta co-director with Greer Scholes. [stthomasinternationalregatta.com](http://stthomasinternationalregatta.com)

**APRIL 2-6 | Bequia Easter Regatta.** Hot on the heels of the Canouan Cup—one of the two championship series that make up SVG Sailing Week—this classic Caribbean regatta showcases competitive racing for yachts, J/24s, J/80s, the Surprise Class, and traditional double-enders. With island-hopping courses and pursuit-style challenges, it provides a fitting finale to an exceptional week on the water, culminating



Bequia Easter Regatta

COURTESY SVG SAILING WEEK

in the Grand Prize Giving Ceremony for Double Enders and Yachts at the Bequia Plantation Hotel, located at the southern end of Admiralty Bay. All are invited. [svgsailingweek.com](http://svgsailingweek.com)

**APRIL 4 | Kids Fishing Fest.** This fun-filled, family-friendly fishing event held at Marina Cap Cana in the Dominican Republic introduces young anglers to the sport in a hands-on, engaging way. Kids of all ages can register to learn the fundamentals, from preparing bait and casting a reel to

understanding the importance of responsible catch and release, creating a memorable experience for the whole family. [marinacapcana.com](http://marinacapcana.com)

COURTESY MARINA CAP CANA



Kids Fishing Fest



Antigua Racing Cup - Fatjax leading the fleet

© PAUL WYETH / ASW

**APRIL 9-12 | Antigua Racing Cup.** With entries ranging from the Melges 24 Whiplash to the HH66 Lee Overlay Partners III, plus RS Elites, Diam 24s, and international programs, the inaugural Antigua Racing Cup (April 9-12,

2026) promises a tight, high-performance fleet. Designed for serious race teams already campaigning in the Caribbean, the four-day regatta delivers purpose-built courses off Falmouth and English Harbour. "Dual scoring under both CSA and IRC encourages local boats to line up alongside visiting international teams," says RORC Racing Manager Chris Jackson. [antiguaracingcup.com](http://antiguaracingcup.com)

## APRIL 4-11 | Curaçao Youth Championship (CYC)

COURTESY YOUTH SAILING CURACAO - INGE VAN ALTENA PHOTOGRAPHY @ PROMEDIASTOCK



Young sailors from across the region will gather at Caracasbaai Beach for this 16th annual CYC, hosted by Youth Sailing Curacao (YSCO). The event features a four-day clinic followed by three days of racing for Optimist, ISCA (Sunfish), ILCA 4, and ILCA 6 classes. Organizers expect 40 to 45 sailors from Curacao, Aruba, Bonaire, St. Maarten, the Netherlands, and Panama. "The Clinic and CYC offer the perfect environment to prepare young sailors for international competition while building friendships and lifelong passion for the sport," says Iraidia Balentien, on behalf of YSCO. [ysco.org](http://ysco.org)



CREDIT: JAN HEIN

Antigua Classic Yacht Regatta



COURTESY BGFA

2025 First Place Boat - Cocobel

**APRIL 14-18 | The Republic Bank Sir Charles Williams International Tournament.** Celebrating 36 years, this premier offshore event returns to Port St. Charles Marina with more than \$200,000 BBD (\$99,352) in prizes up for grabs. This includes 50,000 BBD (\$24,838) in cash for a blue marlin that sets a new record over 524.5 pounds. Anglers will target blue marlin, mahi mahi, wahoo, and yellowfin tuna, competing for daily cash awards and overall bragging rights. More than 30 boats and upwards of 200 anglers from across the Caribbean, the UK, Canada, and the USA are expected to participate. "Barbados offers very accessible offshore fishing grounds close to shore and remains a safe, family-friendly destination," says Guy Mahon, president of the Barbados Game Fishing Association. *To pre-register, email: Barbadosgamefishing@gmail.com*

**APRIL 15-20 | Antigua Classic Yacht Regatta.** Set in the UNESCO World Heritage Site of Nelson's Dockyard, this event pairs competitive "champagne sailing" with relaxed island hospitality. The fleet spans traditional island craft, vintage ketches, schooners, sloops, and Spirit of Tradition designs. Notable entries include the 114-foot Aschanti IV, the 1910 gaff-rigged cutter Tally Ho making her regatta debut, and perennial contender Ticonderoga. "We expect around 50 yachts and most likely eight classes," says Robin Stout, regatta coordinator. Shoreside highlights include the Concours d'Elégance, Gig Racing, and daily prizegivings. [antiguaclassics.com](http://antiguaclassics.com)



Antigua Sailing Week - Final Awards at Nelson's Dockyard

© ABTA

**APRIL 22-26 | Antigua Sailing Week (ASW).** A new four-day, point-to-point format in 2026 highlights scenic courses around the island. Sailing out of English and Falmouth Harbours, charter crews, cruisers, and racers will enjoy shorter daily



# CSA

## 2026 – 2030

Caribbean International Regatta Calendar

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CARIBBEAN  
SAILING  
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

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

## APRIL 28 - MAY 5 | Cayman Islands International Fishing Tournament



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Celebrating nearly three decades of competition, this long-running offshore tournament draws an average of 50 boats from the Caribbean, USA, Canada, the UK, and Eastern Europe. Eligible species include wahoo, yellowfin tuna, dolphin, swordfish, sailfish, and blue and white marlin. A US \$500 base entry makes teams eligible for more than US \$75,000 in cash and prizes, with jackpots pushing past US \$140,000. Hosted by the Cayman Islands Angling Club, the event highlights the Cayman Islands' world-class marinas and strong conservation ethic. "Cayman offers a safe, world-class fishery with the infrastructure to match," says Franklin Thompson, president of the Club's executive committee. Charter boats are available. [fishcayman.com](http://fishcayman.com)

routes, optional challenge courses, and beachside celebrations, ending with a final awards party. Spectators can follow the action from Fort Charlotte, Pigeon Point, and viewpoints along the south coast. "Returning to a destination sailing format allows us to include the greater island in ASW again, which we believe sailors and spectators, whether from overseas or right here in Antigua, will truly appreciate," says Rana-Jamila Lewis, ASW's marketing and logistics manager. [sailingweek.com](http://sailingweek.com)

**APRIL 22-26 | SDSA Exuma Rendezvous.** Capping the 2026 Caribbean season, this Exumas gathering hosted by the Salty Dawg Sailing Association (SDSA) centers on Staniel Cay and a string of turquoise anchorages. Highlights include snorkeling Thunderball Grotto, visiting the pigs at Big Major Cay, and soaking in Rachel's Bubble Bath, with beach parties and dinghy races adding camaraderie. "This is the perfect balance of iconic stops and true cruising flexibility," says Michael Benjamin, SDSA president. The week concludes in Warderick Wells with a potluck supper and sunset hike to Boo Boo Hill. [www.saltydawgsailing.org](http://www.saltydawgsailing.org)

**APRIL 29 | Antigua Bermuda Race.** After a two-year hiatus, this 935-nautical-mile offshore race will once again send the fleet from Antigua to Bermuda, reviving the western Atlan-



COURTESY ANTIGUA BERMUDA RACE

tic's longest ocean passage between the islands. Open to IRC and CSA racing yachts, cruiser-racers, superyachts, multihulls, classics, and double-handed teams, the course takes competitors past Barbuda and into the open ocean all the way to the finish. Managed by the Royal Bermuda Yacht Club, the race blends trade-wind reaching, bluewater conditions, and lively shoreside celebrations at both ends, offering a true ocean-racing experience. [antigubernuda.com](http://antigubernuda.com)



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# Rising Costs and Disappearing Expectations

CRUISING | BY CAP'N FATTY GOODLANDER

There's no question that the rich are getting richer and the poor poorer. In 1968 when I entered the workforce as a young sailor, the average CEO made 20 times what their average employee did. Today, that same CEO might make *300 times* that amount.

The fact that the rich are getting (obscenely) richer isn't in dispute, nor is it the subject of the column. The subject of this column is how this fact affects the vast majority of boaters who, sadly, *aren't* ultra rich.

And why the cost of modest, used boat ownership is rising far, far more rapidly than inflation.

Let's take a peek at shipyards first.

In my day, yards catering to local yachties were owned by local boaters who made their living by hauling and launching boats via crane or railcar. True, there might have been a marine supply store on the premises—but, hey, you didn't have to use it.

Oh, and there was a modest storage charge to ensure the vessels were actively being worked on.

The key to success was to ensure that a yard was actively hauling and launching vessels daily.

Since the undeveloped land was almost worthless, operating costs were low.

There was no effort to optimize profits—the owner charged for hauling and launching, and that was about it.

Often, he'd briefly lend you tools. I don't remember my father paying for electricity during a haul out—then again, about the only electric tool we had was a drill.

Everyone did their own work. True, a few of the more farsighted yards had a motley crew of workers who would slap some antifouling on your hull upon request—but such a thing was frowned upon by true sailors.

The reason why you worked on your own boat was to *become* a sailor, not watch one work.

There were lots of yards and few boats. The competition was fierce. And a big selling point in the early '50s was just how nice the owner of the yard was. I spent many years of my life living *on the hard* at Rentner's Boat Yard in Chicago. To this day, my family talks about how wonderful 'ole man Rentner' was... how he helped us in a million small and large ways rebuild our half rotten 1924 Alden schooner.

Did we need help steam bending some frames (boats don't have ribs, damn it!) or deck beams. Or Spanish windlassing in a two-inch full garboard plank? No problem—there were always some yard workers willing to kibitz.

Sure, you could borrow the old-fashioned bathtub that the yard used and re-used to melt lead for their customers to pour a new keel.

Even stranger, when we went into the marine supply store to buy some zincs, the salesman suggested that, instead, we just hunt around in the dirt of the yard because "...rich folk don't know better and they toss 'em away every season."

...we did and still do!

Ditto, sandpaper. The yard workers at Rentner's showed us how to fold/slit a sheet of sandpaper so it didn't sand itself... and this trick immediately reduced our sandpaper costs by about a third.

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Hell, a haul-out was a learning experience—and a fun one if you were interested in boats.

I remember when the USCG Power Squadron did your annual voluntary boat inspection. The leader of the team of knowledgeable volunteers told my father, "It's nice to see a fine yacht owned by such a meticulous ship's husband."

High praise indeed. And we wore that sticker of inspection proudly as every member of our family had read the Marine Bible from cover-to-cover—Chapman's

Of course, as the land increased in value—and the number of boaters rose while the quality of their owners decreased—yard prices rose.

None of the yards had insurance. In fact, from the boat owner's perspective, you didn't want reimbursement for a loss... you wanted your boat NOT TO BE DROPPED, period.

At 16 (1968) I purchased my own \$200 yacht—a modest double-ender designed by Atkins—and hauled it at Rieck's Yard because it was the cheapest in the city. (Why? Perhaps because it had no running water and electrical supply was stolen from a nearby telephone/electrical pole... via dozens of strung-together Sears-purchased lamp-cord extension cords).

Every morning Rieck would shave in the same filthy open 55-gallon barrel of water—and I'd pepper him with questions on how to accomplish the most with the least. He'd pretend to be rough but was a softie. Often, he'd come around with 'finds' as he called them... boat bits that he'd

collected over the years... to 'donate to the cause' as I replaced seven planks and sistered 14 frames (and three butt blocks to boot).

Did I care about electricity? Nope, as I didn't even have a quarter-inch drill in those days—just a bit-and-brace, a chisel, some wood planes, a draw-spoke, and a handful of bruised knuckles.

...truth be told, I don't know who was prouder on launch day—me or Rieck.

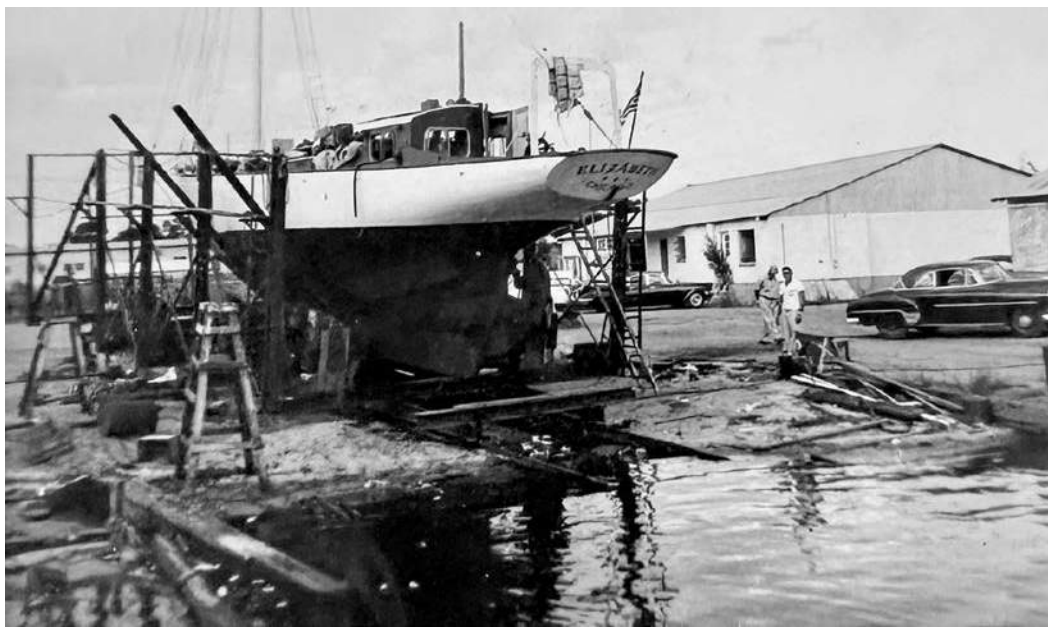
It was about then that I learned that Rodi Chris Craft, a super expensive yard in Chicago had gotten insurance so that, if they dropped your vessel, the boat owner got money... instead of the crane operator leaning out of the cab and saying, sadly, "...tough luck!"

Additional factors were rising energy costs—and local, city, state, and federal regs.

Nowadays, most shipyards and marinas are corporately owned. Nobody shaves shirtless over a barrel of rainwater every morning, while dispensing pearls of wisdom on boat maintenance and the sexual proclivities of loose women.

Sad.

The boat owner now has to have insurance—so that, in reality, he kinda faces a steep monthly 'subscription charge' in case the negligent yard negligently drops his vessel. (No, I am not making this up!)



And, yes, every-freak'n-thing is now a profit-center. (One yard moved its drinking fountain inside when a store on premises started stocking sodas and cold drinks).

One yard in Annapolis charged a hundred dollars *each* to move your poppets as you painted your topside and/or bottom.

Another yard charged a \$200 dollar 'steam-cleaning fee' if they deemed you left your area messy—and they 'so deemed' that quite often.

During a haul-out in 2005 I was forced to—everyday at lunch—to go into the yard's office and angrily cross off all the gratuitous charges being imaginatively added to my bill. (Fiction isn't dead—not on yard bills, it's not!)

Just down the road from where I type, a yard quoted a fee of \$2,700 to pull a mast—not to do anything with it, just to pull it out. (Lord knows how much they charge to put it back in—double, maybe?)

No, they don't allow any work to be done by the owner or their agents—in fact, during this process of removing the mast—the owner can't even *watch*, according to the contract!?!)

Least you think I've got it in for yacht yards, I don't. Both Renter's and Rieck's were wonderful to us. I used to *love* hauling at IBY on St Thomas when it was run by Pieter Stocken—and half the drug-smugglers herbal adventurers of the Caribbean were hanging out with Tim Peck (Mister Awlgrip!) at Bottom's Up. (Tim's boat was aptly named *Lit up*—as was everyone aboard, always & in all ways.)

...ah, those were the days!

I've had good experiences at Playboy's Marina in Fort Lauderdale, Crocker's in Manchester, Dockland Five in New Zealand, Rebek in Malaysia, etc. I enjoyed hauling at Powerboats in Trinidad—in Simon's Town in South Africa... and many other places. Both Young's Yard and Sintes Boat Works in New Orleans were wonderful places to haul.

Yes, I do massive research before I haul in a yard for the first time—including personal interviews with local boaters who have *recently* used the yard.

In most yachting centers like Marblehead, Newport, Annapolis, Fort Liquordale, and Miami—the marinas are corporately owned. Gone are the days when Nanny Cay on Tortola used to have a designated in the water work dock should an owner want to gut his interior, swap out engines, or jackhammer out the mast step.

Of course, you can't even sail by a marina without insurance these days—an exaggeration but not by much.

It might sound crazy but many uninsured (or insured solely for liability) circumnavigators are sailing around the world today on less money than wanna-be American sailors are paying for full coverage on their mostly-at-the-dock cruising vessels. This makes little sense to me.

My friend had a small boat at a marina in Florida he was paying \$350 a month for—because it was right next to his buddy who had a similar vessel. The marina changed hands—and the new

owners tossed them both out (losing \$700 a month) and put in a megayacht stern-to into the same place and more than tripled his income to \$2,400 a month. The average size of the boat at the marina jumped from 30-something to 50-feet plus.

The result on a personal level? In the last 56 years of live-aboard marriage, we'd paid dockage for less than two years—a few months here and there in New Zealand, Turkey, South Africa, etc.

Do I believe in capitalism? I do. But do I want everything in the harbor to be marketed to Elon, Jeff, and other Robber Barons? Not really. In my day, any man with a decent job could own a boat capable of sailing to the Caribbean... not anymore.

A large reason is insurance.

Of course, I'm all in favor of drunken billionaires and their captains *loonily* smashing up their billion dollar yachts and million-dollar yacht tenders on St. Barts. Or egotistical owners adding to their mast height ("Mine's bigger than yours!) *if* they're willing to pay a steep price in terms of money and dead bodies. Or megayachts with tiny anchors and windlasses with spider webs on them drifting sideways through the anchorage.

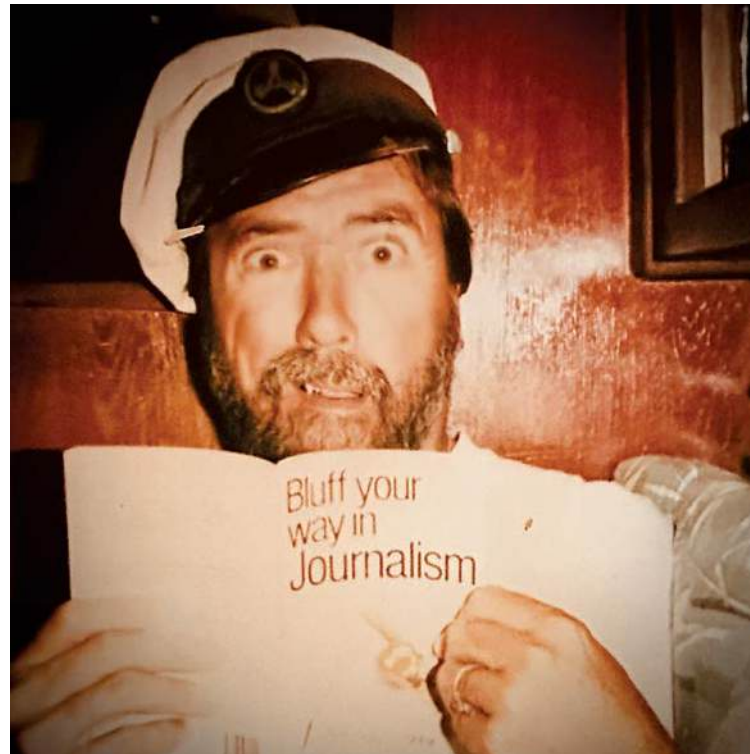
But, yes, it galls me when I'm rejected by a marina because certain clauses in my liability insurance aren't hefty enough... when I'm on a boat with four anchors, 400 feet of #10 chain. 1,200 feet of spare cordage, two life rafts, two EPIRBs, 2 SSBs, and two VHF's, numerous rowing drogues, a Paratech sea anchor, storm staysail, storm trysail on its own track, and a Jordan series drogue... as a person who, in 200,000 ocean miles and 3.5 circumnavigation and 66 years of living aboard and ocean sailing hasn't had a *single* major problem at sea (except in-harbor during Hurricane Hugo, a category four).

...rejected by some paper-pusher as if, somehow, I'm the suspect seaman because of my insurance—or lack thereof.

My current vessel is 44-years old. It will sail straight *through* a new BendyToe with barely any loss of speed.

But dozens and dozens of my friends have had their marine insurance canceled as their boats age. One policy offered less protection and went from \$850 to \$4,700 annually!!! And, no, in the five years with that company he'd never, ever made a single claim!

In fact, collecting from an insurance company (something I have no experience with) is hit or miss. Some pay off as expedi-



tiously as possible. Some pay off a year or two later. And many do everything humanly possible *not* to pay out a single penny.

One of my nieces quit working at a high-paying insurance company after only one month—when she realized her job was to simply delay, delay, delay legitimate claims until the claimant either died or gave up.

In my humble sea-gypsy opinion, if marine insurance is able to wedge itself between the industry and the customer as seamlessly as health insurance has... well, results will be similar: super expensive prices and highly inferior service.

I've spent years anchored in Thailand—with its booming medical tourism. (Two hours in the Phuket International hospital with a severe earache after scuba diving cost me \$12—including the doctor and prescription antibiotic!)

I even had a minor operation there (a biopsy with local anesthetic) for less than \$100 bucks!

...now *that's* value!




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(end) Editor's note: Carolyn and Fatty are famous swingers—currently swinging on a \$250/month mooring in Singapore, the most expensive country in the world.

# BEAT THE HURRICANE SEASON RUSH!



**St. Kitts Marine Works expects to be filling up as early as mid May. SKMW is a first come first serve yard and we have filled up for the last two years and had to turn away business because of that. With yard closings to storage in the region, SKMW expects to fill up even earlier this year.**

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The yard is owned and managed by Captain Regiwell "Reggie" Francis a commercial captain of over 30 years, a Kittitian/Canadian and who has first hand knowledge of the Marine sector knowing what Boat Owners want and started the business because he saw the need for these services to be provided.

The yard offers tie down (\$3/ft), backhoe (150/hr) this is to dig holes to keep the keel down in the ground to illuminate the possibility of the boat falling or being blown down off of stands. SKMW pressure washes, mechanics and electronic technicians at \$45/hr. welders and Carpenters are also available on site.

SKMW boasts a 35-ft beam capability with our Travelift in our yard we also are proud that we do not charge extra for catamarans. Commercial vessels pay slightly higher rates. We have 24-hour man security CCTV cameras throughout the facility water and electricity available and free high-speed internet. we are located at New Guinea St Kitts (W 62° 51' N 17° 20.3'). Immediately next to SKMW boat yard are two Guest houses for the time you may want to work on your boat but stay in a hotel.



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Warner Park Cricket Stadium St Kitts

# Six Top Caribbean Cricket Grounds to Visit

BY CAROL M. BAREUTHER

If you really want to experience the Caribbean beyond its anchorages and beach bars, step off the dock and into a cricket ground. For cruisers, an afternoon at a local match offers a front-row seat to the region's passion, pride, and history. Introduced by the British in the 19th century, cricket became the Caribbean's unifying sport, with the West Indies team representing multiple islands on the world stage since its first Test in 1928. Played in whites over five days (Test), 50 overs (ODI – One Day Internationals) or in fast-paced 20-over T20 format, the game blends strategy, stamina, and flair. From village greens to packed stadiums, cricket remains as essential to island life as trade winds and tide tables. Here are 6 top Caribbean cricket grounds to visit:

## **SABINA PARK: KINGSTON, JAMAICA**

See the concrete stands rising against the backdrop of the Blue Mountains. The steel gates swing open to reveal an



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Sabina Park, Jamaica



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emerald oval, and the precisely cut 22-yard pitch is at its heart. Sabina Park is Jamaica's only Test venue, which means it's one of the specialized international grounds approved by the ICC to host cricket's longest and most prestigious five-day format, played in traditional whites on a central red-ball strip. The ground began as a 30-acre estate known as Sabina Park Pen, which the Kingston Cricket Club purchased in 1890. The wow moment in history here is Sir Garfield Sobers' unbeaten 365 in 1958. Today, the 20,000-seat stadium features the George Headley Stand at the south end, the North Stand, which houses media and private boxes, and floodlights allow dramatic day/night contests. The Caribbean Premier League is returning for matches this summer. [www.facebook.com/jamaicacricket](http://www.facebook.com/jamaicacricket)

#### WARNER PARK SPORTING COMPLEX: BASSETERRE, ST. KITTS

Stepping through the gates in Basseterre, the first sight is an intimate emerald oval framed by low stands and open skies, trade winds sweeping across the grass strip between the Pavilion End and Lozack Road End. Established in 2006 and named for Sir Thomas Warner, who founded the first English colony on St. Kitts, the complex was built for the 2007 Cricket World Cup and became the first of the region's new World Cup venues to open. Though modest

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COURTESY CRICKET ST. LUCIA



Daren Sammy Cricket Ground

in size with 8,000 permanent seats, the Park has delivered outsized drama, hosting both Tests and T20 Internationals. Presently, the eastern segment houses the cricket stadium, media center, and Len Harris Cricket Academy, while football, tennis, netball, and Carnival City are co-located in the wider complex. The complex celebrates its 100th anniversary on April 16, 2026, with a year of commemorative events and redevelopment plans. [www.facebook.com/skcricketassociation](https://www.facebook.com/skcricketassociation)

**DAREN SAMMY CRICKET GROUND:  
GROS ISLET, ST. LUCIA**

The first sight on entering is its lush green oval set against the Beausejour hills, with soaring floodlight towers ready for play after sunset. Opened in 2002 as the Beausejour Cricket Ground, it was renamed in 2016 in honor of Saint Lucian hero Daren Sammy, who captained the West Indies to ICC World Twenty20 titles in 2012 and 2016. The up to 28,000-seat venue hosts Windward Islands domestic matches and all formats of international cricket. Memorable moments include India's 588-for-8 Test total in 2006. Nowadays, it remains home to the Saint Lucia Kings in the Caribbean Premier League, with a 2026 calendar featuring regional four-day games and another electrifying CPL home leg under the lights. [cricketstlucia.com](http://cricketstlucia.com)



Daren Sammy Cricket Ground

**SIR VIVIAN RICHARDS STADIUM:  
NORTH SOUND, ANTIGUA**

Entering from the Sir Sydney Walling Highway, the first impression is space and sky: broad grass embankments, twin grandstands rising from the Antigua countryside, and a pristine oval framed by palms. Built for the 2007 ICC Cricket World Cup at a cost of about US\$60 million, the ground sits 10 to 20 minutes from St. John's and is named for Antiguan legend and former West Indies captain Sir Vivian Richards.





COURTESY KENSINGTON OVAL.ORG

Kensington Oval Barbados

The stadium announced itself globally during the 2007 Super 8s, marking its biggest early achievement as one of the Caribbean's showcase World Cup venues before hosting its inaugural Test in May 2008. Today, the 10,000-seat facility, expandable to 20,000, features five-story South and North Stands, underground team passageways, modern media centers, and renamed ends honoring Sir Curtly Ambrose and Sir Andy Roberts, legendary fast bowlers from Antigua. In 2026, the stadium remains a key West Indies home venue, with regional and international cricket. [www.sirvivianrichardsstadium.com](http://www.sirvivianrichardsstadium.com)

**KENSINGTON OVAL: BRIDGETOWN, BARBADOS**

Located on the western edge of town, the Malcolm Marshall End and Joel Garner End are clearly visible, each a tribute to the local cricket legends. Built in 1871 out of a plantation pasture and home to Pickwick Cricket Club since 1882, the Oval hosted the West Indies' first Test match in 1930. The ground was demolished and rebuilt with 28,000 seats ahead of the 2007 ICC Cricket World Cup. Presently, the Oval hosts Test matches, ODIs, and T20s under floodlights installed in 2009. In 2026, the venue is scheduled to stage international tours and tournament matches as part of the West Indies home calendar. [www.kensingtonoval.org](http://www.kensingtonoval.org)

**QUEEN'S PARK OVAL: PORT OF SPAIN, TRINIDAD**

Walk through the gates of Queen's Park Oval and look out at the emerald field set against the Northern Range and



COURTESY QUEENS PARK OVAL - TRINIDAD

the lively Learie Constantine Stand. Opened in 1896, the Queen's Park Oval is owned by the Queen's Park Cricket Club. It has hosted more Test matches than any other venue in the Caribbean. The pavilion dates to 1896, with renovations completed in the 1950s and before the 2007 ICC Cricket World Cup. In 1954, the West Indies scored 681 for 8 declared against England, the highest Test total recorded at the ground. The stadium has a capacity of about 20,000 and includes gym facilities and indoor and outdoor practice nets. The Trinidad & Tobago Red Force and Trinbago Knight Riders call this venue home. In July 2026, there will be a Test match between West Indies and Pakistan, along with matches in the Caribbean Premier League. [qpcc.com](http://qpcc.com)

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# Top 10 Things to Experience from Colon to the San Blas Islands

BY CAPT. SHANE McCLELLAN

The Panama Canal is one of the most used waterways in the world and many cruisers pass between it to get from the Caribbean to the Pacific or vice versa, but there's so much more to Panama than just passage. For the cruiser, Panama has three different cruising areas in Bocas del Tora, the Pearl Islands, and the San Blas Islands. This month's Top Ten will focus on the San Blas Islands to Colon, where the Canal begins.

**10 Veggie Boats** – The San Blas Islands are fairly isolated and if you want to get groceries it's a day sail back to Linton Bay and then a half hour car ride into Colon. The good news is there are several locals that will stop by

your boat several times a week with fresh vegetables and fruits along with selected dry goods. It's always fun to shop from your boat and the guys are super friendly. If you get to know one and tell him what you need, they can bring anything to you, making life more convenient.

**9 Villages** – Sailing around the San Blas Islands you will find the 365 islands to mostly be uninhabited, but several have a family living on them and some have an entire village. Even though the villages are not the most beautiful places you've been while on vacation, they are quite interesting to visit and very welcoming. Most of the houses are bamboo huts with thatch or metal roofs and many have



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a solar panel or two to provide power, but other than that the locals, known as Kuna, are the most traditional living natives in the Caribbean and it's amazing to witness.

**8 Linton Bay** – Roughly halfway between Colon and the San Blas Islands is Linton Bay and it is a great place to provision before spending weeks in the San Blas Islands, but this should not be the only reason you visit. The coast is protected by several islands where Linton Bay Marina was built, which provides dockage, laundry, stores, and other necessities along with access to taxis or buses. The best feature of this area in my opinion is Linton Island because it's now overrun by monkeys and around 5pm or so you can watch them walking along the shore. You also have the Love Canal which is a dinghy channel that goes over to Panamarina and nearby is a nice sandy beach called Playa Blanca.

**7 Chichime Cays** – When you enter the San Blas Islands from the west, the mainland becomes a peninsula and there are several island groups within an hour of that point. The Chichime Cays feature a protective reef almost completely enclosing a small bay with several small coconut cov-



ered sandy islands scattered around. It's so wonderful you will almost always have several boats here, but it's worth it because this place is postcard worthy and a wonderful place to exist. Besides exploring the reef several times, I enjoyed the northern island's beach where the sand dropped from knee deep to over your head in one step.



**6 Panama Canal** – Taking a break from the solidarity of the islands and ways to enjoy them, we're going to head back to Colon in order to see one of the most amazing man-made marvels in the world. The Panama Canal was built over a hundred years ago to connect the Atlantic and the Pacific oceans. Today there are two different channels. The older one and a new one that was built a decade ago to facilitate larger ships and more traffic. There's a fantastic visitor center which provides history, photos, a movie, and a viewing platform to watch ships come and go and also looks out over Gatun Lake where many cargo ships are anchored waiting to move forward. The Panama Canal is just simply fascinating to see and my favorite part is the old trains at the older locks to move ships in and out of the locks.



**5 Holandes Island Group** – The large island group at the northern part of the western San Blas Islands is a collection of over 12 islands of various sizes connected by a 5+ mile long barrier reef. Anchoring almost anywhere will provide protection and you can find multiple channels that cut deep into the barrier reef and are ripe for exploring. Plus, there are several small, protected reefs and sandy beaches to enjoy.

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A couple of the islands are inhabited by the Kunas and they provide meals with advance notice. My wife and I unexpectedly found the chef on BBQ Island provided a sushi dinner, which was a phenomenal experience. We took our kids to the island just south of there and had a fantastic catered fish dinner. All in all, you could spend well over a week just in this island group and have something to do every day.



Portobello - Santiago

**4 Portobello** – The history side of me could not wait until we were able to visit Portobello, because when the Spanish ruled the new world all the treasure that they extracted from South America and Mexico came through this small town. Due to all this treasure, this town was one of the most fortified towns of its time. Surrounding the deep bay, you will find four or five different fortifications and thinking how Henry Morgan was still able to sack this town is amazing. We were also able to learn about the Black Jesus statue legend at the local church.



Snorkeling - Reef

**3 Snorkeling** – I have snorkeled all over the Caribbean and snorkeling in the San Blas Islands did not disappoint. I was able to find snorkel sites there that range from open water to protected in any condition. The reefs are beautiful and with lots of fish and other sea creatures. As

with most people who live on a boat, I couldn't stay out of the water and enjoyed every moment I had a mask on.



Molas

**2 Molas** – Since I've been in the Caribbean I've been told if I make it to the San Blas Islands, I had to check out the molas, but no one really explained what they were. The local Kunas take scraps of different colored cloth and hand sew them together into beautiful native or more touristy designs. The natives will come up to you in their dug-out canoes to sell their artistic creations. Once you've seen several different works you can tell the difference between a master and someone that's still perfecting the art. By the time you leave you're going to end up having bought more molas than you know what to do with because they are so beautiful and hard to resist.

**1 The San Blas Islands** – I know it's going to be a bit of a cop out but my number one spot on this list is simply going to be the San Blas Islands. This is because everywhere we went we loved it. There are groups of islands protected by reefs, other islands that are off by themselves, the mainland with the rain forest up to the water, rivers you can kayak, and the friendly locals makes being here absolutely magical. We did not have one bad day in our entire time while we were there. An additional bonus is the range of activities is huge. The only negative which turns out to be a positive is the lack of accessibility for people and supplies. As I've said before you're a day sail away from any services that you need unless you're able to have a local bring it to you. It's a wonderful place to visit. 🌍



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# Success Redefined

BY CINDY TUFTS

“I can do this, I can do this, don't forget the preventer,” whispers the voice in my head as I stare at my reflection in the mirror, brushing my teeth. Wide eyes, full of fear, look back at me. Closing them, I wash my face, trying to wipe it away. “I can do this, I can do this, I can do this,” I say in a shaky voice. It becomes a mantra. My voice becomes stronger with each repetition.

Heading to the salon, I go over my checklist. Confirming

my tablet is charged, I see the time and realize I am behind schedule. Suddenly, there is a pressure in my chest. I stop and sit. I force myself to take three, slow, deep breaths.

“It doesn't matter if I leave 15 minutes or even 30 minutes late. Take your time Cindy. Do each task methodically,” I tell myself aloud.

I place my tablet and its bracket on the pile of items to take

to the cockpit. I harness and leash Hecate, my feline mate. Sliding open the companionway, I climb to the top stair and look out over the mooring field. Lights from the nearby cargo dock cast a sparkling reflection across the water. The beauty compels me to pause and appreciate living on the water.

The rocks in the pit of my stomach slow their tumbling as I transfer the equipment to the cockpit, fire up the electronics and start the engine. I move my dinghy to the aft cleat on the port side and secure it. Untying the preventer, I congratulate myself for remembering.

Following my departure routine creates confidence and the rocks in my stomach transform into butterflies doing battle. I can do this.

It's time. I drop the mooring lines at 6:25 am. The first ray of morning light breaks through the dark as I leave the mooring field and head into East Gregory channel. I remind myself that courage is doing something despite fears and insecurities. I laugh. My grip on the wheel relaxes slightly, and the butterflies calm down. I am doing this, my first solo sail.

The last time I headed into this channel flashes in my head. My friend and I were heading to Guadeloupe for the 2025 hurricane season. It was my first real test as a captain, planning and executing a multiday sail across open ocean. I was responsible for a vessel and lives. It's a wonder I didn't have a heart attack from fear leaving that morning. But we sailed to Guadeloupe and made it back with both the boat and our friendship intact. Remembering that experience reduces my fear. I relax my stance, excited energy filling me as I motor through the channel.

Once out of the channel, I turn into the wind, tap the "AUTO" button and adjust the autopilot slightly to put Endurance, my 42' Morgan Classic, directly into the wind. Using the electric winch, I watch the main sail rise until it's near the first reef. I climb over the coaming to reach the mast then loop the first reefing ring over the hook on the boom. Back at the winch, I start to raise the main again.

"Shit!" The ring fell off the hook.

"Do I need to lower the main?"

I return to the mast and put the ring back on the hook, pulling the reef line taunt by hand to keep the ring engaged while making my way back to the winch. It worked! With the main raised, I take control of the helm again, releasing a huge sigh of relief. After setting Endurance on the plotted course, I re-engage the autopilot to pull out the jib.

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Checking that the furling line and port jib sheet are free, I pull on the starboard jib sheet. There is too much tension. The jib doesn't move.

"Please don't do this today," I beg the cranky furler.

On the Guadeloupe trip I learned a temporary fix for the furler. I crawl on my hands and knees to the mast then uncleat the jib halyard, wrap my hands around the winch, slacken the

line slightly and re-secure it. Back in the cockpit, I let out the breath I have been holding. I pull on the sheet, and the jib opens, immediately filling. I am filled with relief as the sound of snapping sheets fills the air. Acting fast, I pull on the jib sheet and the noise dies, replaced with the quiet of well trimmed sails.

I turn off the engine. It's 6:53 am.

"Woo Hoo! I am sailing," I shout.

I settle myself at the helm, ready for the long sail. Before long, I notice Endurance is slow, fighting to make headway despite full sails. "Should I shake out the reef?" Remembering that an island can block the wind, I decide to wait until I pass Buck Island, with the islands of St John and Tortola behind it, in case they are blocking the wind. As Buck Island slides past my port side, Endurance heels over with the increasing wind. Although she handles rough conditions well, I am grateful I didn't shake out the reef. The butterflies prepare for battle.

Every few minutes, I stand, peeking around the equipment box blocking my view, to watch my dinghy ride up and over the swells. Dread rises in my throat each time. Then gratitude replaces dread as the dinghy rides safely over them. I scan the horizon and check the sails before returning to the helm. A roller coaster of emotions wracks my body. I force myself to breathe. It takes a conscious effort to release my clenched jaws. I do this repeatedly.

I don't need a number to feel the wind increasing. The butterflies are attacking again. A gust puts Endurance's toe rail inches from the water. Panic rushes through me, freezing me in place momentarily.

I adjust my heading to a beam reach, but nothing changes. I want to reduce my sails but I'm struggling to move around the cockpit. Going to the mast to put another reef in the mainsail is not a safe option. I decide to shorten the jib. With the jib sheets ready, I release the furling line and pull. It won't budge.

I ease the load on the jib and try again. Nothing.

Another gust slams Endurance. I glance at the toe rail, nearly licking the water now, as I slide across the seat. I don't panic this time. I decide to see how things go for another half an hour, not knowing what else to do.

The minutes tick by, the wind blowing like snot, the gusts heeling Endurance over to an unnerving level. I dissect the situation. I must find a solution. NOW!

In hindsight, I should have repaired the furler before this trip. But here I am, and I must deal with it. Even if conditions improve, which is unlikely, I don't want to deal with the furler in water I haven't sailed before. I can't keep sailing in these conditions for another eight hours. Without another thought, I tack 180°, put Endurance on a beam reach, adjust the sheets, check the main, and head back toward St Thomas.

Instantly, an overwhelming wave of failure washes over me, threatening to drown me. I'm sobbing. Rivers of tears wash away my vision of sending a picture of Christiansted harbor saying, "I did it."

Failure is crushing me. I can't breathe. I struggle to regain control of my thoughts.

Slowly, like honey dripping from a spoon, it dawns on me that I executed my first solo tack when I turned around. It is enough to stop the downward spiral. Breathing deeply, I regain control of my thoughts and evaluate the morning's events. Aloud, I list what I accomplished.

"I overcame the urge to backout and started to sail to St Croix. I found a solution to keep the reefing ring on the hook. I overcame the difficulty getting the jib out. I handled my boat in 25 knot winds. I executed my first tack!"

Feeling less like a failure, I notice the sun splashing on my face. Endurance is flying across the water on a pleasant beam reach, reminding me of how wonderful sailing is. The



question of failure or success rears its ugly head again, but I know the answer now. If the goal was to sail to St Croix, I failed. But that was not my goal. My goal was to take my first solo sail. "Well guess what Cindy — you took your boat out and went sailing, ALONE, in stiff winds and successfully handled it."

"Got it! Not a failure but a SUCCESS."

"Hold on, there's more. Why did I turn around?" Because seamanship is about making decisions that are best for the vessel and passengers. Safety first. I recognized my limitations and those of my vessel and determined the best option was to turn around. The butterflies have flown away, my decision feels "right".

The first buoy marking East Gregory channel comes into sight. Grabbing my cell phone, I call my friends, Jono and Keith, for assistance and prepare to deal with the jib. With false hope, I pull on the furler. Nothing. Going to the mast, I do the temporary fix again and return to the cockpit. Taking a calming breath, I pull on the furling line and get three wraps of the jib. "Okay, that's better than nothing." I repeat the process, gaining another three wraps. Halfway there.

I am running out of room to safely drift so I reposition Endurance. Then I repeat the process, gaining another three wraps. It's enough to prevent the jib from affecting control of Endurance while I drop the main. I head into the wind, set the autopilot, release the clutch and the main sail drops beautifully into the stack pack. My entire body relaxes slightly. One down, one to go.

"Shit!" The jib came partially unwrapped while dropping the main. I'm losing patience with the furler, yet I have no choice but to keep working at it. This time I put the furling line on a winch before slackening the halyard. I get four wraps of the jib. And that's it. No more. I motor towards the mouth of East Gregory channel.

My grip on the wheel loosens and my heart stops pounding when I see Jono speeding across the water. After securing his dinghy, he climbs aboard to help with the jib. Keith meets us at my mooring and with his help, Endurance is soon secured. I am home. And I am grateful for dedicated, caring friends. I shout my thanks to Keith as he pulls away. Before Jono leaves, he tells me "I am proud of you for going sailing alone today. You made the right decision to turn back. You did a great job dealing with the jib, staying at it even though it was difficult." His words dissolve the last dregs of failure I had sticking to me.



As I move around the boat, returning it to “home” mode, the morning plays in my head like a movie. I re-evaluate every step, every choice I made, asking questions that I don’t have the answers to. Today reinforced important lessons. A captain cannot rely on perfect preparation or ideal conditions. Being a smart captain, a good captain, depends on recognizing when things go wrong (and they will) and taking the time and patience to make adjustments that fit your abilities as a captain and those of your vessel. If I had had the funds, the furler would have been repaired and with a more flexible sailing schedule, I would have waited

for better conditions before heading out. Lessons learned.

Worry, excitement, exhaustion and emotional overload bring sleep easily as the sun slips below the horizon. Waking at 2:00 am, my mind starts another round of evaluation, not only of yesterday’s events but of my future. “Why is this crazy desire to sail alone tugging at me?” Because the adventurer in me yearns to travel the world by sea. So, I will continue sailing alone (once the furler is repaired, of course), building my skills and ensuring Endurance is in good shape. Next year, solo sail to Guadeloupe? I can do it!





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# Old Salts

TEXT/PHOTOS BY BIRGIT HACKL & CHRISTIAN FELDBAUER

Talking with fellow cruisers we often hear complaints about clammy sheets and clothes as well as constantly damp upholstery that won't dry out despite all ventilation efforts and dehumidifiers. During the rainy season in tropical climates we all fight humidity aboard, but in many cases it's salt that keeps fabrics from ever drying out completely. With a few tricks and habits it's easy to keep a cruising boat salt-free, which increases not just the comfort of the crew, but also the lifetime of equipment in the long run.

Visitors often react amused or astonished, when we ask them to rinse off their salty feet on the aft deck. I usually hold out the shower with a grin and an apologetic "We always rinse our feet before stepping into the cockpit, it's just a stupid habit" as I would hate to offend anyone suggesting that they look too dirty to visit. And it's true, we introduced this ritual of showering off salt and sand right after we bought the boat, initially to avoid getting our geriatric ship's cat salty: cats tend to kidney problems when they get older and we didn't want Leeloo to ingest too much sodium when licking her paws. After our ship's cat passed away at the age of 21, we kept up the old habits, by then we had grown to appreciate the benefits of a salt-free boat. With a shower on the stern and a watermaker that runs every day we indulge in the luxury of rinsing off after each swim, no matter how often we jump into the water. Of course guests are encouraged to do the same—I wince in horror when I see holiday-makers on other boats splashing up the swimming ladder and straight below deck to their cabin without even drying off with a towel.

It might seem exaggerated that we even insist on a salt-free deck, but how often do you step out during the day and back into the cockpit? Once you've got salt on the soles of your feet it'll get into the cockpit, from there to the salon floor and eventually onto sofas and bunks. With salty residue on your fingers you'll get sensitive gadgets like cameras, laptops and other electronics contaminated as well. I used to race out to wash off the deck after each splashy passage before our feline princess could get her paws salty. Now I'm no longer in such a hurry, but we still do a round with a bucket and rag to clean off salt before the sun bakes them into a resistant glazing. We've found that salty grains get so deeply indented into the vinyl of the sprayhood windows after a day in the sun that it's impossible to get those tiny dots off again even with vigorous scrubbing and after a few rough passages with plenty of spray in the air



All visitors get handed the shower at the stern





**A shower for the kitten after an accidental dive**

the windows get permanently opaque. Stanchions, terminals and other stainless soon develop rusty blotches underneath a layer of salt, so a quick rinse right after the passage saves some serious scrubbing and polishing later on.

Our cockpit is fairly dry on passages, thanks to a combination of sprayhood, bimini, side-flaps on the bimini and spray dodgers on the life-lines. But sometimes rogue waves still manage to spit in, then we try to immediately mop up splashes or (worse) sloshing water on the cockpit bench and wipe our feet on a damp rag before going below deck. Such measures may seem exaggerated and annoying when the crew is

cranky already while sailing in rough conditions and feel free to call me a fussy control freak, but it only takes a second to wipe off salty feet and maybe five seconds to put a towel over the sofa before flopping down wearing foul-weather gear, while it takes a day to wash the sofa covers and a full week of sweating and swearing on the sewing machine to redo ruined sofa upholstery (yes, I'm talking from experience here).

Despite all petty precautions we're sometimes overly careless on seemingly fine-weather passages and let deceptively calm-looking seas lure us into opening some hatches to air the boat underway. We have paid the price for being too op-

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A quick rinse underway extends the lifetime of sprayhood windows

timistic and trusting several times, when an especially inquisitive wave took the opportunity to take a splash through a hatch and usually straight on to the bed or the salon sofa. Getting a soggy mattress salt-free again is a major undertaking. We have a big, square bucket in which we soak the affected part or the whole thing (depending on the size the mattress and the extent of the catastrophe), then we try to squeeze it manually, hang it out on deck and hope for an extended period of sunny weather as it takes several days in sunny, windy conditions until such a piece is really dried out. Friends despaired with a big, thick, custom-made, expensive mattress that had got thoroughly soaked and stubbornly refused to dry after being rinsed. They ended up putting it between two planks and running their car over it several times

to squeeze out the water. Desperate measures in desperate times. I think they eventually had to toss it and invest in a new one. Spinning would of course be most efficient, but we haven't come up with a centrifugal solution so far, so in the meantime we try to be good and keep the hatches closed to keep out overly curious waves. ☺

---

*Birgit and Christian have been washing and drying their way from the Med, via the Atlantic and Caribbean to the Pacific over the past 15 years. If you're interested in their journey, visit their blog [www.pitufa.at](http://www.pitufa.at) or check out their books on Amazon!*

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## April on a Plate: Pomegranate-Glazed Chicken for Caribbean Evenings

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

April in the Caribbean is when everything feels brighter — the water, the skies, and hopefully the food coming out of the galley. By this time in the season, guests are asking for “something light”... but they still want it to look fabulous and taste like they're on holiday. This chicken dish does exactly that. It's colorful, full of flavor, easy to execute, and those little pops of pomegranate make it look far more complicated than it is — always a bonus on a busy sailing day.

### POMEGRANATE-GLAZED CHICKEN

Prep time: 10 minutes. Cooking time: 20 minutes. Serves: 4

**4 boneless, skinless chicken breasts (about 6 oz each)**

**2 Tbsp olive oil**

**3/4 tsp sea salt**

**1 tsp freshly ground black pepper**

**2 tsp Dijon mustard**

**2 Tbsp balsamic vinegar**

**4 cloves of minced garlic**

**2 Tbsp honey (or monk fruit blend for lower sugar)**

**Garish: 1/2 cup fresh pomegranate arils and**

**2 Tbsp crumbled feta (optional but lovely)**

Pat chicken dry and season both sides with salt and pepper. Heat olive oil in a skillet over medium heat. Add chicken and sear 5–6 minutes per side until golden and cooked through (internal temp 165°F). Remove to a plate and keep warm.

In the same pan (don't clean it — those browned bits are flavor!), whisk together Dijon, balsamic, garlic, and honey. Let simmer 1–2 minutes until slightly thickened and glossy. Return chicken to pan and spoon glaze over the top.

Garnish: with fresh pomegranate arils and a sprinkle of feta.

Or you may prefer to make this in the oven.....

Preheat oven to 400°F. Pat chicken dry and place in a lightly oiled baking dish. Rub both sides with olive oil, then season with salt and pepper.

In a small bowl, whisk together Dijon, balsamic vinegar, garlic, and honey (or monk fruit). Brush generously over the tops of the chicken.

Bake uncovered for 22–28 minutes, depending on thickness, until the internal temperature reaches 165°F.

For a deeper glaze, switch to broil for the last 2–3 minutes — watch closely so the glaze caramelizes but doesn't burn.

Remove from oven and rest 5 minutes before serving. Spoon any pan juices over the top. Sprinkle with fresh pomegranate arils and feta just before serving.



### GARLICY SPINACH

Prep time: 5 minutes. Cooking time: 3 minutes. Serves: 4

**12 cups fresh baby spinach**

**2 tsp olive oil**

**4 cloves garlic, thinly sliced**

**Good pinch sea salt**

**Fresh squeeze lemon juice**

Heat olive oil in a large skillet over medium heat. Add sliced garlic and sauté just until fragrant (about 30 seconds). Add spinach and toss gently until just wilted — 2–3 minutes. Season with salt and finish with a squeeze of lemon.

Serve garlicky spinach alongside chicken and drizzle any extra glaze from the pan over the dish.

*Continued on page 82*



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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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# Island Real Estate

WATERFRONT PROPERTY

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## **MONTAGE CAY, ABACOS, THE BAHAMAS.**

Sweeping ocean vistas and seven pristine beaches define The Residences at Montage Cay, a 53-acre private island community, just offshore of Marsh Harbour. This open-concept 4 BR/4.5 BA home features expansive movable glass walls, refined wood and marble finishes, and seamless indoor-outdoor living. Arrive by yacht, seaplane, helicopter, or ferry, with access to a 47-slip deep-water marina. Owners enjoy Spa Montage, pools, a fitness center, tennis, water sports, 24-hour security, and resort-style services in an ultra-luxury setting. Price: U.S. \$8,100,000

**DWAYNE WALLAS, Christie's International Real Estate**  
[Dwayne@hgchristie.com](mailto:Dwayne@hgchristie.com) | [www.HGChristie.com](http://www.HGChristie.com)  
 Office: (242) 367-5454 | Cell: (242) 359-6046



## **GRAND CAYMAN, CAYMAN ISLANDS.**

Rare opportunity to own a stunning 2BR/2BA third-floor penthouse at Sunset Cove Condominiums on world-famous Seven Mile Beach. Enjoy sweeping beaches and turquoise ocean views from this centrally located residence within a well-managed complex. Owners have exclusive access to a private beach lagoon, a large pool with a rock waterfall, and ample loungers poolside and along the sand. Walk to top restaurants and Camana Bay. Ideal for vacation rentals, long-term leasing, or full-time island living. Price: U.S. \$2,100,000

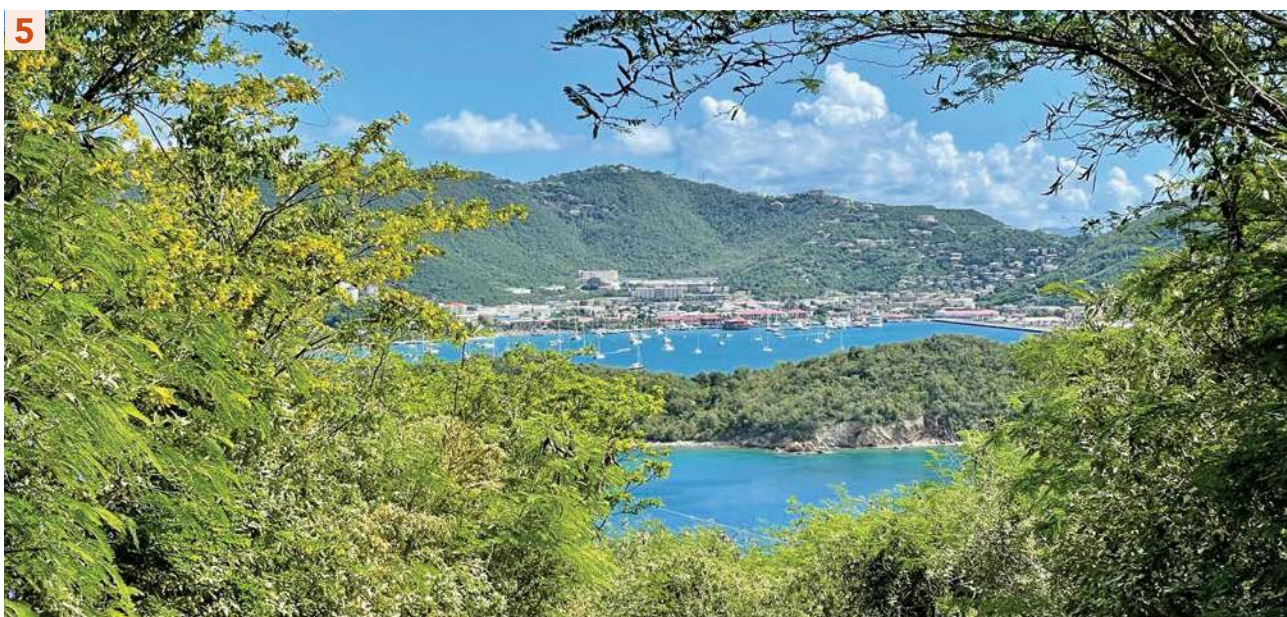
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**3**  
**RINCON, PUERTO RICO.** Sweeping ocean and sunset views set the tone at this updated 3BR/3BA luxury townhome in Punta del Mar. Just steps from the beach in a gated community, this nearly 3,000-square-foot residence (including the rooftop) features a renovated quartz kitchen, a light-filled primary suite with a spa-style bath, and a rooftop retreat ideal for wave checks and entertaining. Offered fully furnished, with diesel generator backup, plus resort amenities including pool, tennis, pickleball, and gym—coastal living at its best. Price: U.S. \$1,410,000  
**ISLAND WEST PROPERTIES**  
[www.islandwestsales.com](http://www.islandwestsales.com) | Office: (787) 823-2323



**4**  
**ST. CROIX, USVI.** Sweeping ocean views from Buck Island to Christiansted Harbor define this beautifully renovated 2BR/2BA top-floor corner condo at Coakley Bay. One of just six units in the L Building, it offers an open-plan living area, a chef's kitchen with a large island and wine fridge, and dual galleries off the great room and the primary suite. Both bedrooms feature en-suite baths. Resort amenities include a heated pool, on-site dining, full backup power, water system, and management. Minutes to beaches and restaurants; fees include water, internet, and insurance. Price: U.S. \$495,000  
**YAHYA YUSEF, Blue Sky Real Estate**  
[Yahya@BlueSkyvi.com](mailto:Yahya@BlueSkyvi.com) | [homebuyvi.com](http://homebuyvi.com)  
 Office: (340) 719-1409 | Cell: (340) 277-9736



**5**  
**ST. THOMAS, USVI.** This 1-acre parcel is located in the private Sprat Bay neighborhood on Water Island. The neighborhood offers a boat dock, tennis court, gazebo, and a secluded beach away from the crowds—easy living within a short boat/ferry ride from St. Thomas. The lot faces towards the prevailing breeze, located near the top of the hill, offering spectacular orientation and value. Price: U.S. \$149,000  
**CARA HINTON, Real Solutions Real Estate** | [carajohinton@gmail.com](mailto:carajohinton@gmail.com)  
[www.stthomasre.com](http://www.stthomasre.com) | Cell: (702) 859-0864



**VIRGIN GORDA, BVI.** Gorgeous seaview vistas and tranquil ambience define Villa Katsura, a 23,500-square-foot estate on nearly three manicured acres along the Little Dix Bay peninsula. The 5-BR/10.5 residence blends Asian-inspired serenity with refined island architecture and master craftsmanship. Three private pavilions, gardens by Hoichi Kurisu, waterfalls, koi ponds, and a secluded beach create an extraordinary retreat. Resort access, solar power, pool terrace, spa amenities, and full air-conditioning. Price: U.S. \$22,500,000

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



**DAWN BEACH, ST. MAARTEN.** Build your dream home with sweeping ocean views over Dawn Beach and Oyster Pond from this 10,028m<sup>2</sup> (quarter-acre) hillside lot in the gated Ocean View Terrace community. Set among elegant villas, the property offers privacy and tranquility near the JW Marriott and Oyster Bay Beach Resort. Philipsburg's shopping and dining are just 10 minutes away, as is Orient Bay's famed beach and restaurants—utilities nearby, with local architectural support available. Price: U.S. \$135,000

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[jonathan@sunshine-properties.com](mailto:jonathan@sunshine-properties.com)  
[www.sunshine-properties.com](http://www.sunshine-properties.com)



**OUALIE BEACH, NEVIS.** Spectacular views of St. Kitts and Caribbean sunsets highlight this 13,068-square-foot (0.3-acre) homesite above Oualie Beach. Gently sloping land captures cooling breezes and panoramic bay vistas, all within easy walking distance to the sand. The parcel is fully serviced with paved road access, electricity, and water to the boundary, making it ready for your island dream home. Price: U.S. \$195,000

**JOHN YEARWOOD, Oualie Realty**  
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 Office (869) 469-9403 | Cell: (869) 662-9740

9



**JOLLY HARBOUR, ANTIGUA.** Discover the epitome of coastal living with this delightful 4 BR/4 BA villa nestled on a picturesque peninsula with 360-degree views of the beautiful Caribbean sea and lush woodlands. Villa Elysium is situated on a spacious 0.65-acre plot on Antigua's west coast. The property spans approximately 6,000 sq ft, including its expansive roof terrace, and offers year-round unparalleled views, lush greenery, and cool sea breezes. Price: U.S. \$995,000

**COLIN BALDWIN, Duffy & Company**  
office@duffy.ag | Cell: (268) 782-8534

10



**OLD TOWNE, MONTSERRAT.** Panoramic Caribbean Sea and island views define Lindeland Villa, a fully furnished 6BR estate on 3 landscaped acres in prestigious Old Towne. The main residence offers three private bedroom wings, expansive indoor-outdoor living, a gourmet kitchen, a pool terrace, garages, a generator, and a workshop. A separate 2BR guest cottage enhances its appeal as a family compound or luxury retreat. Lush gardens, fruit trees, and a private golf area complete this rare offering. Price: U.S. \$1,500,000

**SUSAN MACLEOD EDGEcombe, Tradewinds Real Estate** | susan@tradewindsmontserrat.com  
www.tradewindsmontserrat.com  
Office: (664) 491-2004 | Cell: (664) 495-2004

11



**WHITE ISLAND, GRENADA.** Pristine white-sand beaches and crystal-clear Caribbean waters surround White Island, a 10-acre freehold private island in Grenada once owned by Salvatore Ferragamo. Sheltered by neighboring isles and coral reefs (8–40 ft depths), it offers calm anchorages and rare deep-water access where superyachts can moor close to shore. Dramatic topography and natural beauty make this undiscovered gem ideal for an ultra-luxury boutique resort or private estate. Price: U.S. \$9,500,000

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Extraordinary sailing performance: reported speeds up to 27 knots and effortless cruising in the high teens.

**NANNY CAY, BVI | USD \$1,690,000**



## 2018 LAGOON 630MY

Minimal private use. Joystick steering. Exceptional condition, meticulously maintained. Perfectly suited for extended trans-oceanic voyages.

**TORTOLA, BVI  
USD \$1,699,000**



## 2023 HANSE 510

No expense spared in outfitting and upkeep. Like new! Generous interior living space. Designed for a comfortable and effortless sailing experience.

**NANNY CAY, BVI  
USD \$899,000**



## CHESNEE COGSWELL

### Broker, Tortola, BVI

Chesnee Cogswell was born on Tortola, BVI into a dedicated sailing family. Raised on the water sailing extensively throughout the Caribbean, saltwater runs in his veins – shaping both the island life he lives and the depth of knowledge and passion he brings to his role at BVI Yacht Sales.

He joined the team in 2018 with a lifetime of hands-on experience, including time as a freelance charter captain across a wide range of vessels in the BVI, along with a strong background in the sportfishing industry. Since then, Chesnee has consistently ranked among the top-performing brokers in the Caribbean. In 2025, he acted as buyer's broker on the largest sale in company history. His dedication, leadership, and results earned him the role of Yacht Sales Director, where he now leads the team and guides clients with confidence and expertise.

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**2016 Lagoon 560 S2.**  
Extensive factory upgrades, luxurious finishes, rare opportunity. BVI. USD \$999,000



**2021 Bali 4.2**  
Features sought-after 4-cabin/4-head layout. Well-equipped. BVI. \$449,000



**1996 Versilcraft 75 Motor-yacht.** Recent significant refit: new teak floors, paint, nav, etc. USVI. USD \$719,000



**2016 Voyage 650 PC.** 6 double guest cabins with ensuite heads. Stunning. BVI. USD \$1,379,000



**2012 Leopard 44**  
Fully operational turnkey charter business. Beautiful! USVI. USD \$400,000



**2023 Dufour 530.**  
Sleek, powerful, beautifully outfitted & maintained. BVI. USD \$625,000



**2021 Hylas H57.**  
A True Systems Prototype. Ultra-efficient/quiet. Abaco, Bahamas. USD \$1,995,000



**2018 Jeanneau 51.**  
Extensively upgraded, optimized for cruising. Well-equipped. BVI. USD \$479,000



**2014 Lagoon 450F**  
Went through total refit, renewal & system upgrades. BVI. USD \$445,000



**2019 Leopard 50.**  
Original owner. Turn-key business with existing bookings. BVI. USD \$659,000



**2018 Lagoon 450F.**  
Privately owned, maintained. Never chartered. Trinidad & Tobago. USD \$549,000



**2019 Bali 5.4 - 54'**  
Entertainer's dream. Open space concept. 6 cabins. USVI. USD \$950,000



**2008 Cabo Flybridge Sportfisherman | 40ft.**  
Holds 2 World Records! USVI. USD \$850,000



**2006 Hampton 558.**  
Consistently maintained and upgraded. Grenada. USD \$565,000



**2005 Leopard 43.**  
Four cabin version. Turnkey ready. Extensively upgraded. Grenada. USD \$335,000



**2020 Fountaine Pajot Astrea 42.**  
Immaculately maintained, equipped. Antigua & Barbuda. USD \$529,000



**2022 Bali CATSPACE 40ft.**  
Delivered with Excellence Package, premium upgrades. BVI. USD \$499,000



**2017 Voyage 480.**  
Superior build quality. Performance, comfort, & simplicity BVI. USD \$425,000



**2001 Hylas 49.**  
3 stateroom layout, warm & inviting, plenty of storage. Grenada. USD \$349,000



**2023 Jeanneau 65.**  
Excellent performance, security, control, efficiency. St Martin. USD \$1,750,000



**2016 Lagoon 450.**  
Excellent space, privacy & guest flow. Many upgrades. BVI. USD \$389,000



**2020 Beneteau Oceanis 46.1.**  
Turn-key, extensively updated, custom enhancements. BVI. USD \$336,000



**2023 Excess 14.**  
Low boom, aft helms, direct cable steering, sleek hulls. Martinique. USD \$659,000



**2021 Fountaine Pajot Tanna 47'.**  
Ample space, well-equipped for large groups. USVI. USD \$950,000



**2019 Fountaine Pajot Saona 47.**  
Luxurious 5-cabin layout. Crewed charter ready. BVI. USD \$675,000



**2020 Yellowfin 36 Offshore.**  
Ultimate blend of speed, luxury & fishability. USVI. USD \$375,000



**2022 Jeanneau Sun Odyssey 490.**  
Professionally managed, never chartered. BVI. USD \$449,100



**2015 Wauquiez PS47**  
Set up for voyaging long distances. Recent major refit. Thailand. USD \$395,000



**1987 Custom Trimaran | 105ft.**  
Fully-operational dive charter business. BVI. USD \$1,200,000



**2016 Leopard 58**  
Fully equipped, recently refitted. Spacious split level. BVI. USD \$899,000

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**Efficient performance:** smooth, powerful cruising engines,

**Luxury and comfort:** upgrade sound system, upgrade upholstery and luxury interior & exterior finishing, spacious deck and many seatings, cabin with amenities and entertainment system, summer kitchen with fridge, stove and sink

**Condition:** Well-maintained, ready to go. Very low engine hours.

**Length:** 12.80m

**Price:** \$495,000 USD HT

**Located:** Saint Martin

HAREL YACHTS SINCE 1995

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**HERVÉ HAREL**

Founder / Yacht Broker

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**ZIAD RIZKALLAH**

Yacht Broker

[ziad@harelyachts.com](mailto:ziad@harelyachts.com)

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# HAREL YACHTS



## 1979 NAUTOR SWAN 441R

The Swan 441R is a classic legend, a remarkable offshore Cruiser/Racer that impresses with her elegant appearance and her outstanding performance. It is renowned for its high-performance capabilities and exceptional stability, making it ideal for challenging bluewater passages and racing. With an overall length of 45.4 feet, this vessel boasts a sleek fiberglass hull, ensuring durability and an unforgettable sailing experience.

The interior features one comfortable double cabin, many single bunk beds, a galley, chart table and even 2x air-condition units.

This boat has been completely overhauled in recent years. In 2018, it received a completely new standing rigging. The engine was rebuilt.

**Length: 13.84m**  
**Price: \$69,000 USD HT**  
**Located: Saint Martin**



**2024 LAGOON 51**  
 Brand new, in stock, ready for delivery. Owner's version. Fully equipped. **15.6m**  
**Price: 1,350,000 € HT**  
**Located: Bordeaux**



**2014 LAGOON 450F**  
 Well-equipped & meticulously maintained. Significant upgrades. **13.97m**  
**Price: \$469,000 USD HT**  
**Located: Simpson Bay**



**2024 LAGOON 620**  
 2 year builders warranty. Refit in 2025 by the factory. Many upgrades!! **18.9m**  
**Price: 1,490,000 € HT**  
**Located: Canet-en-Roussillon**



**2026 LAGOON 43**  
 Game-changer in luxury catamarans! Fully loaded. Ultimate comfort. **13.74m**  
**Price: 599,000 € HT**  
**Located: Les Sables d'olonne**



**2023 FOUNTAINE PAJOT ELBA 45.** Owners version w/ premium options. **13.72m**  
**Price: \$900,000 USD HT**  
**Located: Santo Domingo de los Colorados**



**2019 LAGOON 50**  
 Seaworthy & contemporary. Exceptional performance. Cruise ready. **15.24m**  
**Price: 559,000 € HT**  
**Located: Martinique**



**2017 DUFOUR 460 GRAND LARGE.** Smart, modestly sporty & very comfortable. Easy handling. **14.15m**  
**Price: 129,000 € HT**  
**Located: Le Lamentin**



**2025 LAGOON 42 MILLENIUM.** Brand-new, owner's version, straight from the factory. **12.80m**  
**Price: 450,000 € HT**  
**Located: Les Sables d'olonne**



**2016 LAGOON 42**  
 Numerous upgrades, renewals, preventive maintenance. Fully equipped. **12.80m**  
**Price: 359,000 € HT**  
**Located: Marigot**



**2024 BENETEAU FIRST 53**  
 Like-new performance cruiser. Never been chartered. Extensively equipped. **17.12m**  
**Price: \$1,050,000 USD HT**  
**Located: Annapolis**



**2017 FOUNTAINE PAJOT SABA 50.** Light, spacious, high-level performance. Optimized space. **14.99m**  
**Price: 549,000 € HT**  
**Located: Martinique**



**2006 FOUNTAINE PAJOT BAHIA 46.** Combines elegance with performance. Ample space. **14.05m**  
**Price: 189,000 € TTC**  
**Located: Le Marin**



**2015 NAUTITECH 40 OPEN**  
 Fully upgraded. New engines, new electronics, new rigging & sail work. **11.99m**  
**Price: 299,000 € HT**  
**Located: Philipsburg**



**2018 LAGOON 380 S2**  
 Reliable performance for your sailing adventures. Spacious & inviting. **11.56m**  
**Price: 200,000 € HT**  
**Located: Pointe-à-Pitre**



**2024 EXCESS 11**  
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**Price: 409,000 € HT**  
**Located: Marigot**



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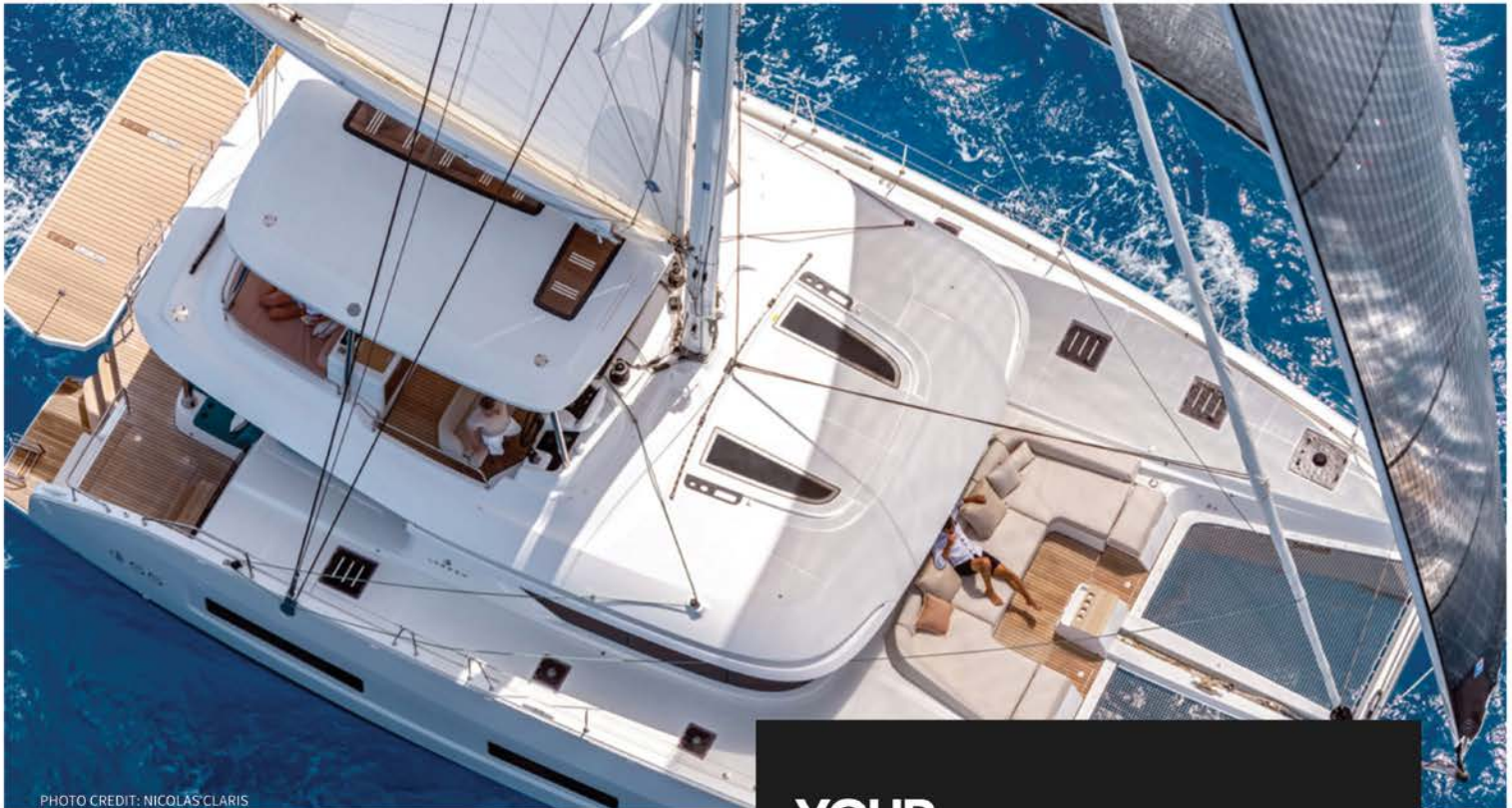


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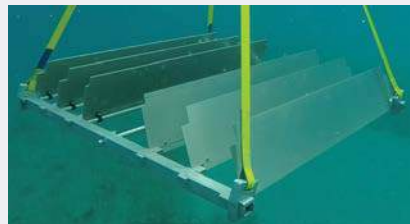


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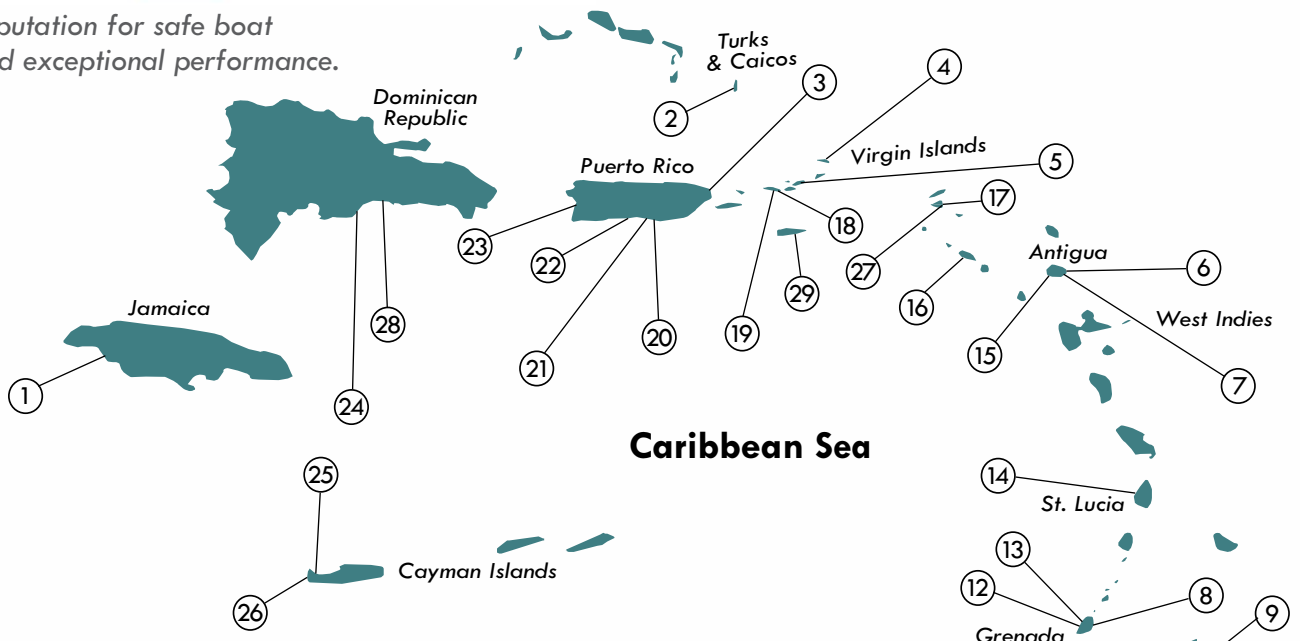
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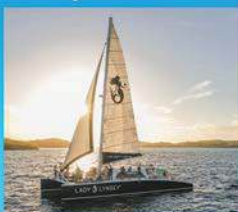
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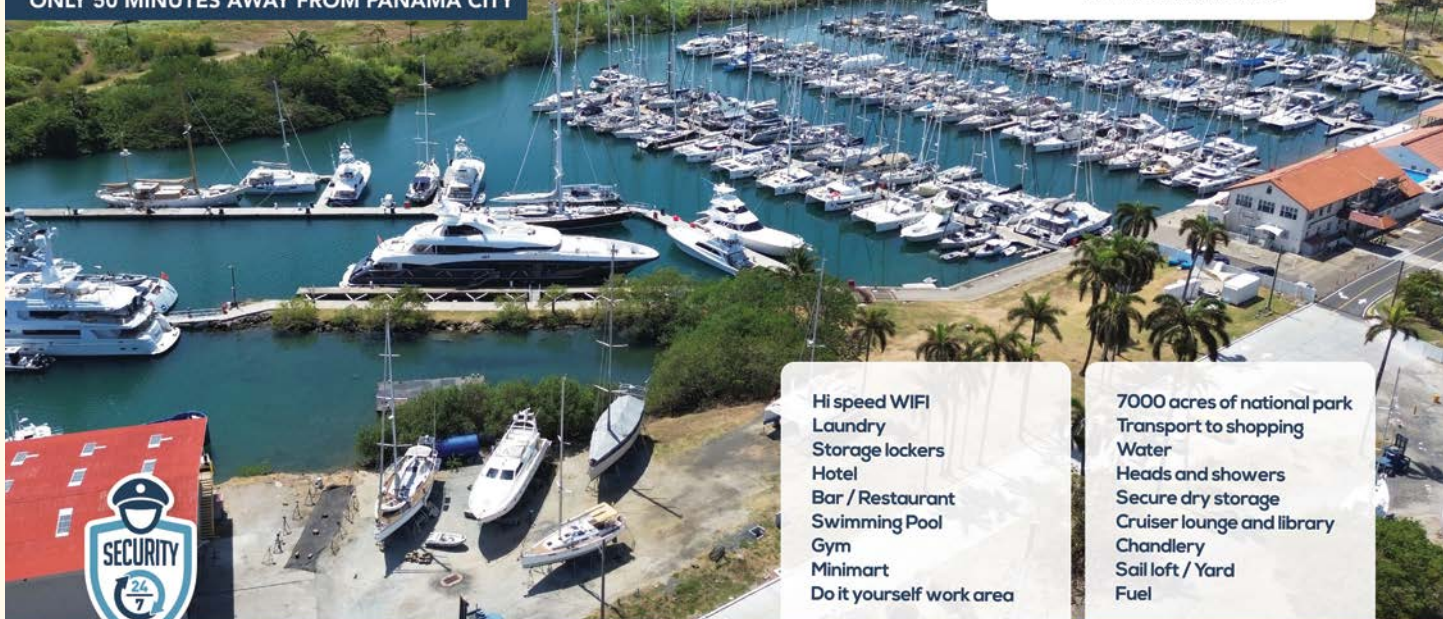
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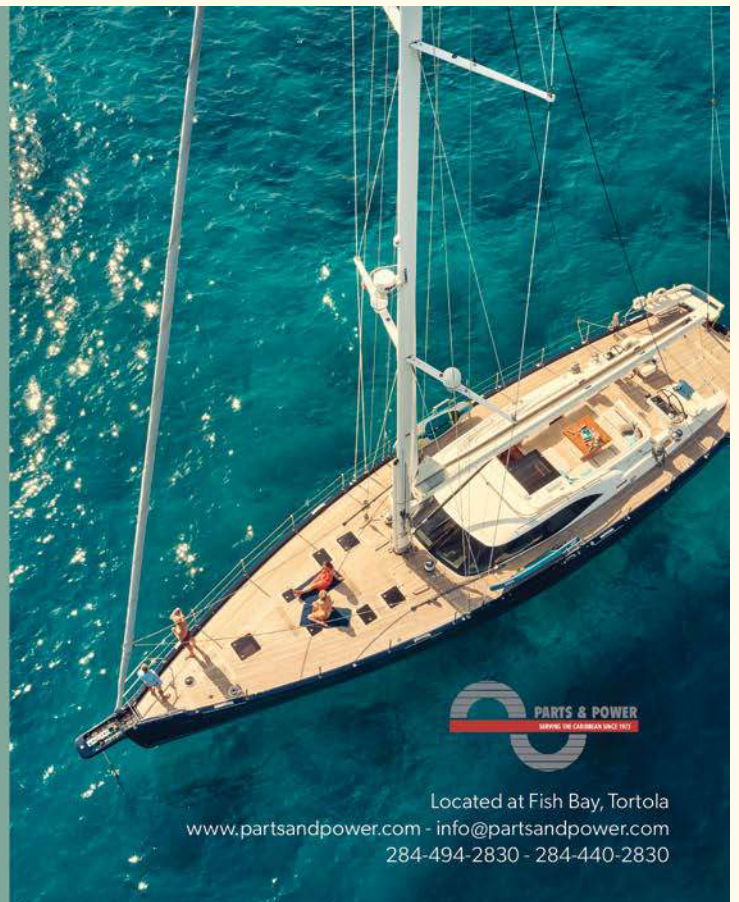
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## April on a Plate: Pomegranate-Glazed Chicken for Caribbean Evenings

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

*Continued from page 55*

### **PINEAPPLE, CUCUMBER & LIME SALAD**

Prep time: 10 minutes. Serves: 4

**2 cups fresh pineapple, diced**

**1 large cucumber, diced (seeds removed if watery)**

**2 Tbsp finely sliced red onion**

**1 Tbsp chopped fresh mint or cilantro**

**Juice of 1 lime**

**1 Tbsp olive oil**

**Good pinch sea salt**

**Freshly cracked black pepper**

Combine pineapple, cucumber, and onion. Whisk lime juice, olive oil, salt, and pepper. Toss gently and finish with fresh herbs.

### **DARK CHOCOLATE-DIPPED STRAWBERRIES**

Prep time: 10 minutes.

Chilling time: 20 minutes. Serves: 4

**16 large strawberries,  
washed and dried**

**8 oz 70% dark chocolate, chopped**

Melt chocolate in a double boiler, gently. When chocolate melts and stir until smooth.

Dip strawberries (make sure they are dry) in melted chocolate, place on parchment paper. Chill in refrigerator until set.





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