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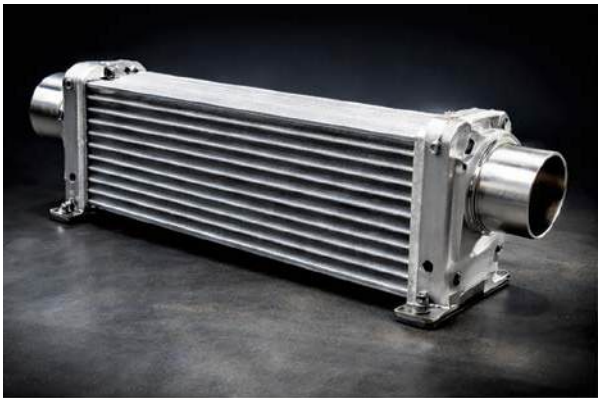
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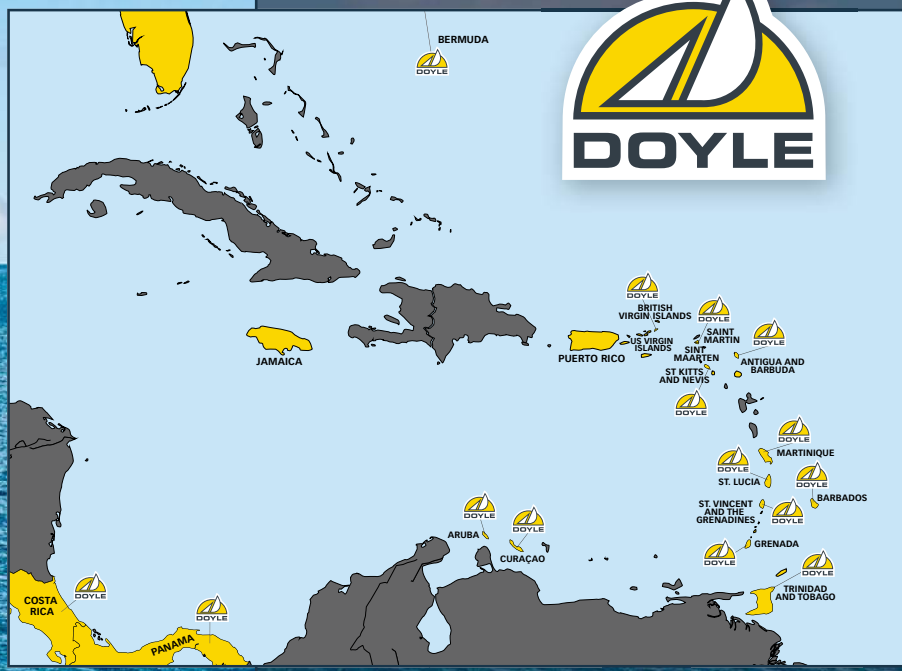
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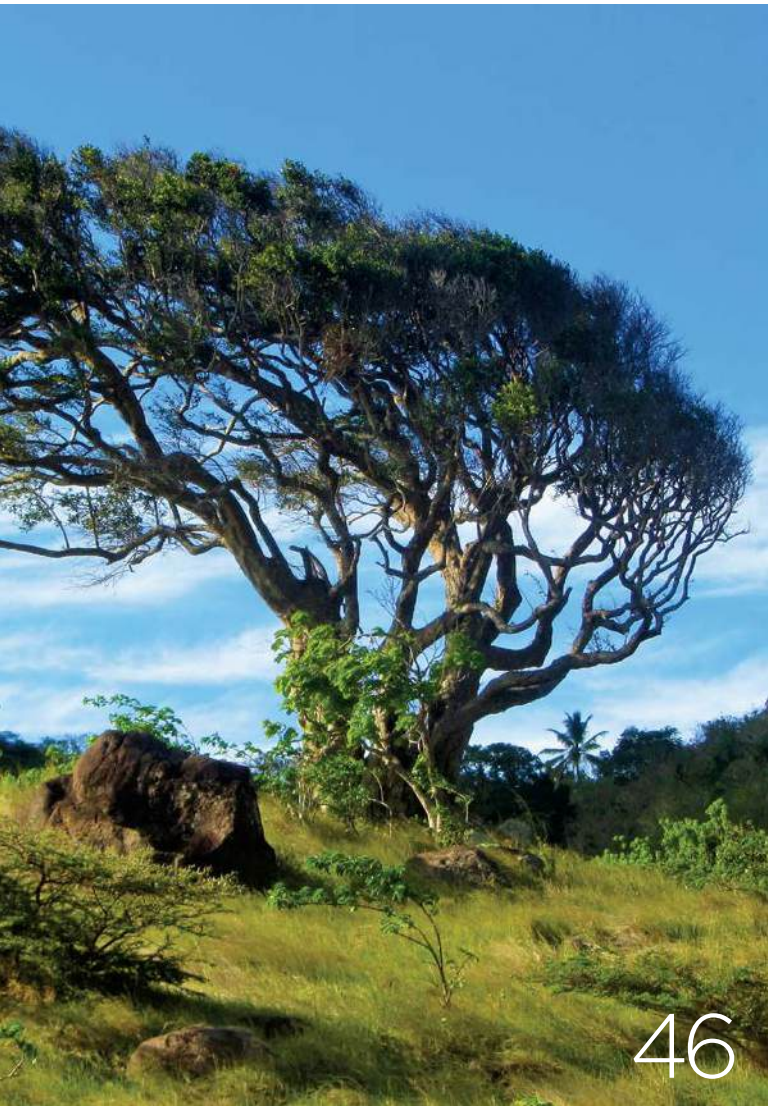
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Publisher:
CHRIS KENNAN
publisher@allatsea.net

Editor:
editor@allatsea.net

Art Director:
AMY KLINEDINST
amyk@allatsea.net

Advertising Inquiries:
advertising@allatsea.net
(410) 929-2248

Client Relations:
publisher@allatsea.net

Accounting, Subscriptions:
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The Caribbean

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COURTESY THE MOORINGS & SUNSAIL

Leopard 43 - Exterior

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NEWS STORY,
please email the editor:
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Caribbean News

NEW LEOPARD 43 FOR THE MOORINGS & SUNSAIL CHARTER FLEETS

This Leopard is fast and comfortable. The Moorings, Sunsail, and Leopard Catamarans, global leaders in sailing and power catamarans, have launched the new Leopard 43 sailing catamaran. This next-generation model replaces the popular Leopard 42, Moorings 4200, and Sunsail 424, with speeds exceeding 24 knots and an efficient cruising range of 16 to 18 knots under twin engines. Built by Robertson & Caine in collaboration with naval architects Simonis Voogd, the Leopard 43 balances performance, onboard liveability, and practical usability for both charter and private owners.



Leopard 43 - Aft Cabin Port

"The new Leopard 43 is designed for the way people cruise in the Caribbean. The boat feels open and connected from every angle. The wraparound glass brings the sea right into the saloon, and the forward and aft cockpits create breezy, shaded spaces to relax no matter where the sun is. With the new forward cockpit settee and the seamless flow created by the stackable sliding doors, it's easy for guests to move around comfortably and stay together as a group. And with its sportier, more funtosail profile, the Leopard 43 gives you the extra power and responsiveness that makes islandhopping days even better," says Katie Campbell, marketing manager for Travelopia Yacht Sales. Travelopia, headquartered in the UK, owns both The Moorings and Sunsail.

The Leopard 43 will be joining The Moorings Charter Fleet as the Moorings 4300 (3-cabin owner version), and the Sunsail Charter Fleet as the Sunsail 434 (4-cabin). They are available for purchase now through The Moorings and Sunsail Yacht Ownership Programs. They will be available for charter in the BVI in late 2026, and in St. Lucia, St. Martin, Belize, and The Bahamas by early 2027. Additionally, The

Moorings 4300 and the Leopard 43 will make a worldwide debut at the Cannes Yacht Festival in September 2026 and a U.S. debut in October 2026 in Annapolis at the United States Sailboat Show. *www.moorings.com, www.sunsail.com, www.leopardcatamarans.com*



COURTESY MINISTRY OF TRADE INVESTMENT & TOURISM

SAILCLEAR NOW AVAILABLE IN TRINIDAD & TOBAGO

It's here! SailClear, an electronic, pre-arrival notification system for yachts and pleasure craft in the Caribbean that streamlines customs and immigration procedures, is now available in Trinidad & Tobago. Developed for regional use by the Caribbean Customs Law Enforcement Council and first launched in 2013, SailClear replaces manual, paper-based forms, reducing vessel clearance times from an average of four hours to approximately 15 minutes. In short, sailors can submit crew, passenger, and vessel details online in advance of arrival. The subscription or user-fee cost is U.S. $25 annually.

"We've been trying for over 25 years to get this done. What I've seen happen in eight months is overwhelming," says Jesse James, president of the Marine Services Association of Trinidad and Tobago (MSATT).

The initial rollout has focused on the marina sector in Chaguaramas, including facilities such as the CrewsInn Marina. *msatt.org*

PARTS & POWER HOSTS PERKINS TRAINING IN ST. VINCENT & THE GRENADINES

Learn and earn! Parts & Power, the Perkins-appointed distributor for the Eastern and Southern Caribbean, hosted a regional Perkins engine training program in St. Vincent from March 15 to 20, delivering hands-on technical instruction for Caribbean-based dealers and customers. Held at the St. Vin-

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26 SVG Perkins Training Class

COURTESY PARTS AND POWER

cent Electricity Company, in Kingstown, the program focused on Perkins 2000 and 4000 series engines, widely used to power residential and commercial generators across the region.

Led by Jeremy Little, the training included 2.5 days of classroom instruction and 2 full days of practical troubleshooting, maintenance, and repair on 2506 and 4012 engines. Participants included VINLEC engineers and Perkins dealers from Trinidad, Barbados, Dominica, the British Virgin Islands, and St. Vincent. All attendees were required to complete more than 40 Perkins online courses before participating.

"I have never had such a motivated and involved group of students as this one. It is clear that they were very interested in learning as much as possible about these engines," says Little, who, along with Parts & Power Territory Manager Meckel Weste, coordinated the program.

The course also introduced the new Perkins 5000 series engines, expected to enter the Caribbean market within the next 12 to 18 months, supporting efforts to build local service capability and reduce reliance on overseas technicians.



Melissa Frett

In other company news, Parts & Power promoted Melissa Frett to Sales Supervisor. She joined the company in spring 2025 as a Sales Administrator.

Based in Tortola, British Virgin Islands, Parts & Power supports more than 30 dealers and represents brands including Perkins, Northern Lights, Volvo Penta, Yanmar, and Dometic. *partsandpower.com*



COURTESY SUNTEX AND LEGENDARY MARINA

SUNTEX LAUNCHES DESTINATION MARINA PARTNER PROGRAM WITH BAHAMAS DEBUT

Could the Caribbean be next? Suntex Marinas, one of the largest owners and operators of recreational marinas in the U.S., launched its Destination Marina Partner Program in April. The initiative connects Suntex boaters with independently operated, high-quality marinas that offer tailored benefits to simplify international cruising and expand access to key destinations. The program debuts with Legendary Marina Resort at Blue Water Cay in Nassau, The Bahamas, as its inaugural partner, where Suntex customers receive preferred pricing, priority dockage, CAT 5-rated enclosed dry-stack storage, complimentary inspection haul-outs, and customs concierge coordination. Legendary Marina Resort offers wet slips accommodating yachts up to 150 feet.

"Our Destination Marina Partner Program is built to expand value for our customers by connecting them to exceptional, independently operated marinas beyond the Suntex network. We are intentional in selecting partners who align with our

‘Flying’ Electric Ferries in Norway Could Benefit Caribbean Routes



Tourists and commuters will soon be able to travel along Norway’s fjord-lined coast, where, like in the Caribbean, water travel is an essential part of daily transport, in ‘flying’ electric ferries. Norwegian operator Boreal AS, a leader in sustainable transport, has ordered Candela P-12 electric hydrofoil vessels from Sweden’s Candela Technology, marking the world’s largest electric fleet to date.

“Many routes in the region are heavily reliant on ferries, and also smaller speedboats and seaplanes. With seaplanes, there’s an issue with congestion on the airport terminals as passengers transfer from big international flights to the smaller Cessnas, by using P-12 ferries, we can offload the terminals and ease congestion,” says Mikael Mahlberg, head of public relations and communications for Candela, headquartered in Stockholm. In this regard, “the P-12 is absolutely very suitable for the Caribbean. We have had many discussions across the region, but cannot confirm any firm order yet.”

The Candela P-12 is approximately 39 feet (12 meters) long and designed to carry up to 30 passengers. It cruises at 25 knots with a range of about 40 nautical miles, enabling zero-emission service on routes traditionally operated by diesel ferries. Performance is driven by computer-controlled hydrofoils that lift the hull above the water at speeds above 18 knots, reducing drag and cutting energy use by roughly 80 percent compared with similar vessels. The P-12 can recharge in about 1 hour using standard DC fast chargers, thereby avoiding the need for large-scale charging infrastructure. Boreal plans a fleet of 20 vessels, with deliveries starting in 2027 through 2030. ***candela.com***



COURTESY CANDELA



COURTESY NATIONAL SAILING ACADEMY - CREDIT ED GIFFORD

standards and enhance the overall boating experience. As we look ahead, we will grow this program carefully and strategically, adding select destinations in key markets, while maintaining a clear distinction between our owned and managed marinas and these partner relationships," says Bryan Redmond, chief executive officer of Dallas, TX-headquartered Suntex. ***www.suntex.com, www.legendarybluewatercay.com/suntex***

BAHAMAS REVISES CRUISING FEES WITH NEW TIERS

Visiting The Bahamas by boat has become more affordable. Effective April 1, 2026, the Government of The Bahamas, through The Customs Management (Amendment) Regulations, 2026, revised its cruising permit structure, introducing a tiered system. The change comes on the heels of public outcry over exorbitant fee increases implemented in 2025 and a drastic decline in marine visitor numbers to the islands.

Current rates are approximately $50 to $200 for 30-day permits, $200 to $750 for 6-month permits, and about $200 for vessels under 50 feet, $350 for 51 to 100 feet, and $1,500 or more for vessels over 100 feet for 12-month permits. The updated system adds 30-day and 6-month permit options, in addition to annual permits, with pricing scaled by vessel size.

Fishing permits remain separate, costing about $100 for vessels under 50 feet and $300 for larger boats, while anchoring fees introduced in 2025 continue to apply. A $30 passenger tax is charged for each additional guest beyond the first three onboard. Vessels over 50 feet in length are also required to keep AIS active at all times.

New provisions allow limited re-entry: two re-entries under annual permits and one under 6-month permits. ***www.bahamascustoms.gov.bs/***

WORLD SAILING BRINGS FIRST PARA IDP TO ANTIGUA & BARBUDA

There's good news for differently abled Caribbean sailors. World Sailing, the official world governing body for the sport of sailing, will deliver its first Para Inclusive Development Program (IDP) in the Caribbean in June 2026, hosted by Antigua and Barbuda in partnership with the National Sailing Academy and Sailability Antigua, with government support. The week-long program combines on-water coaching, skills development, and racing, culminating in an international regatta.

"The Caribbean represents a huge opportunity for growth, and Antigua provides an incredible platform to introduce and develop the sport in a meaningful and sustainable way," says Hannah Stodel, World Sailing's para sailing manager. "The IDP is about more than just sailing – it's about creating access, building confidence, and supporting sailors at the start of their journey. We are seeing increasing demand globally, and this program is a direct response to that."

Bob Bailey of Sailability Antigua adds, "This is a huge opportunity for Antigua and for the Caribbean. We're not just hosting an event – we're opening the door to something that hasn't existed here before. There is real energy and potential in this region, and this program gives us the platform to start building a strong and inclusive sailing community."

The program is expected to attract participants from across the Caribbean and beyond, supporting new and developing sailors while providing experience for coaches and volunteers in inclusive delivery. Alongside on-water training, it will emphasize knowledge sharing and local capacity building to support long-term growth and establish a sustainable foundation for inclusive sailing in the region. ***www.sailing.org, nationalsailingacademy.org***

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1. **SOGGY DOLLAR BAR** — *Jost Van Dyke (BVI)* — **15%**
2. **FOXY'S TAMARIND BAR** — *Jost Van Dyke (BVI)* — **7%**
3. **SKINNY LEGS BAR & GRILL** — *St. John (USVI)* — **7%**
4. **BASIL'S BAR** — *Mustique (SVG)* — **4%**
5. **BUCCANEER BEACH BAR** — *Sint Maarten / St. Martin* — **4%**
6. **CLUB NAUTICO DE SAN JUAN** — *Puerto Rico* — **4%**
7. **CONTIKI BEACH RESTAURANT** — *Antigua & Barbuda* — **4%**
8. **COW WRECK BEACH BAR** — *Anegada (BVI)* — **4%**
9. **EL MOSQUITO BEACH BAR** — *Dominican Republic* — **4%**
10. **KARAKTER BEACH BAR** — *Sint Maarten / St. Martin* — **4%**

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2025 Lowell Wheatley Pursuit Race

If you have any
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June 2026 Events

JUNE 6 | Lowell Wheatley Anegada Pursuit Race. A favorite on the Royal BVI Yacht Club's sailing calendar, this offshore pursuit race runs from Road Harbour, Tortola, to the channel entrance at Anegada. Boats start at staggered intervals based on handicap. The first start is at 10 a.m. Entry is open to members and non-members, sailing monohulls and multihulls. Registration takes place on June 5, with entry fees ranging from $30 to $40. A prize-giving and party follows at the Anegada Reef Hotel, whose namesake, Lowell Wheatley, founded back in 1976. ***www.royalbviyc.org***

JUNE 17-20 | In & Out Shootout. Inboard versus outboard boats take center stage in the Abacos, Bahamas, where teams go head-to-head in a sportfishing tournament built on rivalry and performance. Separate divisions keep the competition close, while a cumulative points race crowns the

JUNE 14 – 21 | International Optimist Regatta (IOR), TOTE Clinic & TOTE Team Race

A week of training and racing in steady trade winds brings the next generation of sailors to St. Thomas, U.S. Virgin Islands, for this event, now in its fourth decade. Hosted by the St. Thomas Yacht Club, the event draws more than 100 sailors ages 8 to 15 from the Caribbean, U.S., and Europe for a mix of coaching, team racing, and fleet competition. Alums of the IOR have gone on to compete in the Olympics, one-design World Championships, the America's Cup, and SailGP. "This is where sailors build the foundation, boat handling, race strategy, and confidence that carries them into the next level," says Heather Scholes, regatta director. ***stthomasyachtclub.org/sailing/regattas/international-optimist-regatta, www.regattanetwork.com/event/30320***



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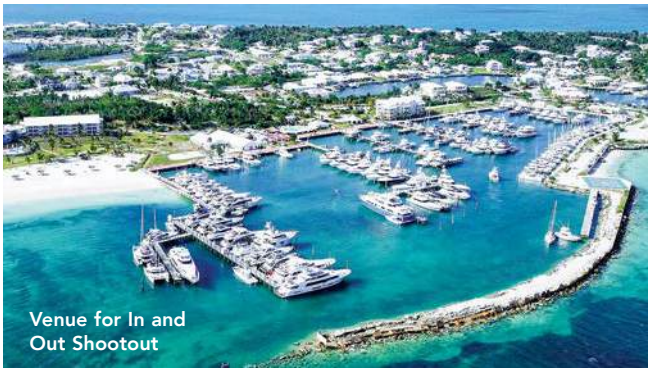
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COURTESY ABACO BEACH RESORT

Venue for In and Out Shootout

JUNE 20-28 | Regattas in the Abacos. Mix competitive racing with relaxed island hopping across the Abacos, with this weeklong series that stops at Green Turtle Cay, Great Guana Cay, Marsh Harbour, Elbow Cay, and Little Harbour. Racing by day transitions into dockside gatherings, local food, and community celebrations each night. New this year, the Wynsome Award recognizes the crew that best captures the event's spirit, alongside a multi-island scavenger hunt and expanded social lineup. Classes include Spinnaker, Non-Spinnaker, Multihull, and the laid-back 'Mother Tub.' "It's as much about the journey between islands as the racing itself," says Dwayne Wallas, commodore. Spectators and support boats are welcome to join in. ***www.regattasintheabacos.com***



COURTESY REGATTAS IN THE ABACOS

JUNE 21-27 | BVI Wreck Week. A weeklong celebration of all things maritime returns to the BVI with a laid-back mix of beach parties, dives, and community clean-ups across Tortola, Jost van Dyke, Virgin Gorda, and Anegada. Expect everything from a pirate-themed brunch and shark dives to Wreck Alley explorations, a Salt Island morning with the BVI National Parks Trust, and a lively pub quiz night. New this year, the event partners with Treasure the BVI to support local nonprofits, adds a fourth clean-up on Virgin Gorda, and hosts environmental film screenings at Village Cay. "It's all about celebrating the BVI while giving back and having fun along the way," says Kim Huish, President of The BVI Scuba Organization. Pre-registration is only required for the Anegada clean-up. ***bviwreckweek.com***



COURTESY CABARETE WING FEST

JUNE 17-21 | Cabarete Wing Fest 2026

Wind, water, and a strong community vibe come together in Cabarete, Dominican Republic, for a five-day wingfoiling festival where pros and everyday riders share the same lineup. Watch high-level racing, join downwinders, demo the latest gear, and learn in pro-led clinics, then roll straight into beachside music, food, and nightly gatherings. This year steps up with a stop on the SFT Parawing World Cup, bringing more international talent while keeping the event open and accessible. "It's that mix of high-level sport and real connection—on the water and off the water," says Audrey Meyer, organizer and co-owner of Vela Cabarete. Ride, learn, compete, or soak it all in. ***www.cabaretewingfest.com***

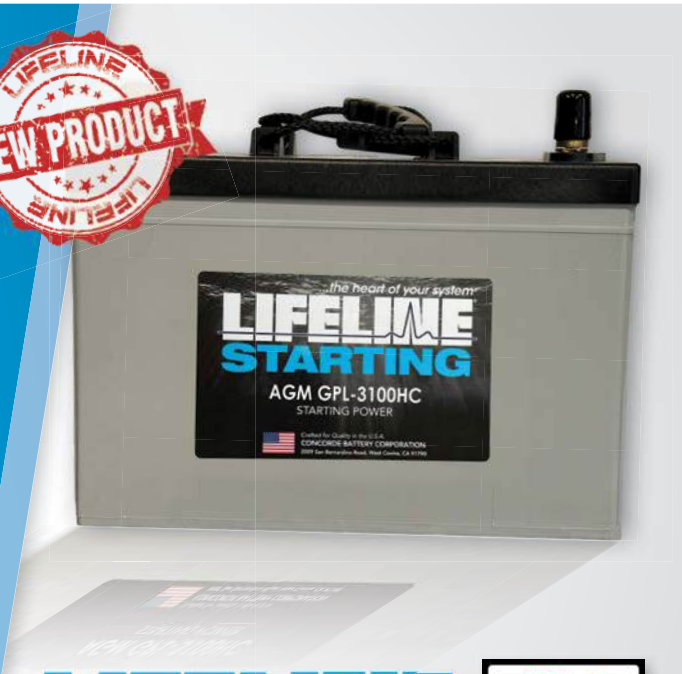
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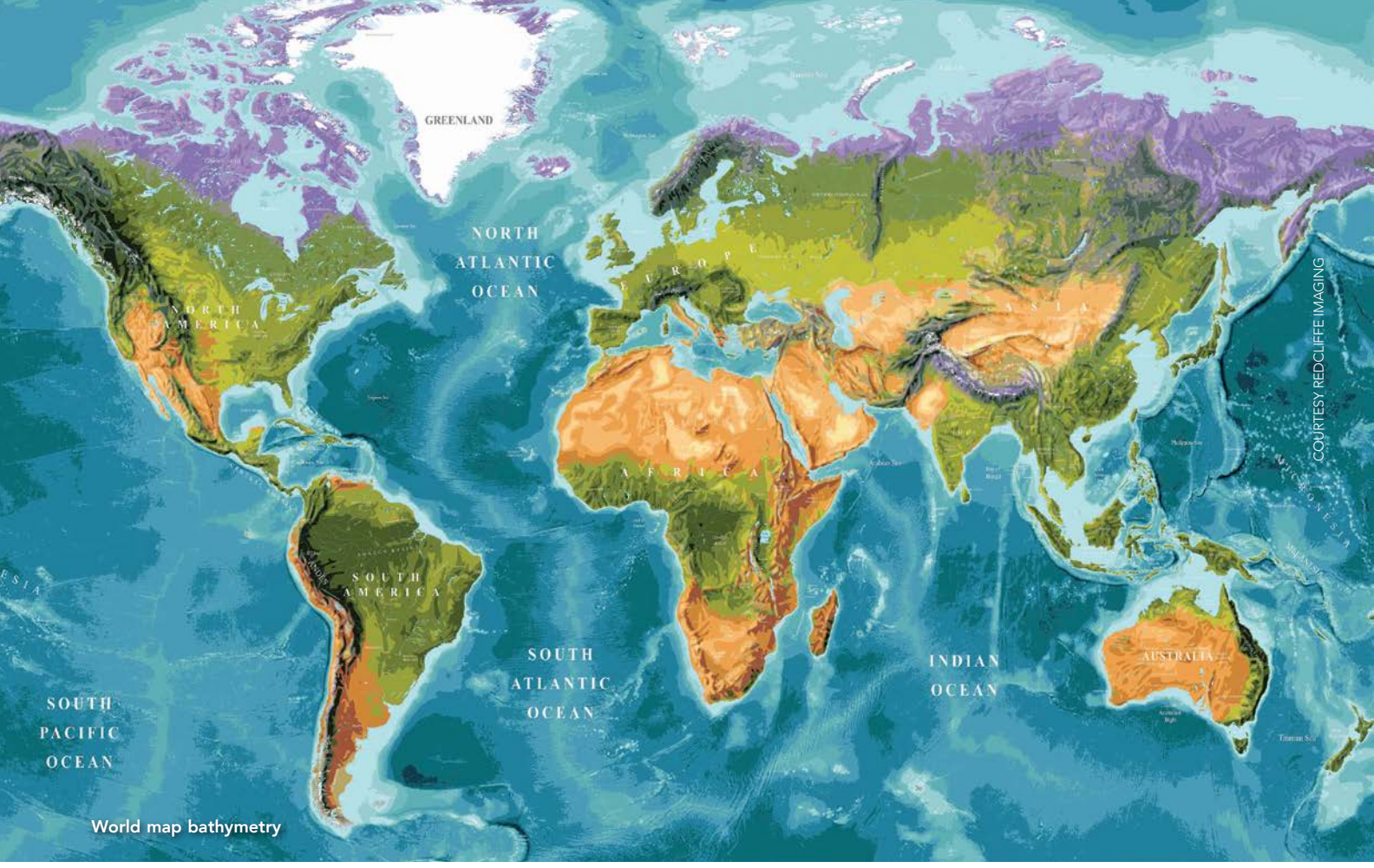




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Pattern & Chaos: How I Circ with the Trades

CRUISING | **BY CAP'N FATTY GOODLANDER**

It was late 2003 in the Indian Ocean. We'd been at sea in near-gale conditions for a week or so—and only had three or four hundred miles to go to fetch Madagascar. While conditions were boisterous, we were handling them well. The sky was the same day after day. Our windspeed was consistent. Ditto, our forecast. Ditto, our barometer.

I was in my foulies in the cockpit, sitting in the lee of the dodger. While our companionway slides were in (and locked in place), our hatch was cracked open. Carolyn, my wife, lover, and best friend was just on the other side of the slides, kneading her bread.

She's Italian and makes fresh bread every-other-day during our offshore passages.

"What's the first thing you're gonna do in Madagascar?" I asked her. We'd just spent four magical months in idyllic Chagos.

"…sleep for a month or two?" replied Carolyn

"Sounds about right," I muttered. "I can't wait to sleep without a leecloth—to walk ondeck without getting tangled in my safety harness!"

True, the 14-footers were small mountains—but they weren't breaking and our Monitor windvane was steering without problem. While our foredeck wasn't dry—our cockpit mostly was. We were in no danger of being pooped. Or broaching. Or, God-forbid, pitchpoling.

Weather forecasting is extremely good in South Africa. The forecast out of Durban read more-of-the-same. We didn't have a care in the world. Our love was strong—so was our boat. Our bilge was dry—and our mast was pointed up and our keel pointed down.

All was well.

Then I saw something through the hazy plastic window of our dodger.

And a school of baitfish off the port—with an accompanying flock of marine birds.

I stood up and peered over our bimini. It looked like something had fallen into the sea, judging by the water exploding upwards.

"WTF?" I muttered.

Carolyn stuck her head out.

"…a ship?"

"…something is… something's up," I said, noticing how the easterly swell was interacting with the sou'westerly swell on our port bow—which was coming up from the Cape of Good Hope.

The wave trains were suddenly more pronounced—sort of slapping each other and sending spumes of spray skyward. Odd. And, unexpectedly, *Wild Card* dipped a rail, tried to round up, and, even crazier, was pooped by the next following sea—a now *breaking* 14-footer!

The entire ocean ahead was exploding—think hand grenades lobbed by an evil god.

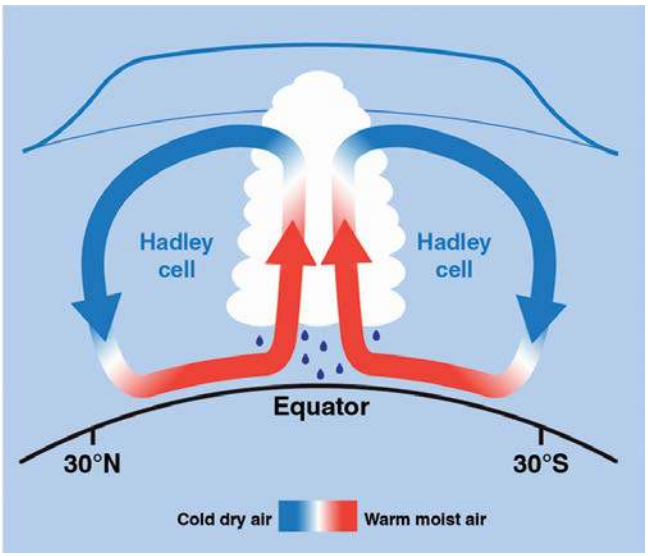
"Storm mode," I shouted to Carolyn and pulled the hatch closed. "Dog down the floorboard. Stow. And pump the bilge dry—and mark down the state of our house batteries, okay?"

The change in sea state was nearly instantaneous—and within minutes, we were on full alert. The sea around us looked like it was being shelled by invisible artillery. Geysers shot straight up. Waves came from three directions at once. Our bow was being pushed one way, our transom another. I had the sensation we were spinning but our steering compass said no.

I remember thinking: "What the *hell* did we just sail into?"

The answer, as usual at sea, was both simple—and impossibly complicated.





Confession

I'm not a meteorologist or an oceanographer. I'm just a serial circumnavigator who's learned a few practical truths about chasing the trades in warm water. I tend to sail west-about, crossing and recrossing the equator over the five-to-seven years it takes to circ in order to stay out of hurricane belts.

How I Circ

My strategy while circumnavigating is simple: stay near the equator and ride the easterlies. That means occasional detours—around the Cape of Good Hope or up the Red Sea—but mostly it's a matter of working with our planet's built-in wind machine.

Interested? Read on!

Why the Wind Blows

Let's start in the Caribbean. It's warm. Warm air rises, cooler air flows in to replace it. If the Earth didn't rotate, the resulting north wind would blow straight to the south.

But earth *does* rotate. And the circular Coriolis Effect bends that flow—like a nearly stationary clock in the middle of the Atlantic. The result is the northeast trades in the Caribbean—winds that are, in practice, mostly easterly.

The engine behind this is the Bermuda High, a semi-permanent high-pressure system around 30°N. Air flows outward from it toward the equatorial low, and the planet's spin turns that flow into the trades.

There's other, more subtle factors like, say, the earth's rotation. And how Hadley cells work between the equator and 30N. And how weather systems drift with the seasons.

In winter in the Atlantic Ocean, the pressure gradient tightens and the high dips south. The result is our Caribbean "Christmas winds"—not quite a gale, but a relentless, days-long conveyor belt of 28-30 knots that can feel like one.

Hot spots? The usual suspects:

- The north coast of Colombia
- The gap between Hispaniola and Puerto Rico
- The Anegada Passage

This same broad pattern repeats across the Pacific and Indian Oceans. Which is why west-about works—you're going *with* winds and *with* the currents.

The ITCZ: Toll Booth on the Equator

Of course, nothing at sea is free. Between the hemispheres lies the buffer area of calms and squally--Intertropical Convergence Zone (ITCZ), with the northeast and southeast trades on each side. It's a wandering belt of low pressure, typically a couple hundred miles wide, that shifts north and south with the seasons.

Sailors used to call it the doldrums—for good reason.

One minute you're getting hammered by 40-knot squalls and steep, confused seas. The next, you're becalmed, rolling rail to rail in a greasy swell under a sun that feels personal.

We transit hemispheres often to avoid hurricanes. While doing so, we carry extra fuel and a generous ration of patience. We also "ride" certain squalls if we can—sometimes even using them to top up our water tanks. (Note: we have no watermaker.)

The ITCZ can be miserable. But on either side? The trades return, steady and fair. Whew!

Pattern and Chaos

On paper, the system is elegant. High pressure here, low pressure there, wind flowing between the two. The Sargasso Sea sits quietly under the center of the Atlantic high, while the trades march along its southern edge.

But the real world isn't a textbook.

Land bends wind. Mountains accelerate it. Warm water fuels storms; cold water kills them. Currents twist under the surface. Even the shape of the seafloor gets a vote.

Weather is less like a diagram and more like a bar fight—everything colliding, deflecting, and falling down. It's vaguely understandable but scary as well.

Which is why local knowledge matters as much as any forecast.

Tides: Small Numbers, Big Consequences

Tides look simple until you need to depend on them.

In the Caribbean, they're modest—one to three feet. In places like the Bay of Fundy, they can exceed 50.

What matters isn't just height, but flow.

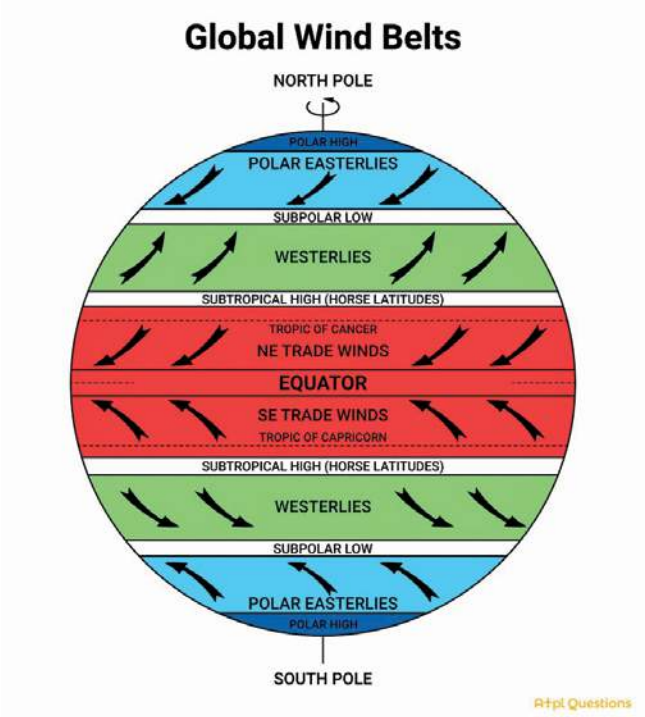
Atoll passes in the Pacific—the island of Makemo comes to mind—can turn into dangerous whirlpools. If you miss slack water, you'll be facing standing waves, spinning depressions in the water, and the current ripping through like a river in flood. Carolyn calls the whirlpools 'flushing toilet bowls' because that's what they look like wobbling towards you. Powerful? You bet! We've had our entire boat spun in circles with close reefs on both sides, our rudder almost useless despite using full-power.

Thus, in Makemo, you have about ten minutes at high and low tide to safely transit the pass—miss it, and you're risking your vessel.

Yes, tidal currents are tricky. At the extreme end, currents can hit 20-plus knots—like at Norway's Saltstraumen.

Perhaps this is how the term 'maelstroms' came about.

All of this tidal force is driven by the moon, the sun, the shape of the coastline, and the depth of the seabed.



It's a lot of moving water. And it doesn't care about your schedule.

Currents: When the Ocean Turns Inside Out

Which brings us back to those exploding seas to the east of Madagascar, when things went sideways. Wave trains clashed. Waves broke at odd angles. The surface erupted in plumes, as if hit by underwater cannon fire.

What happened? We'd just sailed into an upwelling—deep current forced to the surface by underwater topography, colliding with the wind-driven swells above.

As we passed over the subaquatic Mascarene Plateau, our depth went from fifteen thousand feet to only a couple hundred.

And all hell broke loose!

The internal result? Fear. I've only worried about pitch-poling three times in my life—this was one.

Thankfully, two hours later, the seas had flattened. .

But it took us a tad longer to unclench our sphincters and stop shaking.

See what I mean about the chaos?

The Enchanted Lesson

If you want to see a relatively benign interplay of currents in stunning technicolor, visit the Galápagos Islands.

Cold water from the Humboldt Current meets warm flows from the north. Deep currents rise. Surface currents sweep through. Nutrients explode upward.

The result is a biological circus: penguins next to reef fish, sharks cruising through schools of tuna, sea lions behaving badly around your dinghy. (Given a choice, friendly sea lions actually *prefer* pooping in the dinghy—go figure!)

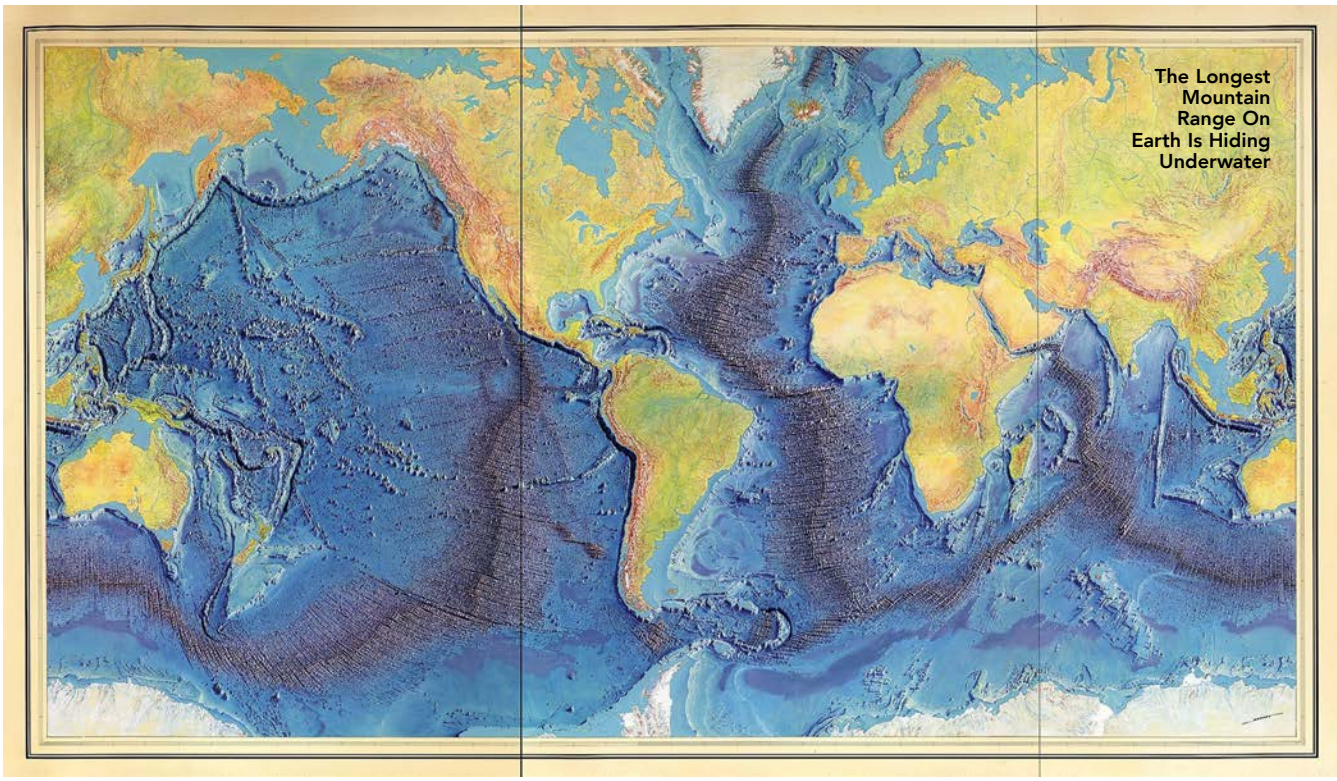
It's weird. It's wonderful. And it all traces back to the same forces that drive the trades.

Why It Works

So yes, there's a pattern: trades, highs, lows, currents—all predictable, at least in theory.

And then there's everything else.

The collisions. The exceptions. The moments when the ocean



BY BERANN, HEINRICH C., HEEZEN, BRUCE C., THARP, MARIE

reminds you that it's not a tidy, predictable system—it's a living, shifting mess of energy.

But if you respect both sides—the pattern and the chaos—you *can* work with it. You *can* cross oceans, circle the globe, and even do it more than once.

While I often don't pay attention to my daily weather, I *always* pay strict attention to my seasonal weather.

I think of this as *'being in the right ocean at the right time.'*

Many of the friends I've lost at sea (quite a few in the last 66 years of living aboard and ocean sailing) forgot this—and succumbed in the North Atlantic to an early (or late) winter's gale. Or—the same thing in the Caribbean—an early or late hurricane.

Twice I've had boats sink out from under me during hurricanes—but both times in safe harbor. Here's the truth of it—it's hard to look cool dogpaddling away from your sinking vessel, especially with your seven-year-old daughter in your arms. (Hurricane Hugo on September 17th, 1989 at 6:23 AM.)

Here's the bottom line, dear sailor—you can't beat the sea. The sea is too powerful and utterly indifferent. But you *can* learn to accommodate Mother Ocean. At an early age, my father told me, "…listen to the boat, son—she's smarter than you'll ever be."

True.

I try to bring a superior craft (in true structural strength, not the false god of cost)—and then I intentionally load it up less than the boat next to me.

I'm almost always the first to reef. To heave-to. And, in ultimate storms, to deploy my Paratech sea anchor (if I want to maintain position) or my JSD, my Jordan Series Drogue (if I want to make slow, safe progress with the storm).

Is there an element of danger offshore? Of course. But I was born on Chicago's southside—on dreaded Englewood Ave, to be precise. When Carolyn and I returned to our double-ender *Corina* after a teenage date—we'd check each other for gunshot wounds.

No bullet holes equaled a fine, fine night.

Yeah, the Windy City was a rough town.

Thus, Mother Ocean doesn't scare me. Mankind does.

EDITOR'S NOTE: Carolyn and Fatty are still swirling around SE Asian waters.

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Big Fish, Big Weekend: WahooMania 2026 Hooks Virgin Gorda

IMAGES COURTESY OF VIRGIN GORDA YACHT HARBOUR

Under clear Caribbean skies and steady trade winds, the 2026 Easter Festival WahooMania Fishing Tournament at Virgin Gorda Yacht Harbour delivered another standout weekend of sport fishing and community spirit.

Anglers and crews from across the territory converged on Virgin Gorda for two days of fast-paced offshore action, targeting wahoo, tuna, mahi-mahi, and kingfish in some of the region's most productive waters. The energy on the docks matched the intensity offshore, with weigh-ins drawing crowds as teams showcased impressive catches and hard-earned results.

Leading the fleet was Team Bad Dog, whose dominant performance secured top overall honors with a combined catch of 324 pounds. Their tournament-winning wahoo, tipping the scales at 46 pounds, stood as one of the weekend's defining moments. Close behind, Salt Shaker delivered a consistent showing to claim second place, while Mr. Nice Guy and Rod Fathers rounded out the leaderboard with strong finishes and category wins.

Beyond the competition, WahooMania once again proved to be a celebration of the Virgin Gorda community. Local sponsors, volunteers, and supporters played a vital role in bringing the event to life, reinforcing the tournament's reputation as both a premier fishing contest and a cornerstone of the Easter Festival.

With momentum building, organizers are already looking ahead to 2027, when WahooMania returns as part of Virgin Gorda's 60th Anniversary Easter Festival—promising even bigger catches and an even stronger turnout.





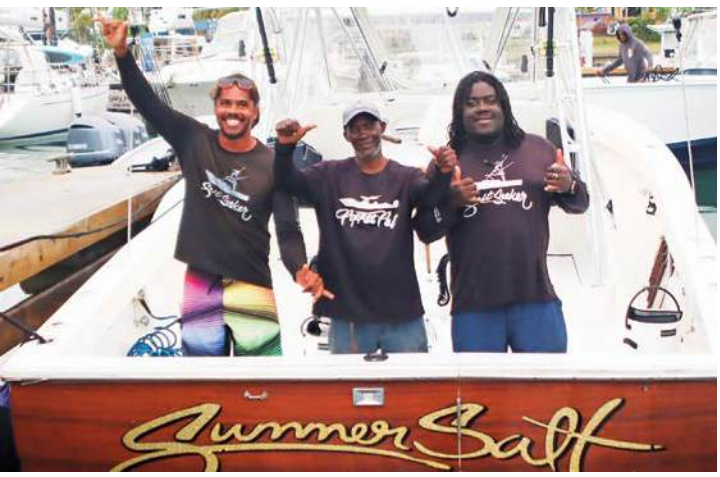
















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Marco on helm

Puerto Rico's Cachondo – A Two-Generation Podium-Placing Race Program

BY CAROL M. BAREUTHER

Some of his earliest memories aren't of the finish line, but of waiting onshore watching his father race *Cachondo* while he and his cousins ran barefoot through regatta weekends. "I still remember being five or six years old doing the Easter egg hunts at Sapphire Beach Resort with my cousins while my father was out racing," says Marco Teixidor, who helmed his own *Cachondo* to a first-place finish in the highly competitive one-design IC24 Class at the 2026 St. Thomas International Regatta (STIR) in April along with crew Geraldo Fernandez, tactician; Juan Llavat, deck; Guillermo Toruella, trim; and Ivan Aponte, foredeck. "Great memories of those family weekends around the regattas." This upbringing has led Marco onto the same courses, carrying forward a program first built by his father, José Teixidor, in Puerto Rico more than four decades ago.

José and his brother, Tony, came to Puerto Rico from Spain and quickly immersed themselves in Caribbean sailing. "They had a passion for sailing, and for them the Caribbean was paradise," says Marco, who adds that his mother also played a big role, supporting the family and everything that came with the sailing life."



CREDIT STIR INGRID ABERY





By the late 1970s and early 1980s, they were competing regularly throughout Puerto Rico and the wider Caribbean, including the St. Thomas' International Rolex Regatta, St. Croix's Mumm's Cup, the BVI Spring Regatta, St. Maarten Heineken Regatta, and Antigua Sailing Week, to name a few. Through the years, *Cachondo* was campaigned on a range of boats, from smaller keelboats to larger programs. In 1992, José helmed *Cachondo* in the transatlantic Great Regatta of the 5th Centenary, which commemorated Columbus's 1492 voyage from Port de la Frontera, Spain, with a stop in San Juan, Puerto Rico. Another milestone came in 1997 with an overall win at the International Rolex Regatta in St. Thomas on the Tripp 40, *Cachondo*.

The name, *Cachondo*, itself reflected the team's personality as much as its performance, says Marco. "It always reflected the team's fun personality and competitive spirit."

Family remained central throughout. While José raced offshore, the next generation grew up around the events, gaining early exposure to the sport. Marco began sailing dinghies—Optimists, Lasers, and 420s—often at the same



***Cachondo* at STIR 2026 - Marco 3rd from right Jose 4th from right**

THESE PHOTOS: CREDIT STIR-INGRID ABERY



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Cachondo sailing in the 1980s

regattas where *Cachondo* competed. "I remember regattas where my father was racing *Cachondo* while my cousin, Carlos, and I were sailing Optis at the same event," he says.

Initially focused on dinghy sailing, Marco did not immediately transition into keelboats. That changed in 2011, when his father encouraged him to race IC24s in St. Thomas. "I had an amazing time sailing with my friends, and since then I've come back almost every year," he says. The experience marked the beginning of his own involvement in the Caribbean keelboat scene.

Over time, he began building a team under the *Cachondo*



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***Cachondo* in the early years - Jose Teixidor far left**

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Cachondo sailing in the 1996 BVI Spring Regatta

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Cachondo sailing in the Puerto Rico Heineken Regatta in the 1990s



Jose Teixidor aboard Cachondo in 1992 transatlantic Columbus Regatta

name, primarily in the IC24 class. Carrying the name brought both recognition and responsibility. "It creates pride—but also pressure," Marco says. "Fortunately, we've had great teammates and a strong group of friends who enjoy competing together."

Recent results have reinforced the program's continuity across generations. The class win at STIR this season added another chapter to the *Cachondo* record.

"Winning this year was especially meaningful because it felt like honoring everything my father built over the years," Marco says. "I hope seeing *Cachondo* still racing, still competing hard, and still winning would make him proud."

Looking ahead, the schedule remains active. Marco competed in the Vuelta a Culebra aboard *Cachondo*, now a Grand Soleil, while also preparing for international competition. "This November, I will have the honor of skippering the team representing Puerto Rico in the SSL Gold Cup in Rio de Janeiro," he says. "It is a tremendous opportunity for our team and for Puerto Rican sailing."

More than 40 years after it first appeared on Caribbean start lines, *Cachondo* continues to compete across the region. "We definitely plan to keep racing," Marco says.





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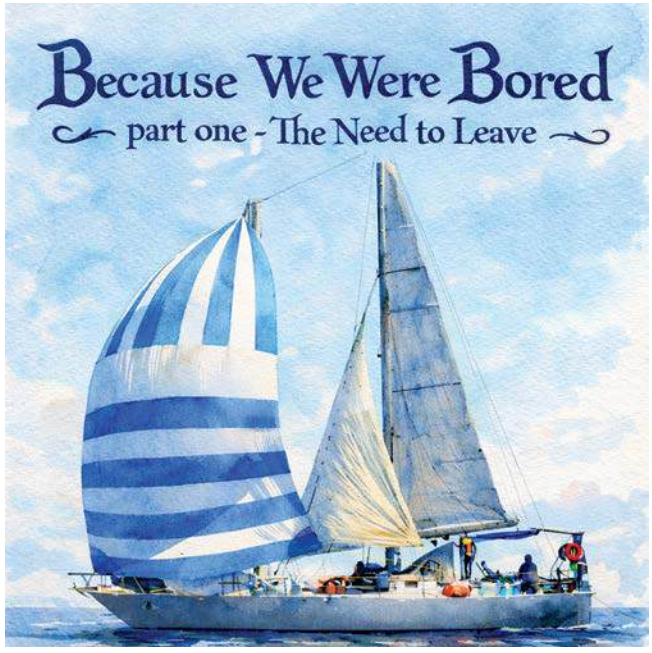


Outward bound with a fresh breeze

Because We Were Bored

Part One of Three — The Need to Leave

BY CAPTAIN ALEX DUFF



There is an idea that grows in every sailor long before they ever raise an anchor. To go about where you wish, when you wish, with the wind abeam aboard your passagemaker built of dreams.

It can feel like a distant fantasy—something reserved for retirees with trust funds or legends in weathered foulies. I will tell you it is closer; it's reachable, but the handhold is slippery. However—once it's seized, it's understood.

As a young man of 18, I arrived back home to the USVI after sailing overseas on a square rigger. I had voyaged far on ships, but I wished to have my own sailboat. I've had a few since then, and countless adventures.

What turns that hopeful wish into the greatest journey of your life isn't luck.

It's vision.

It's ambition.

It's that vision and ambition—paired with a vessel you must be confident to count on.

The voyage itself can take many shapes: a steady migration down the East Coast ICW, an offshore run along longitude 65 down from Bermuda and on to the Caribbean, a focused dream finally given a departure date, or the bold vision to circle the globe.

It can be done.

You can do it.

Ambition creates drive. Drive builds experience. Experience builds confidence. Vision brings goals, goals bring success, and success brings confidence.

Well-learned confidence is knowing how you hope your sail will go—while being prepared for how it could go wrong.

Confidence paired with ambition & vision is security.

Have faith in your confidence. Just try not to hit islands or flip your boat upside down. *Failure is never an option.*

The problem that plagues busy harbors and bustling sailing grounds is that when complacency is added to confidence, the sea, the wind, the rocks—they'll show you some things.

Any good sailor is *never* complacent at sea. But the facts are that no matter how good a plan, how good a boat, or how good a weather window—the unexpected happens.

Strangely enough—unexpectedly!

The best voyages are sometimes planned in a smelly dive bar on the shore of the bay. Those ideas sound even better when they are rational enough to be brought up again as the first bit of rum is poured in the cockpit of a friend's boat at anchor.

Any sailor actively voyaging will agree with this quiet note of reality:

"False confidence is the feeling felt before the true nature of the situation is revealed."

The best lessons are learned in the shadow of possible failure.






Sail Hard, But Sail Well.

But remember—*failure is never an option.*

Meanwhile, boats move every day—from port to port, anchorage to anchorage, country to country. Whether the voyage is professionally planned or survived with some luck and an extra bilge pump, the pattern is simple and proven: plan the route, watch the weather, share plans and ideas with trusted advocates, and (hopefully!) hire a professional weather router if you're headed into the Atlantic in December.

But maaaan… those details are boring.

I like to make boat go, arriving by my ship to that place I thought it would be a good idea to go that one time I was thinking about it before.

That new idea for that next voyage required some actual work, some real planning, and a couple of open-ocean stretches of sea-hab.

When some said we could not, my crew and I decided we would anyway.

We worked our boat every day we could, making a living circumnavigating a small island entertaining tourists while dreaming of circumnavigating the globe. Time and finances didn't allow us to start sailing west indefinitely, but the voyage we needed was within reach—and it was planned with equal parts charts, cheers, and passion.

The good ship *Daphnae* would sail north from St. Thomas to Baltimore to race in the Great Chesapeake Bay Schooner Race. Afterward, we'd sail back home to the islands before frost touched the deck (hah!).


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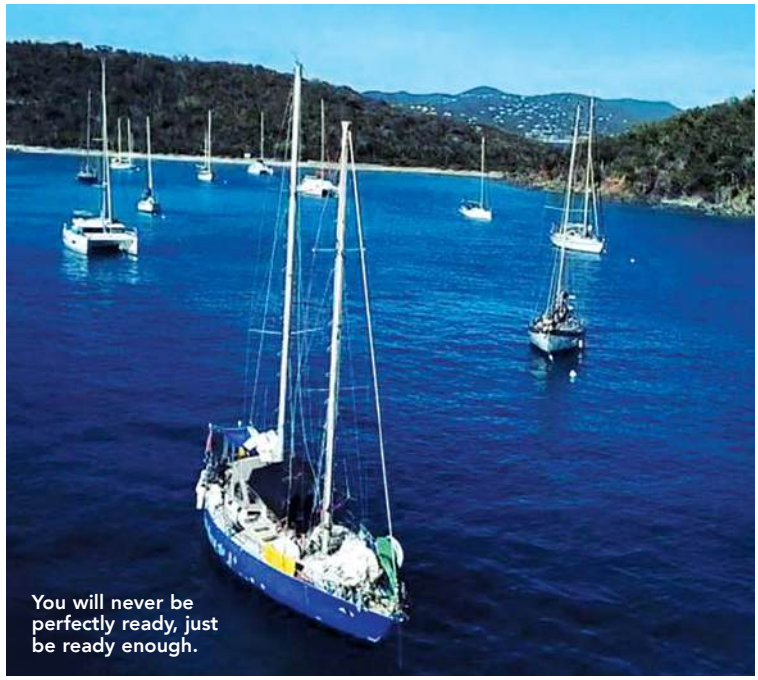


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The route


You will never be perfectly ready, just be ready enough.

The crew was assembled.

We set sail from St. Thomas with a nonstop offshore passage in mind. The forecast promised six near-perfect sailing days. We hoisted main, main staysail, fisherman, forestaysail, headsail—drawing well and balanced.

Above deck, the rig was strong and the wind abeam.

However, below decks there seemed to be an annoying *love triangle* developing amongst the crew as we entered the *Bermuda Triangle*. But hey, at least they were doing the dishes and standing watch well.

We were sailing—fast, clean, efficient.

Daphnae loves a reach with honest wind, and she shows it.

Everything was going according to plan.

Other than the second mate's relationship choices.

But then the wind died. I really hate it when that happens, FYI.

The miles remaining didn't change, but the passage grew longer in every other way. The sea flattened. The sails sagged. The crew grew restless. We *(almost)* ran out of fuel. I believe there were two or three breakups and make-ups that week, and one guy who I thought had been thrown overboard—but it turned out he had just locked himself in his cabin for two days.

We could make six to nine knots in a fresh breeze—or feeble four under power when the breeze vanished altogether.

The greatest journeys are never made of perfect forecasts and heroic reaches.

They are built from calms endured, winds withstood, sails reefed, gear repaired, tempers managed, and plans adjusted—without losing the passion, patience, and sense of humor to move forward.

The dream of a sailor is freedom.

The journey of a sailor is discipline.

And somewhere between those two lies the life most of us are chasing when we look out at the open blue horizon and think:

Someday.

The truth is, someday doesn't arrive on its own.

You sail toward it. …Or sometimes motor very slowly.

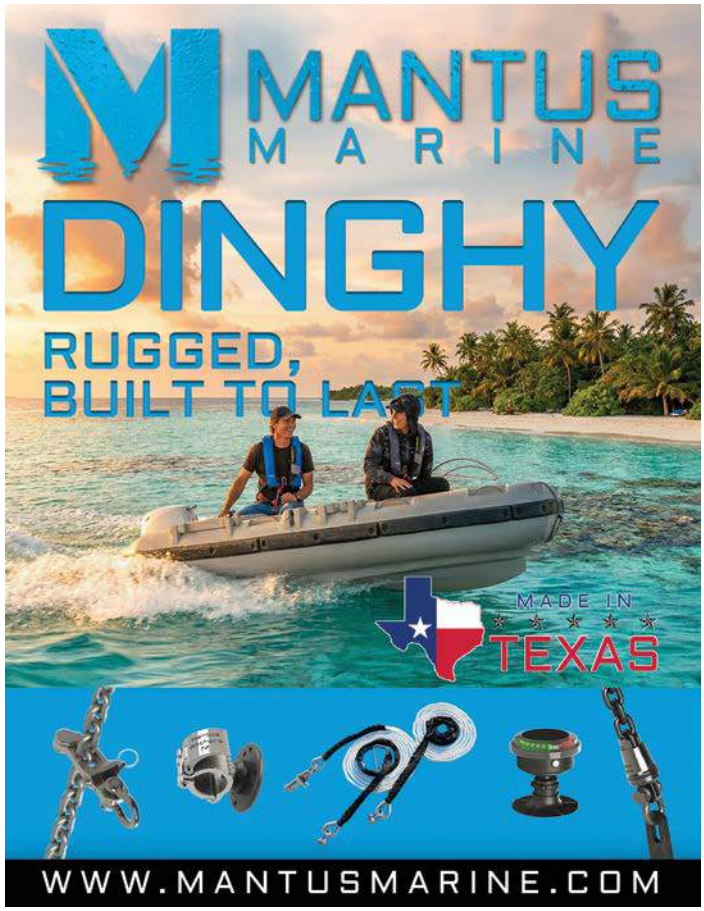
This is the start of a story of an epically successful voyage we left on because we were bored.

We are now underway. At four knots. But it gets better- *I swear.*

…to be continued.


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Top 10 Must-See Spots in Anguilla & Montserrat

BY CAPT. SHANE McCLELLAN

My Top 10 list this month focuses on the islands of Anguilla and Montserrat. Both of these islands are British Overseas Territories and two of the few remaining from the vast British Empire in the Caribbean. In the 1960s Anguilla was put into a UK dependency with St Kitts and Nevis against their will, so in 1969 12 or so men sailed to St Kitts and stormed the police station in a no casualty gun battle. From that point on St Kitts and Nevis chose not to have the "crazy" Anguillans associated with them. Along with that fun story this list is going to include deserted islands, nature, beaches, and volcanoes, so let's get into my Top 10 spots on Anguilla and Montserrat.



Out Islands - Prickly Pear Cays

10 **Offshore Islands (Anguilla)** – On the north side of Anguilla there are several islands including Dog Island, The Prickley Pear Cays, and Scrub Island along with two others I will talk about later. These islands are mostly deserted although the Prickley Pear Cays have a daytime resort you can visit which is pretty awesome. Other than that, it's all about the landscape, the beaches, and nature. Even though you can sail your yacht here you're not allowed to spend the night anchored off these islands. Overnight anchoring is restricted in some areas, particularly around protected marine zones.

9 **Rendezvous Beach (Montserrat)** - On Montserrat you'll find 2/3 of the island to be uninhabitable, which we will talk about "why" later in this list. The northern third of the island is where the 5,000 people live and the main port called Little Bay, an open roadstead serving as the island's primary maritime hub. Just north is Rendezvous Beach which can be reached by dinghy or hiking over the hill separating it from Little Bay. This is a beautiful beach and many times you will have the entire place to yourself.



Rendezvous Beach

8 **Sandy Ground (Anguilla)** - Back at Anguilla, many visiting vessels check in at Sandy Ground (Road Bay), one of Anguilla's primary ports of entry, a bay on the northern shore that has a settlement built on the strip of land separating the bay from a salt pond. Here you will find a beach you can play on and the salt pond is populated by several various species of birds. On the strip of land that makes up the town there are several bars and restaurants plus the Old Salt Factory and Pumphouse, which doubles as a casual museum about the local salt production and a restaurant.



Sandy Ground

7 **Beaches (Anguilla)** - Anguilla is home to beautiful beaches galore and many of them are a mile long. Some of the most popular are Shoal Bay, Meads Bay, Savannah Bay, and Rendezvous Bay. Given there are 33



Beaches

beaches on an island only 16 miles long and 3 miles wide, you will find a beach that is just right for you.

6 **Historical sites (Anguilla)** – Many of the Caribbean islands don't have a ton of historical sites outside of fortresses and the like, but Anguilla does have a few that are fun to check out besides the Old Salt Factory & Pumphouse mentioned earlier. There is the old courthouse ruins and the beautifully restored Wallblake House was built in 1785 and is the only surviving plantation house on the island. It is also worth the effort to check out the Heritage Collection Museum to learn more about the history of the island.



Historical Sites - Wallblake House



Sandy Island

5 **Sandy Island (Anguilla)** - One of the two islands I didn't talk about when I mentioned the islands of Anguilla is Sandy Island. As the name implies it is a low-lying, beach covered island located a couple miles from Sandy Ground where you can catch a water taxi to it fairly cheaply and on a regular basis each day. The island is known as a party place and has several shacks serving food and drinks for the tourist of Anguilla. It's a great place to have a ton of fun on a sandy island.

4 **Hiking & Bird Watching (Montserrat)** - Back on Montserrat, the Montserrat National Trust provides guides and hiking trail maps, so you can enjoy several trails around the northern part of the island while you search

for dozens of resident and migratory bird species, including several endemic and endangered birds. Some of these hikes can be done by yourself and others you must have a permit and a guide. What you won't find is a lot of crowds while you're hiking the hills.


Hiking & Bird Watching

3 **Little Bay (Anguilla's north shore)** - One of the beaches I did not mention on Anguilla earlier is Little Bay, found halfway along the north shore. This small cove has a beach flanked by cliffs on all sides. It's only reachable by boat or if you can find the tiny trail down the cliffs. Given its small size, it can be an amazing secluded beach and cove that you have to yourself or overrun if even two other vessels are anchored with you. Given that the island is made of limestone I found several small caves in the cliffs and was even able to do some cliff diving from them.


Little Bay


Sombrero - Boobie

2 **Sombrero Island (Anguilla)** - The final two entries are heads and tails above the other eight in my opinion. The first one is an uninhabited island 35 miles north of Anguilla. The only way here is with your own yacht and even then, you want to make sure you have calm seas. As you approach, it looks like a battleship because the island rises straight out of the sea for 40 feet and then has a flat top. Ashore you will find the remains of a historic lighthouse (rebuilt multiple times over the years). The island is also home to a large colony of yellow foot boobies and an abandoned guano field that was mined back in the day. I spent several hours here and loved every minute of it. If there was an anchorage of any type I would have loved to stay longer, but maybe that's part of the charm.


Plymouth

1 **Tour of Plymouth (Montserrat)** - In 1995 Soufrière Hills Volcano erupted and buried the original capital of the island, Plymouth, in up to 40 feet of mud and ash. Since that time the volcano has erupted off and on, leaving the southern two-thirds of Montserrat uninhabitable and sometimes very dangerous. With that said, if it's safe enough you can get tours into the volcanic area which includes information and a viewpoint from the observatory. By far the coolest part is if you can go down into the town of Plymouth and see the devastation first hand. Many of the buildings are buried and only the church steeples and the second story on some of the buildings poke out of the ash field. It's called the Pompeii of the Caribbean and luckily only 19 people died from the eruption.



Even such a weight is no problem

Tour de Turtles

BY BIRGIT HACKL | PHOTOS COURTESY OF STC, LEXIE BEACH

Humans have caused sea turtle populations to decline dramatically all over the world, by initially hunting them for meat, later on destroying their habitat and decimating them further as bycatch in the commercial fishing industry. Nowadays the main threats are climate change and pollution. Despite all conservation efforts, all seven sea turtle species are still considered endangered or threatened. Sea turtles are a keystone species and play a crucial role in keeping both the ocean and beach ecosystems balanced. We know that Green sea turtles—one of the few large species of herbivores that eat seagrass—play a vital role in maintaining seagrass beds. Without grazing turtles, seagrass beds become overgrown and obstruct currents, shade the bottom, eventually decompose and get overgrown by slime molds. Similarly, hawksbill turtles help keep coral reefs healthy by keeping sponge populations in check and leatherback control jellyfish populations. Due to the lack of historic information, it is hard to tell which additional ecological functions sea turtles might have fulfilled during periods of great abundance. That's why research is needed to understand which functions were lost in the ocean ecosystems, the environmental effects of remaining populations, and to get a better idea which advantages restored sea turtle populations would have on our ocean's ecosystems.

The Sea Turtle Conservancy (STC) is the world's oldest sea turtle research and conservation group, founded in 1959 by the world-renowned sea turtle expert Dr. Archie Carr. Over all these years the organization has worked on conserving and recovering sea turtle populations through research, educa-

tion, advocacy and protection of the natural habitats. Over the course of over 60 years, Sea Turtle Conservancy's research programs have yielded much of what is now known about sea turtles and the threats they face.

Most research conducted on marine turtles has been carried out on nesting beaches, and while it is of course important to keep the nesting habitats safe for adult turtles and hatchlings, researchers also need to know what turtles do once they are back in the water in order to protect them on their migration routes and in their feeding grounds. After all, well over 90% of a sea turtle's life is spent in the water — feeding, mating, migrating and doing whatever else sea turtles do when no one is watching. The Sea Turtle Conservancy equips turtles with satellite transmitters in order to track them as they travel hundreds or even thousands of miles between the beaches where they lay their eggs and the foraging (feeding) grounds where they spend much of their time at sea.

Since 2008 the STC has been organizing a "Tour de Turtles" with help from sponsors and partners, where turtles with satellite trackers are sent out from different locations around Florida and the Caribbean: 10 leatherback turtles and 10-12 chelonians (hardshell turtles) consisting of loggerhead, green, and hawksbill turtles are on the start. Everybody can come and watch as the "competitors" set out. All those turtles are tracked for approximately three months as they leave their respective nesting beaches and go on their migratory journeys. They don't know it, but as participants in the "Tour de Turtles" they are also swimming in competition with other "racing turtles" while not just scientists, but all turtle fans can watch their tracks and see who turns out to be the first turtle to swim the furthest distance during the migration marathon! www.tourdeturtles.org

Even after the winner of the "race" is determined, the tracking goes on. Ideally, the batteries in the transmitters can last for 8-10 months, but most stop transmitting earlier on as algae are overgrowing the sensors and turtles knock off devices as they wedge themselves under rocks. There have been examples of transmitters lasting only a few weeks, but also examples of transmitters lasting for more than 2 years. If you are following your favorite turtle online and the signal suddenly stops, don't







worry, this doesn't necessarily mean that something bad has happened to "your" turtle. The satellite transmitters are programmed to turn themselves only on for several hours a day to conserve battery power. In order for a location to be collected, a satellite must be in "view" of the transmitter and the turtle must remain at the surface long enough to give the satellite time to receive a signal from the transmitter. It is also possible that the transmitter has fallen off, algae has grown over the sensors that tell the transmitter to send signals, or the batteries that power the transmitter no longer work. It is possible that the transmitter will start sending signals again, so keep checking on https://conserveturtles.org/turtle-tracking.

The Tour de Turtles (TdT) is a fun, educational journey through the science, research and geography of sea turtle migration using satellite telemetry. You can get involved by cheering on the competitors as they set out from the beach and by supporting a turtle to help raise awareness about their cause! You can also help the sea turtle conservation and research efforts of the Sea Turtle Conservancy by becoming a member. As part of your membership you can "adopt" a turtle and you will receive four issues of the STC newsletter, the Velador. You will also receive information about current issues and how you can help protect sea turtles and their habitats!

If you are in the vicinity of one of the starting lines, come to the beach, cheer on the turtles as they set out on their journey and learn more about sea turtles and conservation efforts. ***https://conserveturtles.org/events/***

TOUR DE TURTLES LIVE EVENT
Anna Maria Island, 2026
June 29 or June 30 (back up date), 2026

TOUR DE TURTLES LIVE EVENT
Tortuguero, 2026
July 13, 14 (tentative) 2026

TOUR DE TURTLES LIVE EVENT
Turtle Hospital FL Keys, 2026
July 10, 2026

TOUR DE TURTLES LIVE EVENT
Nevis, 2026
July 22 and July 23, 2026

TOUR DE TURTLES LIVE EVENT
Archie Carr Refuge, Florida, 2026
August 2, 2026

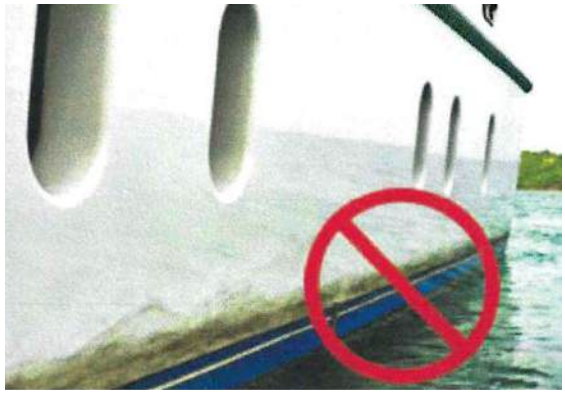
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CARIBBEAN COOKING | **BY CAP'N JAN ROBINSON**

Life onboard has taught me that good food doesn't need to be complicated. Whether you're doing a crossing, anchored in a beautiful cove, or enjoying sunset cocktails, the galley should work for you—not against you. Space is limited, refrigeration is precious, and nobody wants a sink full of pots.

Healthy onboard cooking is all about simplicity: fresh ingredients, clean flavors, easy preparation, and meals that leave you energized rather than exhausted.

A beautiful piece of fresh fish, good olive oil, lemon, avocado, herbs, and greens often do more for us than expensive supplements. They support strength, recovery, and the energy to keep enjoying life.

These recipes are perfect for yacht living—simple, colorful, satisfying, and easy enough for even the smallest galley. Cooking should feel like part of the adventure—not hard work.

GRILLED HALIBUT WITH AVOCADO LEMON SAUCE

Prep time: 15 minutes. Cooking time: 10 minutes. Serves: 2

Two 8 oz halibut steaks
1 Tbsp olive oil
½ tsp sea salt
½ tsp freshly ground black pepper
1 lemon, halved
For the sauce:
1 ripe avocado
¼ cup Greek yogurt or almond milk
2 Tbsp fresh lemon juice

1 Tbsp chopped green onions
¼ tsp smoked paprika
¼ tsp sea salt
¼ tsp black pepper
Fresh cilantro for garnish

Season halibut with olive oil, salt, and pepper.

Heat a cast-iron skillet over medium-high heat. Sear fish for 4–5 minutes per side until golden and cooked through. Finish with fresh lemon juice.

For the sauce, blend avocado, yogurt, lemon juice, green onions, paprika, salt, and pepper until smooth and creamy.

Spoon generously over the fish and garnish with cilantro.

This dish looks elegant enough for guests but is wonderfully simple—and packed with healthy fats, protein, and magnesium.

PER SERVING: Calories 420 | Protein 42g | Carbs 8g | Fiber 5g | Fat 24g Sugar 2g | Sodium 390mg | Cholesterol 75mg | Potassium 980mg Iron 2mg | Calcium 90mg | Magnesium 85mg

TUNA CUCUMBER BITES

Prep time: 15 minutes. Cooking time: None. Serves: 4

2 English cucumbers
1 can good-quality tuna in olive oil, drained
1 ripe avocado
2 Tbsp Greek yogurt
1 Tbsp fresh lemon juice
1 Tbsp chopped fresh dill
1 Tbsp chopped chives
½ tsp sea salt
¼ tsp black pepper
Microgreens for garnish

Slice cucumbers into thick rounds and scoop a slight hollow in the center of each.

In a bowl, mix tuna, avocado, Greek yogurt, lemon juice, dill, chives, salt, and pepper until lightly combined.

Continued on page 82





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Antigua	**Falmouth Harbour Marina** www.antigua-marina.com	268-460-6054	20′	380′	60	●	110/220/380 3 phase	●	●	●		●	●		●	68/10	●
Antigua	**Jolly Harbour Marina** www.jhmarina.com	268-462-6042	13′	200′	160	●	110/220		●	●	●	●	●	●	●	68	FREE
Aruba	**Renaissance Marina Aruba**	297-588-0260	13′	200′	50	●	110/220		●				●	●	●	16/69	●
Aruba	**Varadero Caribe** www.varaderoaruba.com	297-588-3850	8′	120′	75	●	50/30 amp				●			●	●	68	●
Curaçao	**Curaçao Marine**	5999 465 8936	13′	120′	30	●	110/220/380		●		●	●	●		●	67	FREE
Curaçao	**Curaçao Yacht Club** www.curacaoyachtclub.com	5999-767-4627	16′	160	120	●	110/220 v; 50 hrz		●	●	●			●	●	68	FREE
D.R.	**Casa de Campo Marina**	809.523.8646/ 8647	16′	250′	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●
D.R.	**Marina Zar Par**	809-523-5858	12′	120′	110	●	110/220, 308	●	●	●	●	●	●	●	●	5	FREE
D.R.	**Ocean World Marina**	809-970-3373	12′ +	250′	104	●	110/220	●	●	●	●	●	●	●	●	16/68	●
Grand Cayman	**Barcadere Marina**	345-949-3743	8′	150′	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●		●		●	16	FREE
Grenada	**Clarkes Court Boatyard & Marina**	473-439-3939	11′	150′	20	●	110/220; 50hrz				●	●		●	●	68	FREE
Grenada	**Grenada Marine**	473-443-1667	15′	70′	4	●	110/220		●		●	●		●	●	16	FREE
Grenada	**Le Phare Bleu Marina**	473-444-2400	15′	120′	60	●	110/220/480		●	●	●	●	●	●	●	16	FREE
Grenada	**Port Louis Marina**	473-435-7431	14.76′	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	●	14	FREE
Grenada	**Whisper Cove Marina** www.whispercovemarina.com	473-444-5296	15′	100′	18	●	110/220, 50hrz				●	●	●	●	●	68	●
Guadeloupe	**Marina Bas-du-Fort**	590 590 936 620	15.5′	210′	1,100	●	110/220/380		●	●	●	●	●	●	●	9	FREE
Jamaica	**Errol Flynn Marina & Shipyard**	876-715-6044	32′	600′	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE
Panama	**Bocas Marina** www.bocas-marina.com	507-757-9800	20′	150′	83	●	110 -220v		●		●	●	●	●	●	68	FREE
Panama	**Red Frog Beach Marina** 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	**Shelter Bay Marina**	507-433-3581	20′	320′	192	●	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	●	●	●	●	●	●	●	●	74	●
Puerto Rico	**Club Nautico de San Juan**	787-722-0177	31′	250′	121	●	110 volts / 220 / 480 for megayachts		●	●	●	●			●	16/10 68	●
Puerto Rico	**Marina de Salinas**	787-824-3185	10′	65′	103	●	120/220V, 30/50 amp		●	●	●	●	●	●	●	16	●
Puerto Rico	**Marina Pescaderia** www.marinapescaderia.com	787-717-3638	8′	115′	99	●	30, 50, and 100 amp		●	●	●	●	●	●	●	16	FREE
Puerto Rico	**Ponce Yacht & Fishing Club**	787-842-9003	20′	150′	169	●	110/220V, 30A, 50A and 100A		●	●	●	●		●	●	68	FREE
Puerto Rico	**Puerto Del Rey Marina**	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	**Scrub Island Resort, Spa & Marina** www.scrubisland.com	(284) 394-3440	30′	160′	55	●	30, 50 & 100 amp				●	●	●	●	●	74	●

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Croix	**Green Cay Marina at Tamarind Reef Resort**	340-718-1453	8′	100′	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●		●	●	16	FREE
St. Croix	**St. Croix Marine** www.stcroixmarinecenter.com	340-773-0289	11′	150′	23	●	110/220 - 30A, 50A, 100A		●	●	●				●	16/06	FREE
St. Lucia	**Rodney Bay Marina** www.igy-rodneybay.com	758-458-7200	14′	285′	253	●	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	**The Marina at Marigot Bay**	758-451-4275	16′	250′	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	**Bobby's Marina** www.bobbysmarina.com	721-542-2366	12′	130′	80	●	110/220V		●	●	●		●	●	●	16/69	●
St. Maarten	**Island Water World Marina**	+1 721-544-5310	8′	60′	47	●	110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	**Lagoon Marina Cole Bay Waterfront**	599-544-2611	9′	100′	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	**Simpson Bay Marina** www.igy-simpsonbay.com	721-544-2309	13′	196′	114	●	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/79A	FREE
St. Maarten	**The Yacht Club at Isle de Sol** www.igy-isledesol.com	721 544 2408	18′	320′	45		480V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/78A	FREE
St. Thomas	**American Yacht Harbor** www.igy-americanyachtharbor.com	340-775-6454	10′	110′	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	**Crown Bay Marina** www.crownbay.com	340-774-2255	24′	200′	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	**Yacht Haven Grande** www.igy-yachthavengrande.com	340-774-9500	18′	656′	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	**Nanny Cay Marina**	284-494-2512	12′	125′	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	**Soper's Hole**	284-495-4589	25′	170′	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	**Village Cay Marina**	284-494-2771	12′	200′	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	**Peake Yacht Services Marina**	868-634-4420/3/7	20′	90′	17	●	110/220				●	●	●		●	69	FREE
Trinidad	**Power Boats Ltd**	868-634-4346	13′	65′	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	**Caicos Marina & Shipyard** www.caicosmarina.com	649-946-5600 649-232-1905	9′	150′	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	**Virgin Gorda Yacht Harbour**	284-499-5500	10′	180′	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	**Marina Santa Marta** www.marinasantamarta.com	+574363601	11.5′	132′	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	**Boston Yacht Haven**	617-367-5050	22′	300′	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16	FREE
Cabo San Lucas, Mexico	**Marina Cabo San Lucas** www.igy-cabosanlucas.com	+52 624 173 9140	26′	350′	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		●	●	●	●	●	●	●	88A	FREE
NY Harbor - Manhattan	**North Cove Marina at Brookfield Place** www.igy-northcove.com	917-677-7680	16′	175′	18	●	110V, 220V; 480V 3-phase					●	●	●	●	69	FREE

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Caribbean Boatyards

ALL AT SEA'S CARIBBEAN BOATYARDS GUIDE

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	**Jolly Harbour Marina / Boat Yard**	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13′	80′	19′	no limit	110/220	8am-5pm	70	•		•	•	•	•	•
Antigua	**North Sound Marine**	17.1167	-61. 7500	(268) 562-3499 (268) 764-2599	15′	no limit	31′	no limit	Anything	24x7	150	•		•	•	•	•	•
Aruba	**Varadero Caribe**	12 32 N	70 02 W	297-588-3850	8′	120′	45′	no limit	50/30 amp	8am-5pm	60	•		•	•		•	•
Freeport, Grand Bahamas	**Bradford Marine Bahamas**	26′ 31. 189 N	78′ 45. 566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150		•	•	•	•	•	•
Tortola, BVI	**Nanny Cay Hotel & Marina**	18 25 0 N	64 37 0 W	(284) 494-2512	11′	160′	45′	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	**Soper's Hole**	18° 23″ 46′	-64° 41″ 53′	(284) 495-3349	7′	65′	18′ & 40′	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	**Tortola Yacht Services**	18 25 N	64 37 W	(284)-494-2124	10′	68′	20′	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	**Virgin Gorda Yacht Harbour**	18. 45222	-64. 43750	+1 284-499-5501	10′	180′	37′	no limit	110/120/220	7am-6pm	70 350 CIMOLAI	•		•	•	•	•	•
Curaçao	**Curacao Marine**	12′ N	68′ W	599 9 562-8000	9′	120′	33′	193	110/220 380	8am-5pm	60	•		•	•	•	•	•
La Romana, D.R.	**IBC Shipyard**	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	**Clarkes Court Boat-yard & Marina**	12° 00.6′ N	061° 44.0′ W	473-439-3939	11′	150′	37′	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•		•	•
Grenada	**Grenada Marine**	12° 01:20	61° 40:42	00-1-473-443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	**Spice Island Marine Services**	12.041 N	61.45 W	473-444-4257	12′	70′	25.4′	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	**Bocas Yacht Services**	09° 17.3′N	082° 23.06W	507-6619-5601	10′	65′	20′	no limit	120/220	7:30-3:30pm	60	•		•	•		•	
Panama	**Shelter Bay Marina**	09° 22′ 12″ N	79° 56′ 51″ W	+507-6781-6631/ 6747-9118	11′	100′	28′	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	**Varadero @ Palmas**	18 04′ 37″N	65 47′ 57″W	787-656-9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	**Puerto Del Rey Marina**	18° 17.3 N	65° 38 W	787-860-1000	15′	150′	33	no limit	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	**Megayard**	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444-060	12′	200′	33′	12′	110/220	8-5 M-F	150		•	•	•	•	•	•
St. Maarten	**Rockstar Marine**	18° 02. 51′ N	63° 06. 79′ W	+1 721 559-1545	8′	65′	17.5′		110 / 220 V	7:30-16:00	45	•	•	•	•	•	•	•
St. Lucia	**Rodney Bay Marina**	14°04 ′32. 72″ N	60°56 ′55. 63″ W	758-458-7200	11′	75′	28′	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	**St. Croix Marine**	17° - 45′ N	64° - 42′ W	340 773-0289	11′	68′	18′	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-4:30, Mon-Sat	40	•	•	•	•	•	•	•
St. Kitts	**St. Kitts Marine Works**	17° - 20.3′N	62° - 50.1′W	1-869-662-8930	12′	120′	35′	no limit	110/220/3 phase 100amp	7-4 M-F	150			•	•		•	•
St.Thomas, USVI	**Subbase Drydock**	18 N	65 W	340-776-2078	16.5′	190′	50′	no limit	440 three phase/220/110	8-5, Mon-Sat	1000			•		•	•	•
Trinidad	**Peake Yacht Services Boatyard**	10.4′N	61.38′ W	868-634-4420/3/7	14′	130′	30.5′	no limit	110/220	8-4 Mon-Sat	150	•	•	•	•	•		•
Turks & Caicos	**Caicos Marina & Shipyard**	21.45. 57N	72.10. 47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•		•	•	•	•	•

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= MARINE TRAVELIFT

Southeast U.S. Marinas

ALL AT SEA'S SOUTHEAST U.S. MARINAS GUIDE

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	**National Harbor Marina** www.igy-nationalharbor.com	301-749-1582	Call	160′		●	30/50/100 single and 3 phase	●	●	●	●	●	●	●	●	71/16	●
Beaufort	NC	**Jarrett Bay Boatworks**	252-728-7100	10′	135′	30	●	30/50/100 Amp		●	●	●				●	16	FREE
Fort Pierce	FL	**Fort Pierce City Marina**	772-464-1245	7′	150′	240	●	30/50/100 Amp		●	●	●	●	●	●	●	16/78	FREE
Miami Beach	FL	**One Island Park** www.igy-miami.com	754-701-4020	40′	150-800′	8	●	100 single & 3 phase/ 200/480/600 Amp		●	●		●	●		●	11/16	FREE
Marathon	FL	**Marlin Bay Yacht Club** www.marlinbay.com/marina	305-731-2207	7′	60′	28	●	30/50 Amp				●			●		16	FREE
St Petersburg	FL	**Maximo Marina & Boatyard** www.igy-maximomarina.com	727-867-1102	8′	110′	300	●	30/50/100 single phase	●	●	●	●	●		●	●	6/16	FREE

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Southeast U.S. Boatyards

ALL AT SEA'S SOUTHEAST U.S. BOATYARDS GUIDE

				Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Beaufort	NC	**Jarrett Bay Boatworks**	252-728-2690	10′	130′	30′	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	●	●	●	●	●	●	
Thunderbolt	GA	**Thunderbolt Marine Inc.**	912-352-4931	14′	180′	36′	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	●	●	●	●	●	●	●
Fort Lauderdale	FL	**Bradford Marine Inc.**	954-791-3800	11′	180′	35′	55′	208v/240v/ 480v	24/7	300 ton Syncrolift	●	●	●	●	●	●	●
Fort Lauderdale	FL	**Cable Marine** (1517 SE 16 St Location)	954-462-2822	6′	60′	16.5	25′	110/240	8-4:30	40 ton			●	●		●	
Fort Lauderdale	FL	**Cable Marine** (2491 W State Rd 84 Location)	954-587-4000	9′	120′	22	no limit	120/50/100 Amp	24/7	100 straddle crane			●	●		●	
St. Petersburg	FL	**Progressive Marine Service/Boat Yard**	727-822-2886	10′	100′	26′	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift		●	●	●	●	●	●
St. Petersburg	FL	**Maximo Marina & Boatyard** www.igy-maximomarina.com/ boatyard	727-867-1102	8′	62′	18′	no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		●	●	●	●	●	●
Gulf Shores	AL	**Saunders Yachtworks**	251-981-3700	10′	130′	28′	74′	30/50/100 Amp 3 phase	24x7	165 ton travelift		●	●	●	●	●	
Mobile	AL	**Dog River Marina**	251-471-5449	8′	85′	22.5′	75′	30/50/100 Amp 3 phase	24x7	70 ton travelift		●	●	●	●	●	
Orange Beach	AL	**Saunders Yachtworks**	251-981-3700	6′	85′	21.5′	no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		●	●	●	●	●	

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





PHOTO BY JIM RAYCROFT

FORT LAUDERDALE, FLORIDA, USA. Set within a newly completed 32-acre waterfront enclave, Pier Sixty-Six Residences represents the final opportunity for ownership in this iconic destination. Remaining offerings include rare three-bedroom condominiums with wraparound terraces and private heated plunge pools, modern two- to four-bedroom resort residences, and a 5,349+ square-foot penthouse with 180-degree views priced at $16 million. Owners enjoy direct access to the superyacht marina, Pier Top lounge, and Zenova Spa & Wellness, with move-ins underway for early 2026. Price: U.S. $3,600,000 and up

GINGER HORNADAY, Sotheby's International Realty
ginger@gingerhornaday.com | gingerhornaday.com
Cell: (954) 682-2196



SOUTH CAICOS, TURKS & CAICOS ISLANDS. Sweeping ocean views define this 3 BR/3 BA beachfront villa at Sail Rock Resort and Villas, set on 0.57 acres with 90 feet of pristine shoreline. The 2,000-square-foot interior opens to expansive terraces, a heated pool, and more than 3,000 square feet of outdoor living. Organic finishes and airy design connect seamlessly to decks and gardens. Owners enjoy resort dining, amenities, and rental management, just a short hop from Providenciales' dining and nightlife. Price: U.S. $3,125,000

JAMIE POLLON, Turks & Caicos Sotheby's International Realty | jamie@tcsothebysrealty.com
jamiepollon.sothebysrealty.com
Office: (649) 846-4474 | Cell: (649) 232-1905

3



SAN JUAN, PUERTO RICO. Casa Mudéjar stands as a rare 1926 residence by Francisco Roldán Martinó, blending Spanish and Mudéjar design. The 4,153-square-foot home offers three en-suite bedrooms, independent guest quarters, and ornate details including wrought iron, mosaics, and stained glass. Arched openings connect interior living spaces to a lush garden with a bar and barbecue area. Set in one of San Juan's most historic neighborhoods, the property offers walkable access to dining, culture, marinas, and nearby beaches, with opportunity for thoughtful modern restoration. Price: U.S. $1,800,000

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

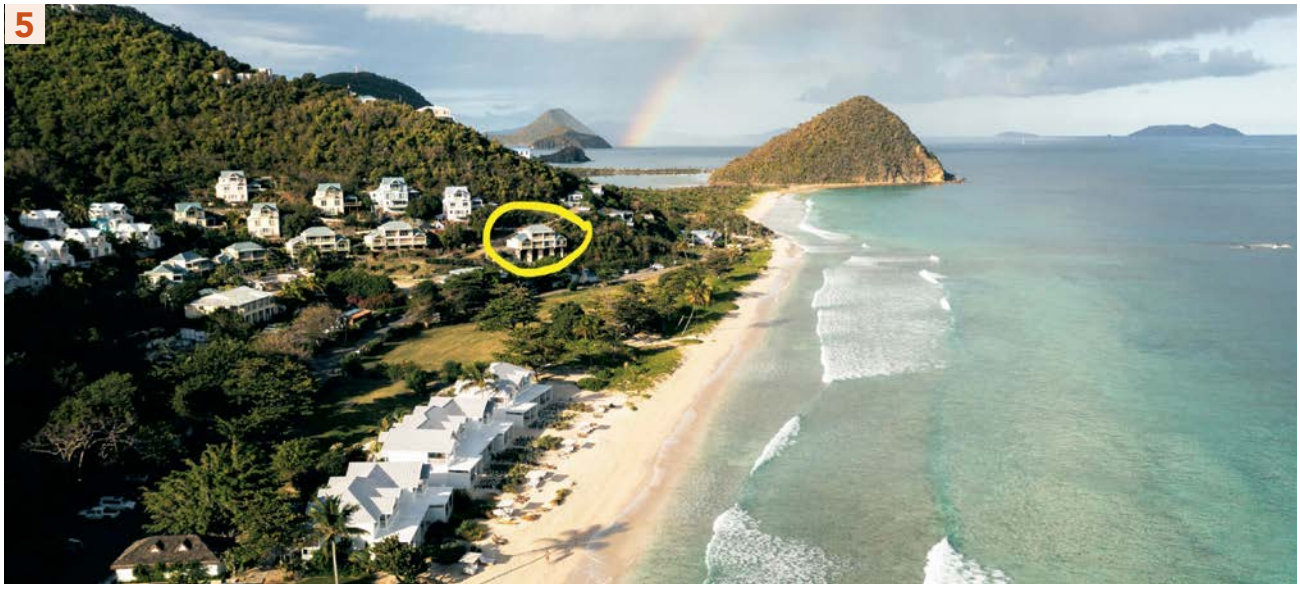
4



ST. THOMAS, USVI. Adorable and well-maintained Northside Cottage. This charming 2 BR/1 BA cottage has been lovingly cared for and offers the perfect blend of comfort, functionality, and island living. An attached studio with a private entrance, en-suite bathroom, and kitchenette is a huge bonus. Price: U.S. $560,000

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

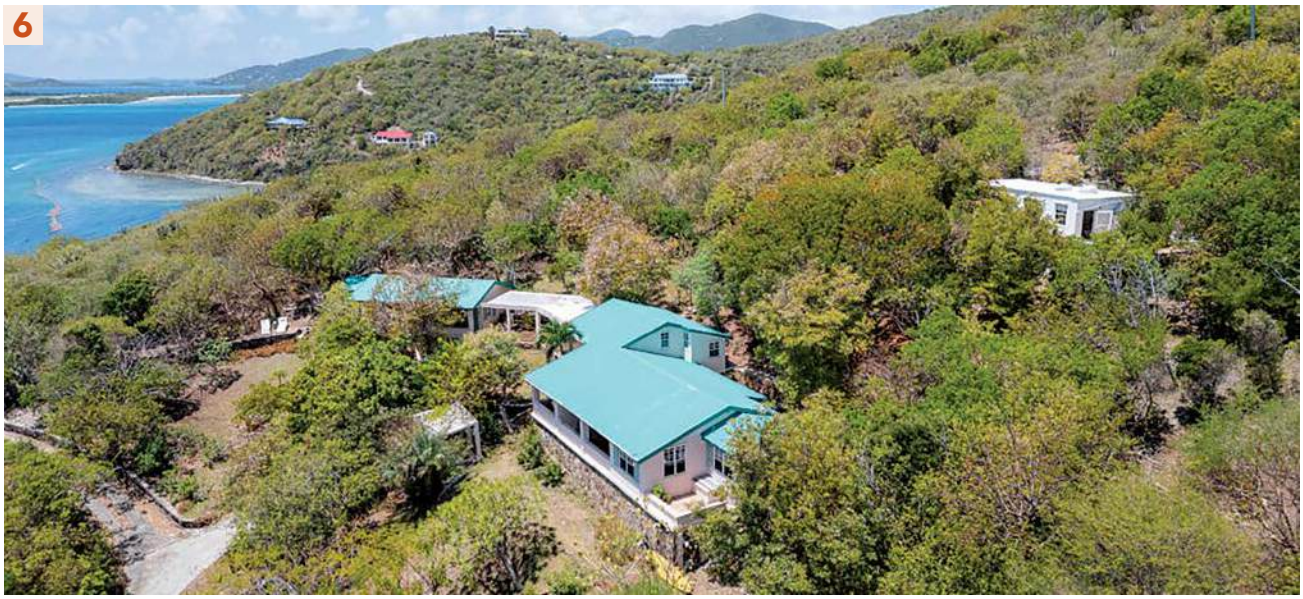
5



TORTOLA, BVI. Steps from the powdery sands of Long Bay, this 2 BR/2 BA upper-level condo offers elevated views of turquoise water, Jost Van Dyke, and Sandy Cay. The dual-suite layout, one with a full kitchen, the other with a kitchenette, provides flexibility for personal use or rental income. Cathedral ceilings and tiled floors create an airy feel, while covered balconies invite outdoor living. Owners enjoy full access to Long Bay Resort amenities, including pool, spa, dining, and water sports in a prime West End setting. Price: U.S. $595,000

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

6



GREAT CAMANOE, BVI. Set steps from the Caribbean Sea, Aloe House at Privateer's Estate is a private beachfront retreat offering 3 BR/3 BA in the main villa and a 1 BR/1 BA guest house. Accessible only by boat, the property offers quiet seclusion, panoramic ocean views, and steady trade winds. Open-plan living flows to a covered terrace, while all bedrooms feature en-suite baths and sea views. A sandy beach and snorkeling lie below, and a boat with a captain provides easy access to Tortola and the surrounding islands. Price: U.S. $1,200,000

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

7



ST. KITTS, SOUTHEAST PENINSULA. Set in an upscale enclave of multimillion-dollar homes, this sloping oceanfront lot spans approximately 0.67 acres with sweeping Atlantic views. Positioned for privacy and steady trade winds, the site overlooks Booby Island, Nevis, and the surrounding coastline. Ideal for a custom villa, the property captures sunrise vistas and the constant sound of waves along the rocky shoreline. With uninterrupted sightlines and a serene setting, this parcel offers a rare opportunity to build in one of the island's most desirable coastal locations. Price: U.S. $437,963

CARLA ASTAPHAN, Oualie Realty, St. Kitts and Nevis
carla.astaphan@oualierealty.com | www.oualierealty.com
Office: (869) 469-9403 | Cell: (869) 662-5545

8



PETIT CALIVIGNY, GRENADA. Deep-water dockage for a 60ft yacht highlights this 7 BA/8.5 BA Caribbean waterfront estate, complete with a private mooring. Set above a protected bay, the property pairs vaulted, open-air living with expansive outdoor entertaining, including a pool, cabana, pizza oven, and multiple terraces. A separate guest cottage adds flexible accommodation, while a tropical orchard leads to a fully equipped dockside lounge. With cistern water systems, ample parking, and proximity to marinas and beaches, this estate delivers turnkey island living for boaters and entertainers alike. Price: U.S. $3,500,000

PAULA LA TOUCHE KELLER, Century 21 Grenada
paula@C21grenada.com | www.c21grenada.com
Office: (473) 440-5227 | WhatsApp/Cell: (473) 415-5228

9



EL PUEBLO, BONAIRE. Sweeping Caribbean Sea and Klein Bonaire views define this detached 3 BR/2 BA villa, offered at. Built in 2024, the home features an open layout with high-quality finishes, suited for full-time living or rental. Sliding doors lead to a landscaped garden with a magnesium pool, waterfall, pool bar, and fully equipped BBQ area. A robust solar system with battery storage powers the property for up to three days. Located near top dive sites and 15 minutes from Kralendijk, this villa pairs modern comfort with prime island positioning. Price: U.S. $1,475,000, including inventory

CORINE VAN DER HOUT, Sunbelt Realty
corine@sunbeltbonaire.com | www.sunbeltbonaire.com
Office: (+599) 717-6560

10



SABADECO, BONAIRE. Sweeping ocean views define this well-maintained 3 BR/2.5 BA villa set in a quiet, upscale neighborhood. Positioned on approximately 0.56 acres, the home offers a comfortable indoor-outdoor flow with a breezy front porch oriented to the trade winds. Inside, a living-dining area, equipped kitchen, and pantry support easy island living. The layout includes a primary suite with a walk-in closet and en-suite bath, plus two guest bedrooms sharing a bath and separate guest toilet. A lush tropical garden, pool, driveway, and garage with storage complete the property. Price: U.S. $975,000

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

11



ROATÁN, HONDURAS. Tucked into a lush north shore hillside, this 0.75-acre ridge-top property offers privacy with shops and restaurants just 12 minutes away. The fully furnished 1 BR cottage is move-in ready or income-producing, with panoramic ocean views throughout. The elevated site presents prime potential to build a custom home above while retaining the existing residence. Flexible use allows owners to live, lease, or expand. Offered for cash or Bitcoin, with seller financing available for qualified buyers. Price: U.S. $450,000

AMY MURPHY | RoatanReefs@gmail.com | Tel: (480) 269-2830

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GRENADA
USD $565,000



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Thoughtfully maintained & actively cruised by experienced owners. Comfortable layout.

GRENADA
USD $149,000



CHRIS BURKE

Career Yacht Broker | Barbados Location

Chris grew up immersed in a deeply rooted sailing family, where life revolved around the water. Weekends were spent sailing, fishing, and diving, while holidays meant cruising through the Grenadines and Windward Islands, shaping a lifelong connection to the sea.

That passion naturally evolved into a career, with Chris going on to work as a charter captain in the sport-fishing industry before joining B.V.I. Yacht Sales. Over the past six years, he has supported yacht owners throughout the Caribbean, operating primarily from Barbados and helping clients buy and sell yachts across the Southern Caribbean.

With a well-rounded background across sailing, fishing, and Caribbean boating, Chris brings a practical, experience-driven approach to yacht sales. His understanding of the regional market allows him to guide owners on how best to position their vessel and achieve the strongest possible result, no matter which island they are based on.

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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. $415,000



1996 Versilcraft 75 Motoryacht. 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 $975,000



2012 Leopard 44 Fully operational turnkey charter business. Beautiful! USVI. USD $385,000



2017 Voyage 480. Highly motivated seller. Superior build quality. BVI. USD $375,000



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 $449,000



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 $875,000



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



2020 Bali 4.8. Well-equipped for private cruising or charter. Upgrades. BVI. USD $749,000



2020 Leopard 50. 4-cabin owner version. Ready for Immediate handover. BVI. USD $619,000



2020 Fountaine Pajot Astrea 42. Immaculately maintained, equipped. Antigua & Barbuda. USD $499,000



2022 Bali CATSPACE 40ft. Delivered with Excellence Package, premium upgrades. BVI. USD $489,000



2005 Oyster 56. Well-equipped, ready for serious offshore sailing. BVI. USD $580,000



2022 Dufour 530. Custom NV cockpit full rear enclosure, dry living space. Martinique. USD $594,900



2023 Jeanneau 65. Excellent performance, security, control, efficiency. Bermuda. USD $1,400,000



2016 Alibi 54. Single owner, fully-customized, maximum performance. BVI. USD $1,290,000



2018 Lagoon 630MY Minimal private use. Joystick steering. Exceptional cond. BVI. USD $1,699,000



2023 Excess 14. Low boom, aft helms, direct cable steering, sleek hulls. Grenada. USD $599,000



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



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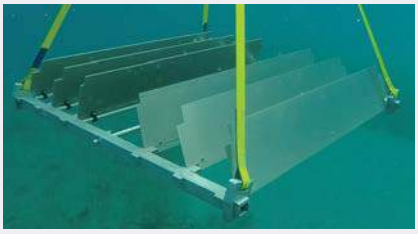
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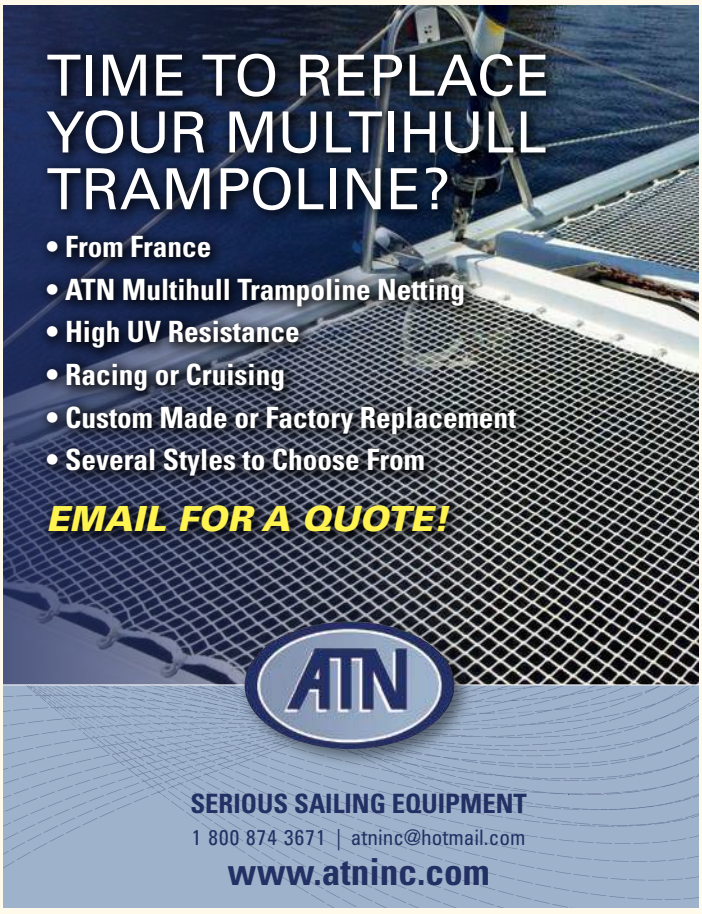
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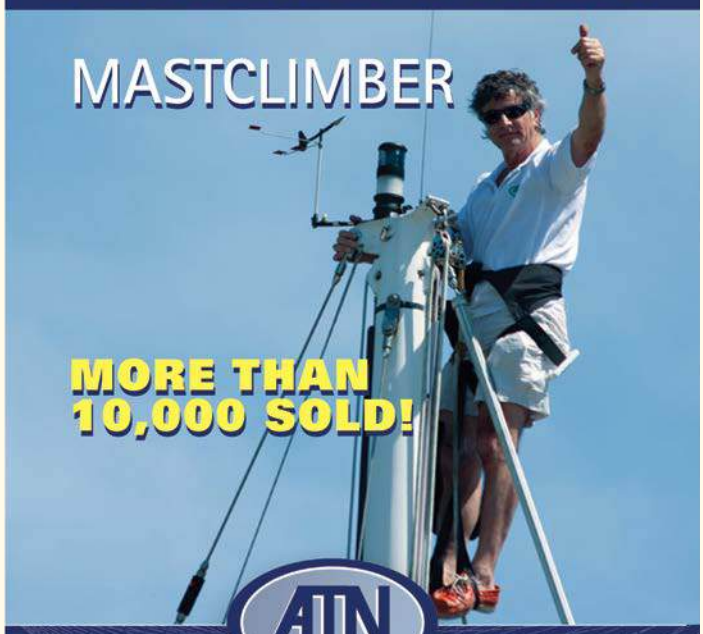
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Healthy Galley Living: Simple, Fresh & Full of Energy

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 55

Spoon mixture onto each cucumber round and garnish with microgreens.

These are fresh, protein-packed, low-carb, and perfect with sunset cocktails on deck.

PER SERVING: Calories 180 | Protein 16g | Carbs 6g | Fiber 3g | Fat 11g | Sugar 2g | Sodium 280mg | Cholesterol 20mg | Potassium 420mg | Iron 1mg | Calcium 40mg | Magnesium 35mg

LEMON BERRY GREEK YOGURT PARFAIT

Prep time: 10 minutes. Cooking time: None. Serves: 4

2 cups full-fat Greek yogurt
1 cup mixed fresh berries (blueberries, raspberries, strawberries)
2 Tbsp chia seeds
2 Tbsp chopped pistachios
1 Tbsp honey (optional)
1 tsp fresh lemon zest
1 tsp vanilla extract
Fresh mint leaves for garnish

In a bowl, stir Greek yogurt with lemon zest, vanilla, and honey if using.

Layer yogurt into glasses with fresh berries, chia seeds, and chopped pistachios.

Top with mint leaves and serve chilled.

Elegant, easy, and naturally beautiful for entertaining aboard without turning on the oven.

PER SERVING: Calories 210 | Protein 15g | Carbs 14g | Fiber 4g | Fat 10g | Sugar 8g | Sodium 55mg | Cholesterol 8mg | Potassium 320mg | Iron 1mg | Calcium 180mg | Magnesium 48mg

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