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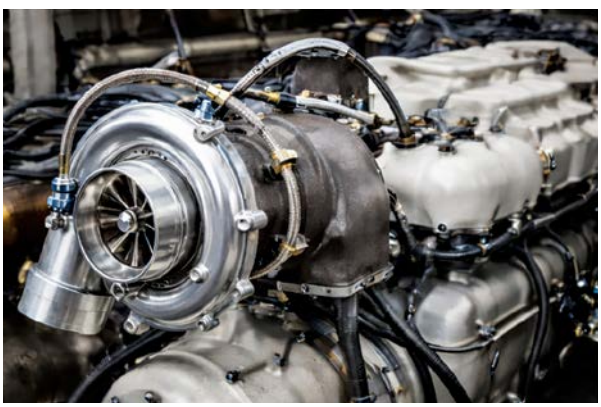




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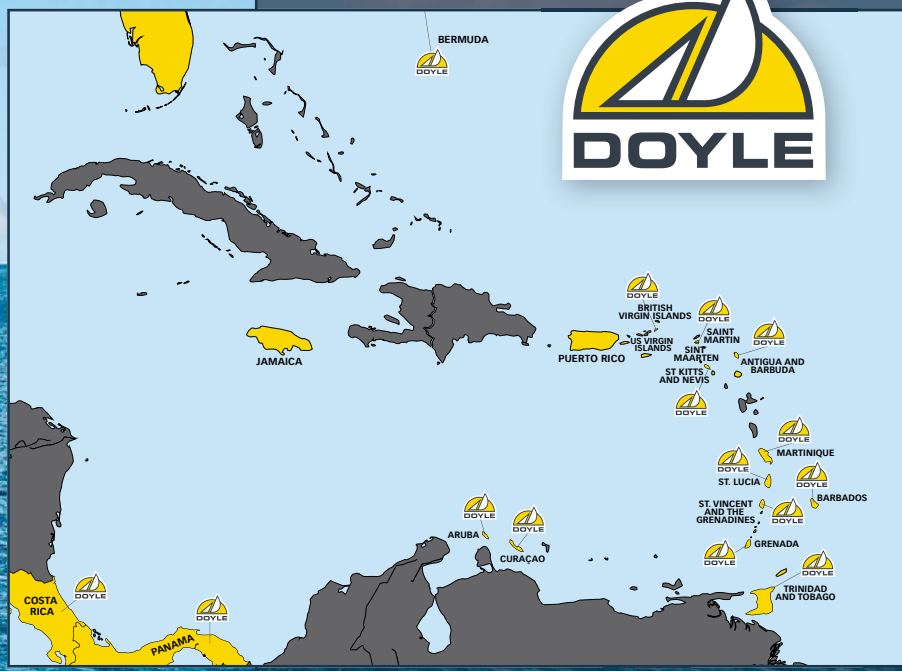
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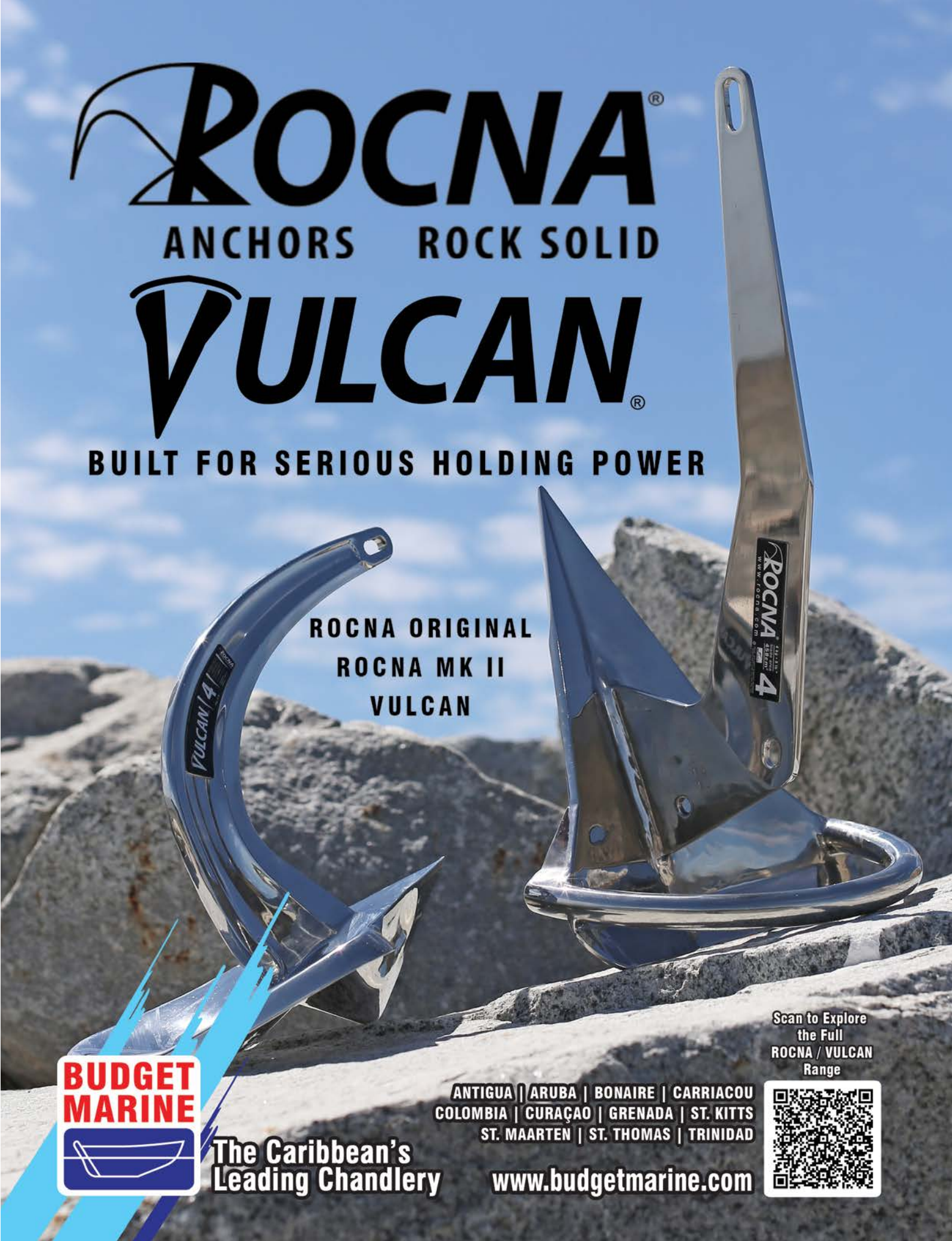
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Nautical Kickstart Event

COURTESY SAFE HARBOR MARINAS

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NEWS STORY,
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Caribbean News

SAFE HARBOR'S NAUTICAL KICKSTART ADVANCES ST. KITTS AND NEVIS AS AN EMERGING CARIBBEAN SUPERYACHT HUB

Demand is rising for new Caribbean destinations equipped to meet the operational needs of today's superyachts. Stepping up, Safe Harbor—the world's largest owner and operator of marinas and shipyards—has been leading the charge since acquiring St. Kitts Christophe Harbor in May 2025, which has 32 superyacht berths. The company is positioning St. Kitts and Nevis as a premier Caribbean hub for the global superyacht industry by uniting world-class infrastructure, local businesses, and international expertise to create a fully integrated maritime ecosystem. A major milestone came June 10-11, 2026, with the inaugural Nautical Kickstart in Frigate Bay, the first enterprise development program of its kind ever held in the twin-island nation. Over two days, more than 120 participants from St. Kitts and Nevis, Anguilla, Antigua, and Trinidad and Tobago, along with government officials, panelists, and industry leaders including Joe Dargavage, chairman of the United States Superyacht Association, gathered for workshops, panel discussions, and live pitch sessions designed to connect local businesses with the fast-growing global superyacht industry.



COURTESY SAFE HARBOR MARINAS

"This sector provides jobs—meaningful jobs, opportunities for skilled tradesmen. We are not here to view an industry from the shoreline; we are here to participate. Our ambition should be that it is indispensable to participate in the global yachting industry. This sector offers opportunities not only for jobs but for ownership, not just for now but for decades to come," said the Honorable Dr. Terrance Michael Drew, Prime Minister of St. Kitts and Nevis, framing the blue economy as central to the nation's future.

Safe Harbor's leadership was equally direct in outlining the company's approach.

"Safe Harbor understands that a successful marina is built not just through a network, but by working with local communities so they understand the nautical economy and the needs of yachting," said Christian Denhard, SVP of Superyacht, describing the philosophy Safe Harbor brings not only to St. Kitts and Nevis, but to every market it enters.

As St. Kitts and Nevis builds momentum, Safe Harbor's Nautical Kickstart is laying the foundation for a resilient, self-sustaining superyachting ecosystem where world-class local services are as critical as first-class infrastructure. ***safeharbor.com/locations/safe-harbor-st-kitts/***



COURTESY DASENT FAMILY.

Kai Marks-Dasent

ST. VINCENT TEEN COMPLETES 70-MILE SOLO SAIL TO GRENADA ON ILCA DINGHY

St. Vincent's 15-year-old Kai Marks-Dasent completed the demanding 70-mile open-water passage to Grenada in just 10 hours and 25 minutes, sailing an ILCA dinghy measuring less than 14 feet. Departing Blue Lagoon at 5:41 a.m., he reached Grenada's northern tip at 4:06 p.m. with support from a Horizon Yacht Charters safety boat, turning years of preparation into a remarkable achievement.

The idea began after watching Nyad, the film about swimmer Diana Nyad's Cuba-to-Florida crossing. "Seeing how she never gave up even when things got really difficult inspired me to do a challenge myself," says Marks-Dasent.

Rather than attempting the voyage immediately, he built his experience over several years, completing a 10-mile sail to Bequia at age 13, followed by 18 miles to Mustique and 42 miles to Union Island before taking on the 70-mile, more than 10-hour passage to Grenada.

Completing the voyage was the reward for years of steady progression. "It showed me how far I have come as a sailor





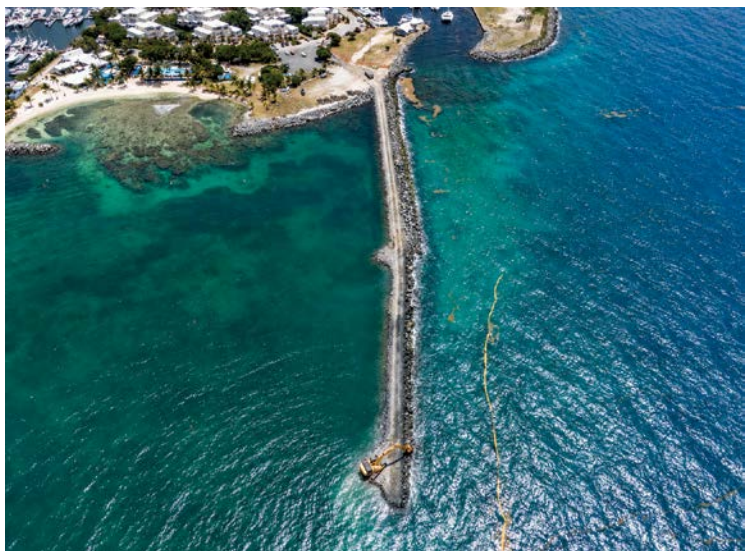
COURTESY NANNY CAY MARINA | CREDIT ALASTAIR ABREHART

and what can be achieved through hard work and determination," he says. The experience also reinforced the determination and mental toughness he believes will help him pursue his next goal of competing in the Olympic Laser class.

Marks-Dasent trains with Vincy Sailing in St. Vincent, a club he has belonged to since its founding seven years ago. What began with four boats in a car park has grown into a thriving youth sailing program that introduces young Vincentians to sailing through weekly lessons and racing. ***www.lovesailing.vc/clubs/vincysailing***

OVER HALFWAY DONE – NEW BREAKWATER AT NANNY CAY MARINA

A $30 million transformation is taking shape in the British Virgin Islands. Construction reached the halfway point in June on the 1,430-foot (435m) breakwater protecting the new 112-slip South Marina at Nanny Cay Resort & Marina. Some 34,209 tons of rock have been placed since work began in February to complete the first 715 feet. The expansion is designed to accommodate the latest generation of catamarans and megayachts, including 8 125-foot berths and 2 180-foot berths. Phase I, scheduled with an 18-month construction time, also includes



an expanded boatyard and a new 150-ton haul-out facility for vessels up to 44 feet in beam.

There will also be a Phase II, which comprises staged construction of concierge facility, including shower and bathroom facilities; marine hub with Royal BVI Yacht Club and H. Lavity Stoutt Community College Marine Centre; regatta and event village; food and retail outlets; beach; beach bar and facilities; addi-

First Global Study Reveals Superyacht Industry Has Become a $61.4 Billion Economic Force



A landmark study reveals the global superyacht industry is a $61.4 billion economic engine, powering far more than luxury tourism. Commissioned by the Superyacht Life Foundation (SYL), headquartered in Amsterdam, and the Superyacht Builders Association (SYBAss), in Monaco, and conducted by Deloitte and the Department of Spatial Economics at Vrije Universiteit Amsterdam, the first-of-its-kind report quantifies the industry's global economic footprint, analyzing 2022 activity across superyachts over 100 feet in construction, refit, charter, brokerage, operations, and tourism.

"The findings challenge the perception of superyachts as a purely niche luxury market," says Dilan Saraç, executive director of The Superyacht Life Foundation. "What emerges is a deeply interconnected global economy supporting manufacturing, tourism, engineering, hospitality and thousands of highly skilled jobs."

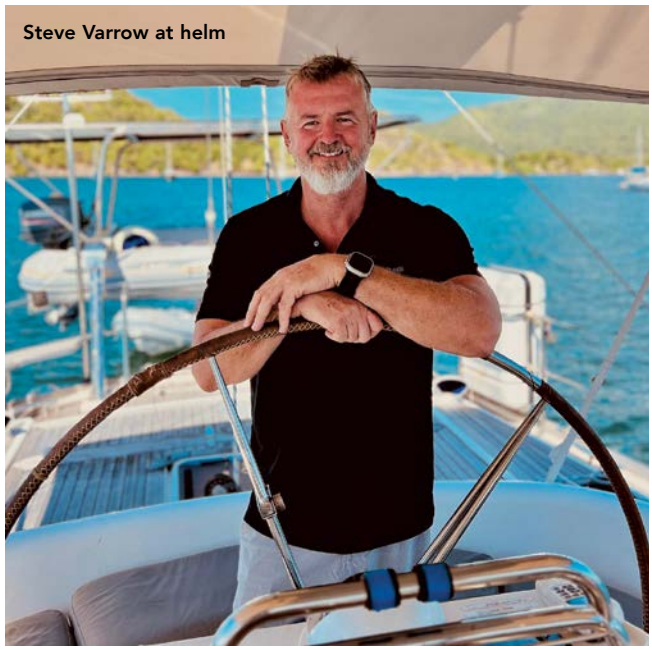
The study found the industry generated $25 billion in direct economic activity and another $36.4 billion through supply chains, tourism, and professional services, with every $1 spent creating $2.73 in wider economic value. The global fleet now exceeds 6,100 vessels, each contributing an average of $10.2 million annually, while fleet operations and tourism account for $30.8 billion—about half the sector's total impact. Europe represents 90% of global new-build value, with Italy, the Netherlands, and Germany producing nearly 80% of new yachts.

The Mediterranean remains the world's leading superyacht hub, hosting 42% of the global fleet during a season and generating $5.3 billion in operating expenditures and $21.6 billion in tourism spending annually, while the Caribbean hosts 16% of the fleet as a high-intensity winter cruising destination. ***www.thesuperyachtlifefoundation.com, sybass.org***



©JEFF BROWN - BREED MEDIA

tion of new parking facilities, service roads, board walks and other facilities; formation of the landscape gardens; sea view flagship restaurant. Phase II is expected to take 28 months to complete. *www.nannycaysouthmarina.com*



Steve Varrow at helm

COURTESY CATAMARAN GURU

FROM LIVEABOARD DREAM TO CARIBBEAN NETWORK: CATAMARAN GURU TAPS VARROW TO EXPAND REGIONAL REACH

What began as a liveaboard sailing adventure more than 30 years ago for Catamaran Guru founders Stephen and Estelle Cockcroft has grown into a Caribbean-wide catamaran sales and owner-support network. Built on the couple's firsthand experience in every aspect of yacht ownership, from buying and maintaining boats to chartering, cruising, and living aboard ~~full-time, the Hollywood, Florida-headquartered company is~~ now entering an exciting new chapter of Caribbean expansion led by respected industry veteran Steve Varrow.

"The Caribbean has been my home and workplace for so much of my career, so the opportunity to lead Catamaran Gurus' presence throughout the region feels like a natural fit," says Varrow. "What attracted me to Catamaran Gurus is the culture Stephen and Estelle have created. Their commitment to putting sailors first has earned them tremendous respect throughout the industry, and I'm excited to help continue that tradition while expanding our support for catamaran owners and buyers across the Caribbean."

The milestone move in Catamaran Guru's expansion follows Catana Group's acquisition of a minority ownership stake in the company, reflecting a shared vision centered on owner support, education, and long-term relationships rather than the traditional dealership model.

Under Varrow's leadership, the company has established representation in Grenada, St. Martin, St. Croix, the British Virgin Islands, and the U.S. Virgin Islands. The expansion answers growing demand from owners placing yachts into professionally managed Caribbean charter programs while also serving liveaboard sailors and cruising families buying or selling pre-owned catamarans.

"We've always believed that boating is a lifelong journey, and every great journey needs trusted people along the way. Steve's reputation, his understanding of the Caribbean, and his commitment to owners make him the perfect person to help write the next chapter of the Catamaran Guru story," says Stephen Cockcroft.

Supporting the growth are a permanent Fort Lauderdale showroom, expanded warranty and repair services, and RYA-certified sailing and powerboat training programs designed to support owners well beyond the purchase of a boat. *catamaranguru.com*

FREE DAILY USVI & BVI BRIEFING GAINS RAPID FOLLOWING



David Cook

A new free daily briefing is quickly becoming the go-to morning read for captains, cruisers, residents, and visitors in the U.S. and British Virgin Islands by combining weather, marine conditions, travel updates, and local intelligence into one report.

Created by St. John-based David Cook, the Paradise Brief draws from more than 20 official and local sources.

"Boaters start their day piecing together data from multiple sources just to answer the practical questions: Is today a good crossing day? Which anchorage will be comfortable? Are the popular beaches worth the anchorage today? Paradise Brief is the morning read I compile for seafarers and landlubbers," says Cook.

The daily briefing includes beach and marine conditions, ferry and cruise schedules, U.S. Coast Guard notices, BVI flag status, sargassum reports, airport wait predictions, and a captain's technical briefing. *paradisebrief.com*

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www.allatsea.net/awards/best-waterfront-bar-2026/

Current standings as of July 6, 2026, at 8pm:

1. **BEACH BUM BAR & GRILL, HALF MOON BAY** — *Antigua & Barbuda* — **41%**
2. **LOOSE CANNON BAR & GRILL** — *Antigua & Barbuda* — **15%**
3. **SOGGY DOLLAR BAR** — *Jost Van Dyke (BVI)* — **4%**
4. **FOXY'S TAMARIND BAR** — *Jost Van Dyke (BVI)* — **4%**
5. **COW WRECK BEACH BAR** — *Anegada (BVI)* — **2%**
6. **SINT MAARTEN YACHT CLUB BAR & RESTAURANT** — *Sint Maarten / St. Martin* — **2%**
7. **CATHERINE'S CAFÉ** — *Antigua & Barbuda* — **2%**
8. **LAGOONIES BAR & RESTAURANT** — *Sint Maarten / St. Martin* — **1%**
9. **THE HUT** — *Antigua & Barbuda* — **1%**
10. **CLOGGY'S** — *Antigua & Barbuda* — **1%**

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To see real time current standings, scan here!

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PHOTOS ON THIS PAGE: COURTESY ANGUILLA BOAT RACING ASSOCIATION

If you have any
EVENTS TO SHARE,
or **FUN IMAGES FROM *AFTER* AN EVENT,**
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July 2026 Events

AUGUST 2 | August Sunday Race – A & B Class Boats, Sandy Ground, Anguilla
AUGUST 3 | Sir Emile Gumbs August Monday Race – A & B Class Boats, Sandy Ground, Anguilla
AUGUST 4 | August Tuesday Race – A Class Boats, Sandy Ground, Anguilla
AUGUST 5 | August Wednesday Race – A Class Boats, Sandy Ground, Anguilla
AUGUST 6 | August Thursday Race – A & B Class Boats, Meads Bay, Anguilla
AUGUST 9 | Champion of Champions – A & B Class Boats, Sandy Ground, Anguilla. Anguilla's peak boat racing week puts the island's iconic wooden sloops and top crews on display in three marquee races during the Summer Festival. The action starts at Sandy Ground, moves to Meads Bay, and concludes with the Champion of Champions race featuring the season's best-performing boats. Thousands of spectators watch from beaches and party boats, with live soca music, local food, beach bars, and festival festivities adding to the excitement. *www.anguillaboatracingassoc.com*









COURTESY ANGUILLA POKER RUN

AUGUST 8 | Anguilla Poker Run. Powerboats, poker, and beach parties headline this 11th annual event, part of the Anguilla Summer Festival. "What began in 206 as a friendly boat challenge among friends has become one of Anguilla's biggest marine festivals," says Wendell 'Bonty' Herbert, founder. Up to 100 boats, with entries expected from St. Thomas, St. Maarten, Tortola, St. Kitts, Nevis, and beyond, will depart from Johnno's in Sandy Ground after an 8 a.m. registration and 10 a.m. start. The island-hopping adventure finishes back at Sandy Ground with a massive raft-up, live music, competitions, cash prizes, and a beach party. ***www.facebook.com/anguillapokerrun***



CREDIT NICHOLAS DUMPLIN BHAJAN

AUGUST 16 | The Great Race. High-performance powerboats blast across approximately 90 miles of Caribbean waters in one of the region's premier offshore races, charging from Trinidad's Gulf of Paria through the First Bocas, along the island's north coast, and across open water to Tobago. New this year, organizers have introduced a revised course to commemorate the event's 50-plus-year legacy and reinstated a production class for recreational powerboats. Since joining the Union Internationale Motonautique in 2018, the race has also featured an officially measured 80.5-mile world-record course, where Motul Monster, a 46-foot Skater catamaran piloted by Peter Peake and Joey Sabeeny, set the standing mark of 47 minutes, 43 seconds. ***www.thettpba.com/great-race***

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COURTESY DIVE FEST BARBADOS

Dive Fest Barbados





AUGUST 16-22 | Dive Fest Barbados. New this year, the event adds a Historical Dive Day, expanded Adventure Days, an Underwater Photography Competition, and additional conservation activities, including Dive Against Debris and organized lionfish hunts. The week-long event offers guided reef and wreck dives, Discover Scuba sessions for beginners, night dives, beach cleanups, and coral reef projects. Activities conclude with a lionfish tasting and raft-up in Carlisle Bay, followed by Wreck Day exploring Barbados' historic shipwrecks and the closing ceremony. ***www.divefest-barbados.com***



CREDIT SPICE ISLAND PHOTOGRAPHY

Round Grenada Regatta

AUGUST 20-23 | Budget Marine Round Grenada Regatta. Cruisers on monohulls and multihulls can trade life at anchor for friendly competition in this three-day circumnavigation regatta around Grenada and Carriacou, hosted by the Petite Calivigny Yacht Club. Starting and finishing at Le Phare Bleu, the event features a race to Tyrell Bay, a Carriacou lay day for shoreside fun, and a final race back to Grenada for prize-giving. Sailors choose their own course around the island, making tactics as important as speed. ***www.pcycgrenada.com***

AUGUST 25-27 AND AUGUST 29-31 | Scrub Island Billfish Series. Blue marlin, white marlin, sailfish, and spearfish take center stage as elite sportfishing teams compete over two legs on the legendary North Drop, one of the Caribbean's premier billfish grounds. Timed to straddle the August full moon, the series is designed to capitalize on the area's peak billfish bite. U.S.-based teams, including the 78-foot F&S Big Ben, 75-foot Scarborough Skin Deep, and 75-foot Weaver Sodium, are among an expected 15- to 20-boat fleet that will battle to score the most billfish releases and cumulative series points for cash and prizes. The base entry fee is $5,000, with optional jackpots. Competing boats must remain in BVI waters and dock at Scrub Island Resort, Spa & Marina or another approved marina. ***www.scrubisland.com/events/2026/scrub-island-billfish-series/***



COURTESY SCRUB ISLAND BILLFISH SERIES

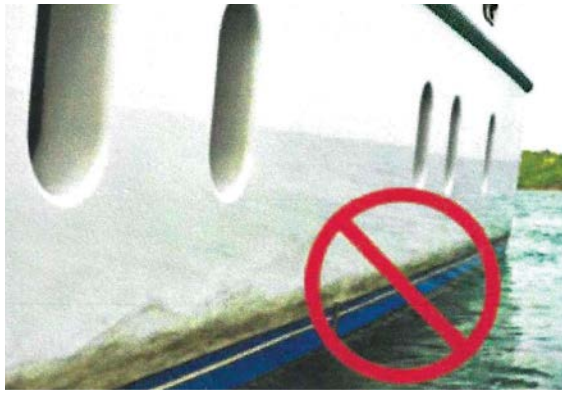
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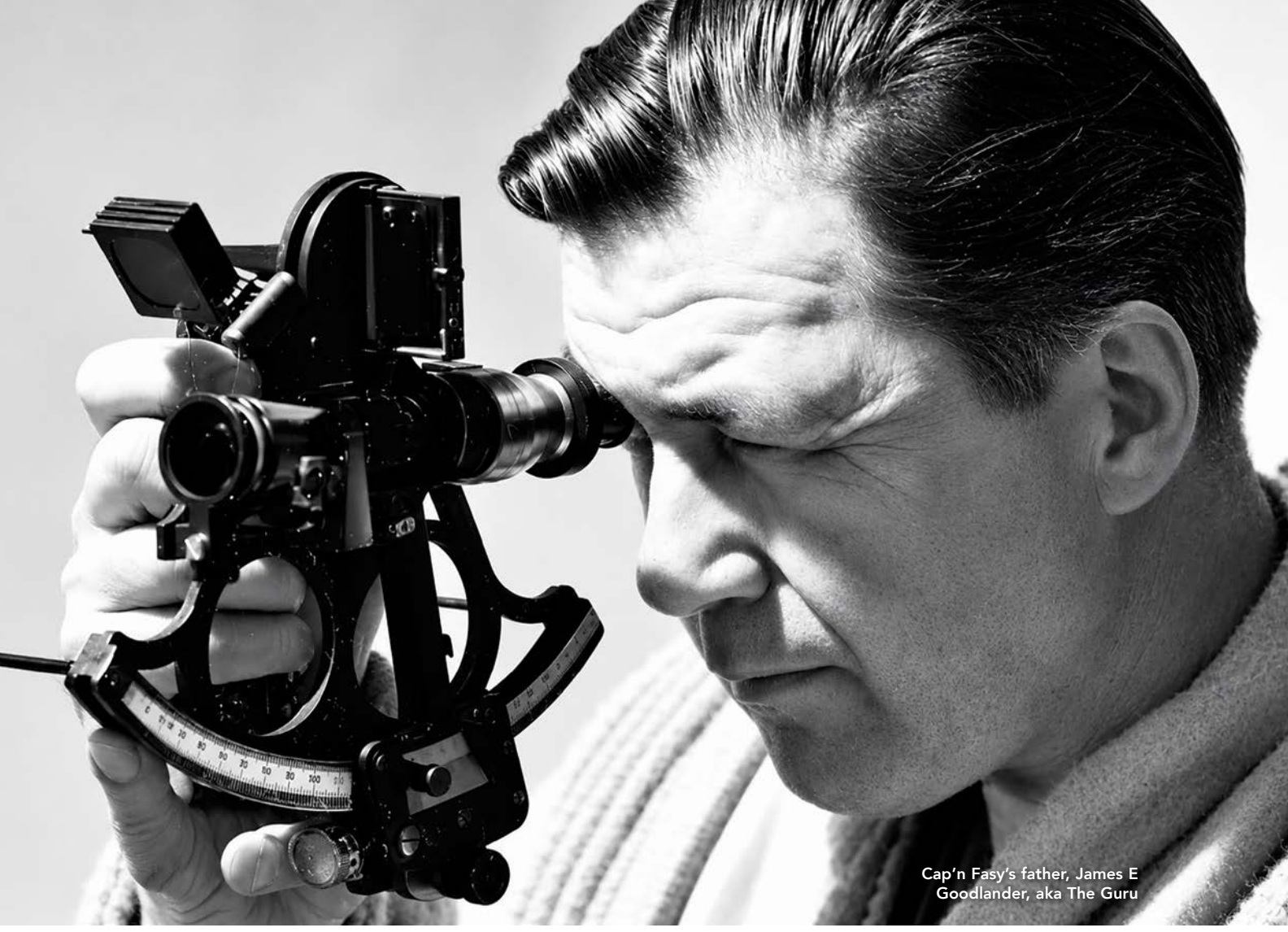
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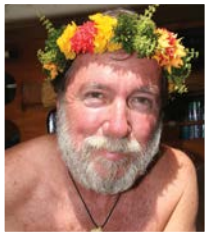
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Cap'n Fasy's father, James E Goodlander, aka The Guru



The Cocked Hat

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

I collect books—a terrible hobby for a sailor. I once owned an 1834 copy of Nathaniel Bowditch's PRACTICAL NAVIGATION, but gave (or sold) to Dave Dostal of St. John. I didn't want it to get ruined at sea during one of our many circs.

I loved the book's simplicity: the first chapters taught addition and subtraction, while later ones covered multiplication and division—but only after reassuringly noting that such complex math concepts weren't necessary to determine your position at sea.

…good to know!

Bowditch's aim was to teach celestial navigation not just to university elites but to every sailor—even cooks, who, legend has it, weren't the sharpest knives in the galley. On several ships, he taught *everyone* aboard to use a sextant and find their position.

Suppose you, a landlubber in the Midwest, stand on a flat, north-facing lawn and see a massive tree—the biggest in the world.

Imagine you have two friends: a geometry teacher and a sailor—both willing to lend you tools.

You use a protractor or sextant and see the tree's very top at a 45-degree angle.

Now, suppose you measure the distance to the tree: 1,000 meters.

Now there's a right triangle: one 45-degree angle and a 1,000-meter base.

Now, with basic geometry, you'd know that the tree's height is 1,000 meters.

If you had the tree's lat/lon, you could draw a circle at a 1,000-meter radius from that tree—and you'd be somewhere on that circle.

If we took three sights (measurements of angles) on three different trees as quickly as possible, the circles on our chart would intersect (almost perfectly or vaguely) at one spot called the cocked hat—and you'd be with that cocked hat defined by the three lines intersecting.

Why 'roughly'? Because we don't know how tall you are or how high your sextant telescope was. The calculation for a tall NBA player and a short midget would, of course, give different results.

You could correct for *your height-of-eye and the tree trunk diameter* for precise results.

Thus, we'd know *exactly* our position on Earth to, say, one-tenth of a nautical mile. And this would be repeatable, day after day.

Cool, eh?

No accurate time required—as long as you take the sights close together.

Now, here's the *way* cool part: there's a book that has the height (angle) and lat/lon (called GHA and declination) of all the navigational stars—plus the sun and the moon—*for every second of every day, all over the world.*

Holy *poop*! And nautical almanacs are (or at least, were) cheap!

Trees are stationary for homeowners, but stars and planets move for sailors. That's why time was critical to establish longitude for the sailor, and why we had a chronometer aboard the schooner *Elizabeth*, which I grew up aboard.

In the early 1970s, I used a tuning-fork wristwatch called an Accutron during yacht deliveries.

Sure, the sun is huge, and it is possible to 'shoot' its upper or



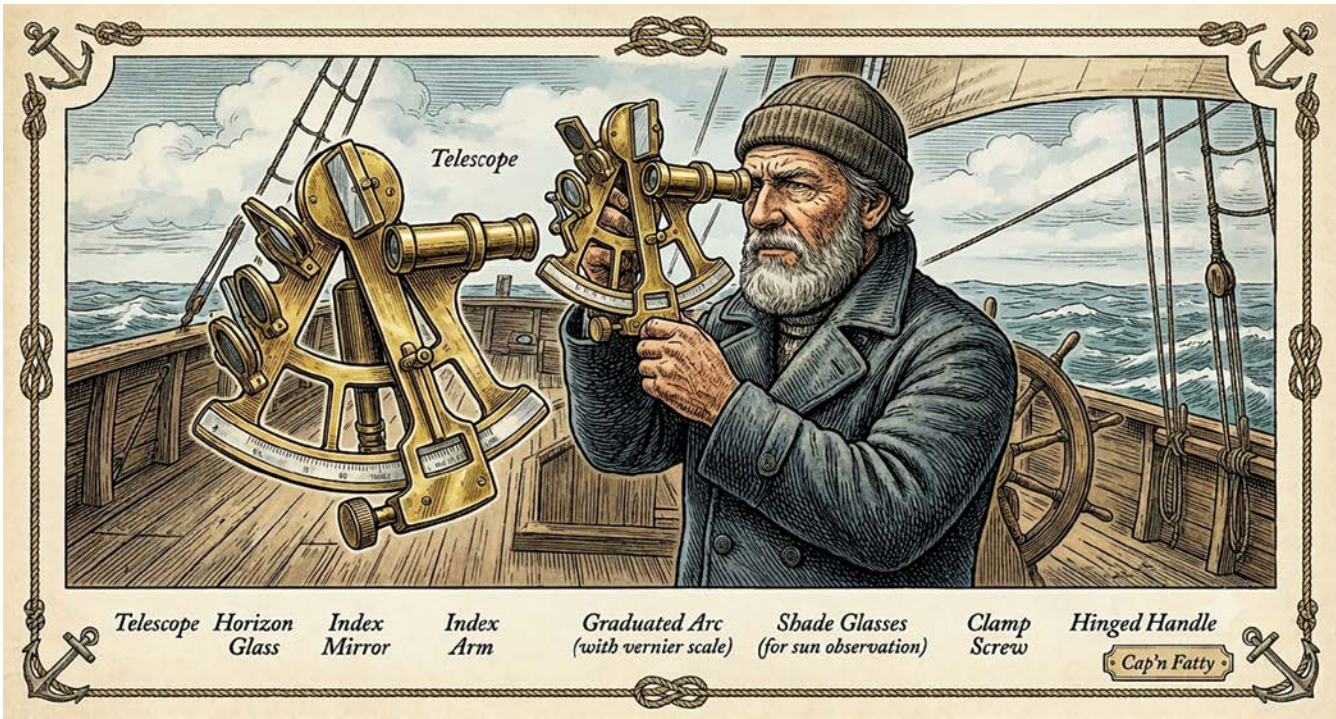
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lower limit. And, depending upon the height above the horizon, there might be atmospheric refraction involved as well.

But there are 'corrections' for all these variables. My father, a racing yacht navigator in the late 1930s and, hence, a Navy navigational instructor (in NOLA) during WWII, could determine a ship's position within minutes at dawn or dusk with great accuracy, day after day.

Don't forget that WWII navigators in the Pacific had to grab sights during air and sea battles—where many lives hung in the balance.

Just keeping ships equidistant in a convoy wasn't easy, especially without radio chatter that U-boats might intercept.

I, my father's son, was a lazy bastard—so the first time I had to find Bermuda from New England, I aimed 50 miles to its west, ran down my latitude (only) with daily *noon sights* of the sun, then 'banged a left' into Bermuda. (A 'noon sight' is a measurement of the sun's altitude at local noon. It is used to determine latitude.)

Of course, I wasn't stupid, so I crossed my LOPs (Lines of Position—the lines on which your true position must lie) with less accurate LOPs drawn from radio direction signals.

And as I closed with the island, I'd look up—NOT at the sun or stars but rather at the (lit) airplanes landing on Bermuda. I mean, those passenger jets weren't landing on water.)

Simple, right?

Another super easy way to find Bermuda from New England was to take a sight on the Polaris (the North Star), then factor in corrections for dip (the angle between the horizon and eye level), height of eye, and refraction (bending of light in the atmosphere). The result would be your latitude. Run south until that number was 32 degrees north in the case of Bermuda—and bang a right or a left.

So, Bermuda could be found using just the sun or just Polaris, without precise time—and all the needed math is addition or subtraction!

Wow! How easy is that? I'll tell you how easy—I could do it as a teenager, despite having been repeatedly told that I was, "a few sheaves short of a full masthead."

And yes, I used the 'loom' at night to home in as well. (If I were a Polynesian or Māori, I'd have used the *bending of the wave train*. That would get them close enough to spot the Long White Cloud of New Zealand. If they were in doubt whether that stationary cloud really *was* New Zealand, they'd throw a pig overboard—and watch as it swam directly toward Auckland. (Yes, pigs can smell more than truffles!)

…there are many ways to skin a cat, right?

During long offshore passages, I'd advance my sunlines (a 'run-

ning fix) with three loose sun sights per day, only precisely triangulating stars before arriving at St. Thomas or Sint Maarten.

Note—grabbing a noon sight was easy because, at exactly astro noon (when the sun is at its highest point), the triangle collapsed and, after a few quick corrections, the resulting number on my sextant would be my latitude.

Super easy!

However, sometimes I would take sights every minute or so for ten minutes before the 'hang time' of noon, when the sun seemed to slow and almost stop. "Mark!" I would say to Carolyn, and she'd write down the time and sextant reading.

Once 'hang time' was over (easy to tell, really), she'd call off the previously-taken sextant reading, and I'd preset my sextant and when the lower limb of the horizon touched—yell 'mark!"

Thus, with ten sights before noon and ten sights after noon—I'd know my latitude from the *angle* of the sun AND be able to estimate my longitude by bracketing the times before and after hang time.

This usually, in settled weather resulted in a latitude and longitude off by only a mile or three. And notice that using this method, I'd determine by exact time and longitude—without even needing to have a clock aboard.

Or, to put it another way, I allowed the position of the sun to the hands of my celestial clock.

How cosmic is THAT?

Did this make me feel powerful and in touch with the cosmos? You betcha!

Another cheap nav trick (which I never admitted to my father): I'd note my total sextant corrections at the beginning of a passage—and then use that sum the rest of the voyage, instead of consulting five or six tables. This dramatically speeded up calculations.

So, these are three ways I'd manage to find small islands in large oceans. Was it always that easy? No. Was it fun? Well, *yes*, in settled weather. High seas introduced a bit of error. Ditto, if the sun was directly above in the tropics—it was much better if the sun was below 70 degrees. Fog was hopeless. Ditto, during a gale when I couldn't even see the sky.

What to do if there was no sky? Easy, we'd just heave-to and retreat to adult recreation activities for the next couple of days until the weather cleared.

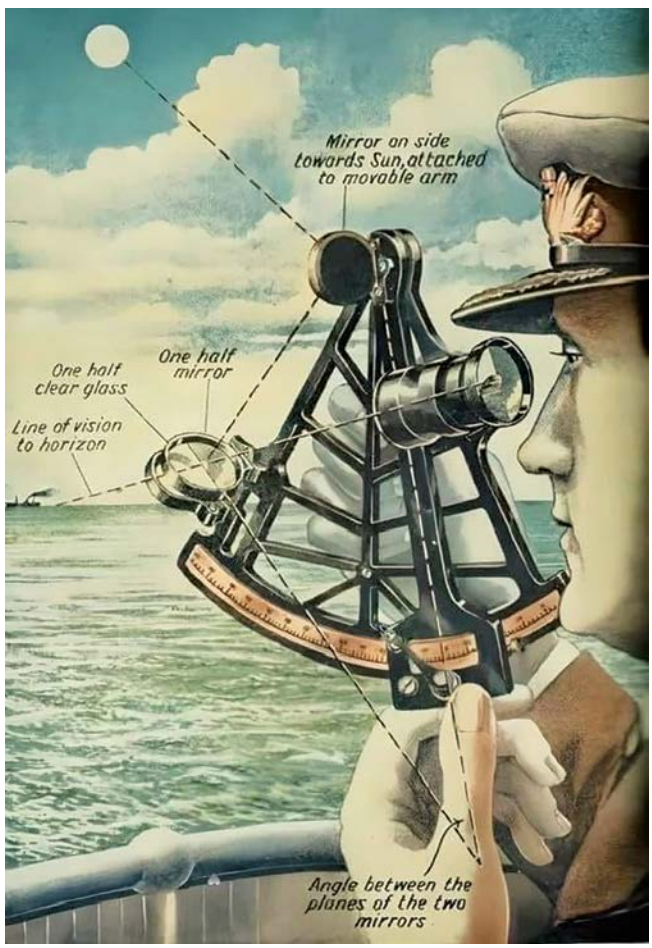
In many ways, GPS was a bummer to the then-cruising community. Prior to GPS, we'd sail into Bermuda with seven boats guided by seven sextants. Post GPS, seven *hundred* boats manned by 'captains' who had no idea which star was Polaris or Orion—nor even why they *should* know.

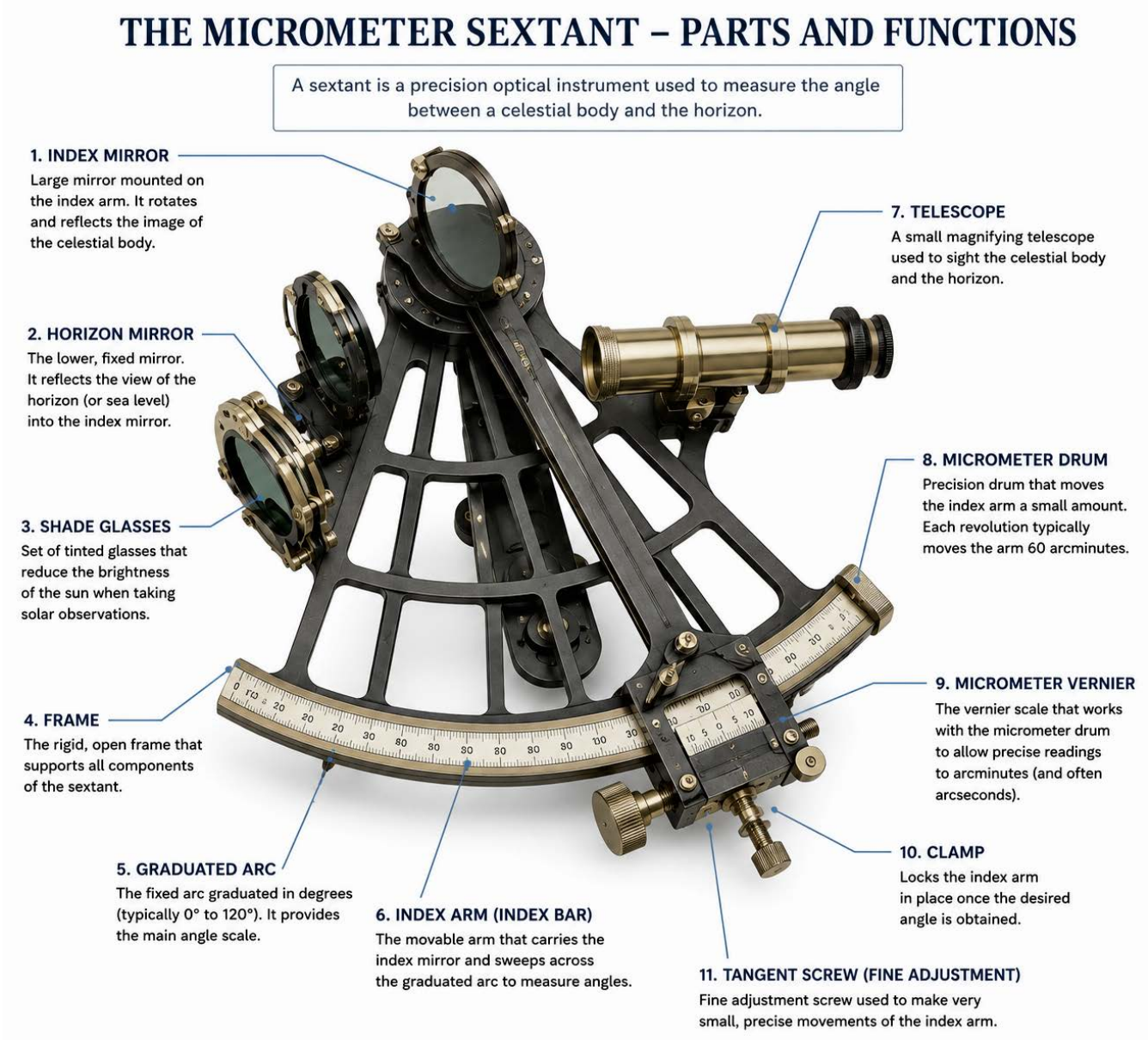
Polaris is the north star, and Orion rises in the east and sets in the west—which allows you to twice-a-day check your magnetic compass.

Thus they were both good for what we called 'rude' or lifeboat navigation.

My father practiced extending his fist the exact same distance from his eye—and then used his fist and fingers to guesstimate a heavenly body's altitude.

Was it accurate? Not really. But he could get consistent results (with a few toss-outs) that would be accurate within about 100 nautical miles.





Truth: knowing where you are within a hundred miles is a LOT better than *not* knowing where you were.

It's amazing how accurately you can DED reckon a sailboat over 72 hours (or days) IF you have a keen eye and take hourly notes. (It's not *dead*-reckoning, it's DED from DeDuced.)

A few years ago, I talked a newbie (without any nav equipment) through the process in the mid-ocean.

"What's your speed?" I asked over the SSB.

"I dunno," he said, frantically, "I have no idea!"

"Okay," I said. "Then tell me this—is this the fastest your boat has ever gone?"

"No, of *course* not!"

"Okay," I said. "But you have steerage way, correct?"

"Sure," he said. "Why are you asking me all these silly questions?"

"How fast is your current?"

"…damn it, Fatty—how the hell would I know?"

"When's the last time you swung your compass?"

"…what about my compass?"

"Never mind. You're onboard a Moody 38 which, while a fine vessel, isn't a racing boat. My experience with cruising

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boats of that size, sans current, is that they average about 120 knots per day, or 5 knots per hour. But you're in the brisk Trades that have been blowing for a million years—so let's add three-quarters of a knot of positive current. Since you're sailing dead down, there is hardly any leeward to factor in. Thus, I'd estimate you're averaging 5.75 knots. If the wind increases a bit, add .25 for 6 knots. If the wind eases, subtract to 5.5 knots. All that's logical, right?"

This was 400 miles south of Vanuatu, and when we bumped into each other in Indonesia many months later, he informed me that he was "…absolutely astonished" how accurate his DED reckoning had been, even after a week without instruments!

The trick, of course, is to not 'look back' once a day but rather record your 'best guesstimate' hourly.

But back to our tried and true sextants—which can be used creatively.

Of course, I use my sextant (which I still have on *Ganesh's* bulkhead) for far more than just shooting sights. All lighthouses gave height/elevations on the chart back in the day—so I could find my distance-off with a sextant and, slightly less accurately, grab a quick fix by including a compass bearing.

Let's say there were two mountain ranges or two lighthouses or any combination thereof. Even if I didn't have their *elevations*, I could turn my sextant *sideways* on, say, a specific headland and a distant lighthouse. Instant distance-off *if* they were accurately marked on the chart!

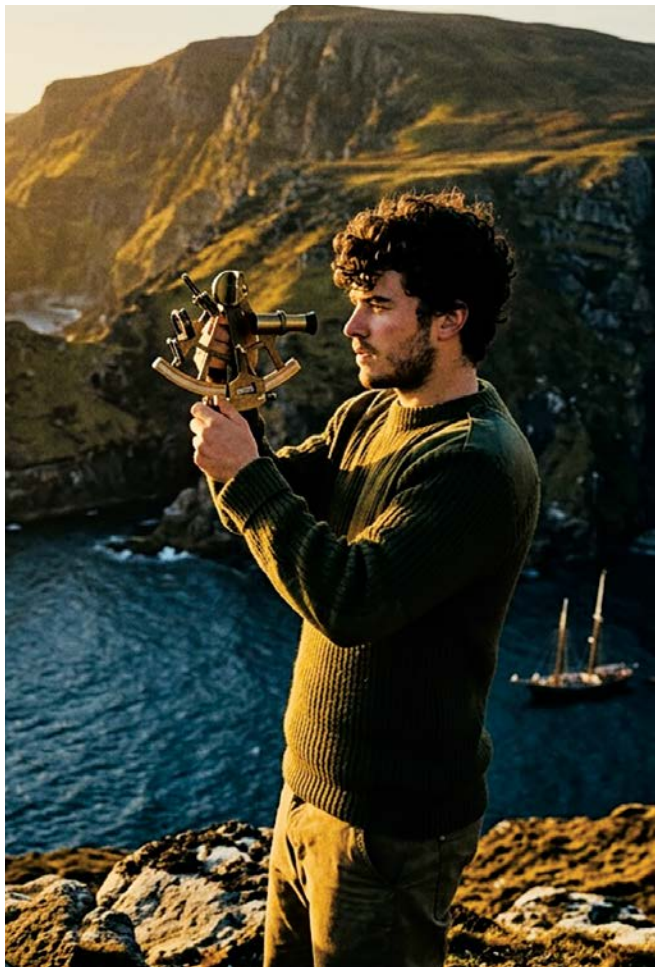
Then why did I, in 1997, buy a GPS and retire my sextant (actually, my father's micrometer sextant from WWII) for display on the main bulkhead? My main reasons were: 1.) during a MOB, I could punch a button if someone went overboard. 2.) My GPS worked at night. 3.) My GPS worked perfectly in overcast or foggy conditions. 4.) And, even 28 years ago, a GPS cost less than having my sextant mirrors resilvered. ;-(

Currently we have over 15 GPS aboard—two of which I carry constantly (my iPhone and Apple watch).

So, yeah, I eventually wimped out on celestial. Kevin Boothby on the gaffer *Ruth Avery* (who I met *rowing his yacht* into South Africa twenty-some years ago) is the only sailor I know who tossed over his GPS and dusted off his sextant while circumnavigating.

Me? I wasn't tempted.

…which doesn't mean that I don't think of the immense joy



my wife Carolyn and I felt while finding a tiny speck in the middle of the ocean without having to disturb any electrons or stare at an ugly, evil screen.

Yes, GPSs are superior to sextants for modern yacht navigation—but they also suck the magic and romance out of every landfall.

After all, it was called the *Art* of Navigation, not the science. Back in the day, finding your position required experience, seamanship, and good judgement. And, for me at least, finding a tiny dot of an ocean isle in a trackless sea after a month-long passage… well, it was akin to a religious experience.

I felt one with Him—totally tuned into the cosmos above and Mother Ocean below.

PUBLISHER'S NOTE: Fatty and Carolyn are currently finishing up yet another book—this one tentatively titled ***Fatty Needs Money!***

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Shark & Bake

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Six Caribbean Street Foods to Try

BY CAROL M. BAREUTHER

Street food started riding global culinary trend waves in the U.S. and Europe in the late 2000s. But across the Caribbean, roadside stalls, beachfront shacks, and mobile food vans have long been part of the way of life, and the best places to experience an island's authentic flavors, culture, and heritage. Every bite tells the story of the region's evolution, where Indigenous cooking traditions, African ingenuity, European influences, and Asian migration blended over centuries into one of the world's most vibrant street food cultures. From smoky jerk and crispy fritters to doubles, patties, and roti, today's roadside favorites are living reminders that the Caribbean's history is as rich and diverse as the food served from its streets.

SHARK & BAKE. Born on the sands of Trinidad's Maracas Bay, this legendary beach sandwich pairs crispy fried shark, now often replaced with more sustainable fish such as kingfish, with a hot, puffy fried bread known as bake. It emerged in the mid-20th century when local fishermen began selling their fresh catch to beachgoers as an inexpensive, portable meal. Over time, the sandwich became a Trinidadian icon, piled high with lettuce, tomatoes, cucumber, coleslaw, pineapple, and sauces ranging from garlic and tamarind to fiery pepper and chadon beni. For the classic experience, order one from a bustling beach shack, roadside stand, or casual food stall, especially along Maracas Bay, where the tradition began.

JERK CHICKEN AND JERK PORK. Jamaica's signature street food features meat marinated in a fiery blend of Scotch bonnet peppers, allspice, thyme, scallions, and garlic, then slow-smoked over fragrant pimento wood. Its roots stretch back centuries to the Taíno people, whose barbacoa method of cooking meat over green pimento wood laid the foundation for today's jerk technique. In the 17th century, Maroons refined the process by combining African seasonings with Taíno preservation methods. The best place to enjoy authentic jerk is at a roadside jerk joint—rustic open-air shacks where smoky chicken or pork is served with rice and peas, sweet festival dumplings, fried plantains, and a splash of extra jerk sauce.



Jamaican Jerk

COURTESY VISIT JAMAICA



Pastechi

COURTESY VISIT ARUBA

PASTECHI. Golden, flaky pastry wrapped around a warm, savory filling has made this one of Aruba's favorite grab-and-go snacks. Traditionally stuffed with Gouda cheese, spiced beef, chicken, or tuna, today's versions also come with a variety of creative fillings. Its roots date back to the colonial era, when Spanish-style empanadas merged with Dutch ingredients, including Gouda cheese, and later with Indonesian spices introduced through Dutch trade. Over time, it became a beloved Aruban breakfast and anytime comfort food. For the best one, head to a neighborhood bakery, roadside snack stand, or casual café, where locals line up each morning for freshly made pastries straight from the fryer.

FISH & FUNGI. The fungi (pronounced foon-gee (FOON-gee)) is a smooth, savory cornmeal-and-okra dumpling, like firm polenta, served with fresh local fish—often snapper or kingfish—steamed or fried and topped with a rich Creole-style sauce. Born from necessity during the 18th-century Danish colonial era, the dish was created when enslaved Africans transformed weekly rations of cornmeal and salted herring into a nourishing meal by adding homegrown okra. Today, it is the official national dish of both the U.S. and British Virgin Islands and a proud symbol of the islands' heritage. For the most authentic version, head to locally owned Caribbean restaurants, neighborhood diners, and roadside food shacks where locals gather.

ROTI. One of Antigua's favorite grab-and-go meals starts with a soft, flaky flatbread wrapped around a rich curry filled with chicken, goat, beef, conch, shrimp, or vegetables cooked with potatoes and island spices. The recipe grew out of the cooking traditions brought by Indian indentured laborers to the Caribbean during the 19th century and gradually became part of everyday Antiguan cuisine. While the classic dhal puri remains the favorite, many cooks now of-



Fish & Fungi

CREDIT GOVERNMENT OF THE VIRGIN ISLANDS



Roti

CREDIT JASON LAM - FLICKR CREATIVE COMMONS - WIKIMEDIA

fer seafood and vegetarian versions, both packed with local vegetables. For the best experience, skip the resorts and head to roadside food stands, neighborhood takeaways, market vendors, and small local restaurants where the rotis are made fresh and served hot.

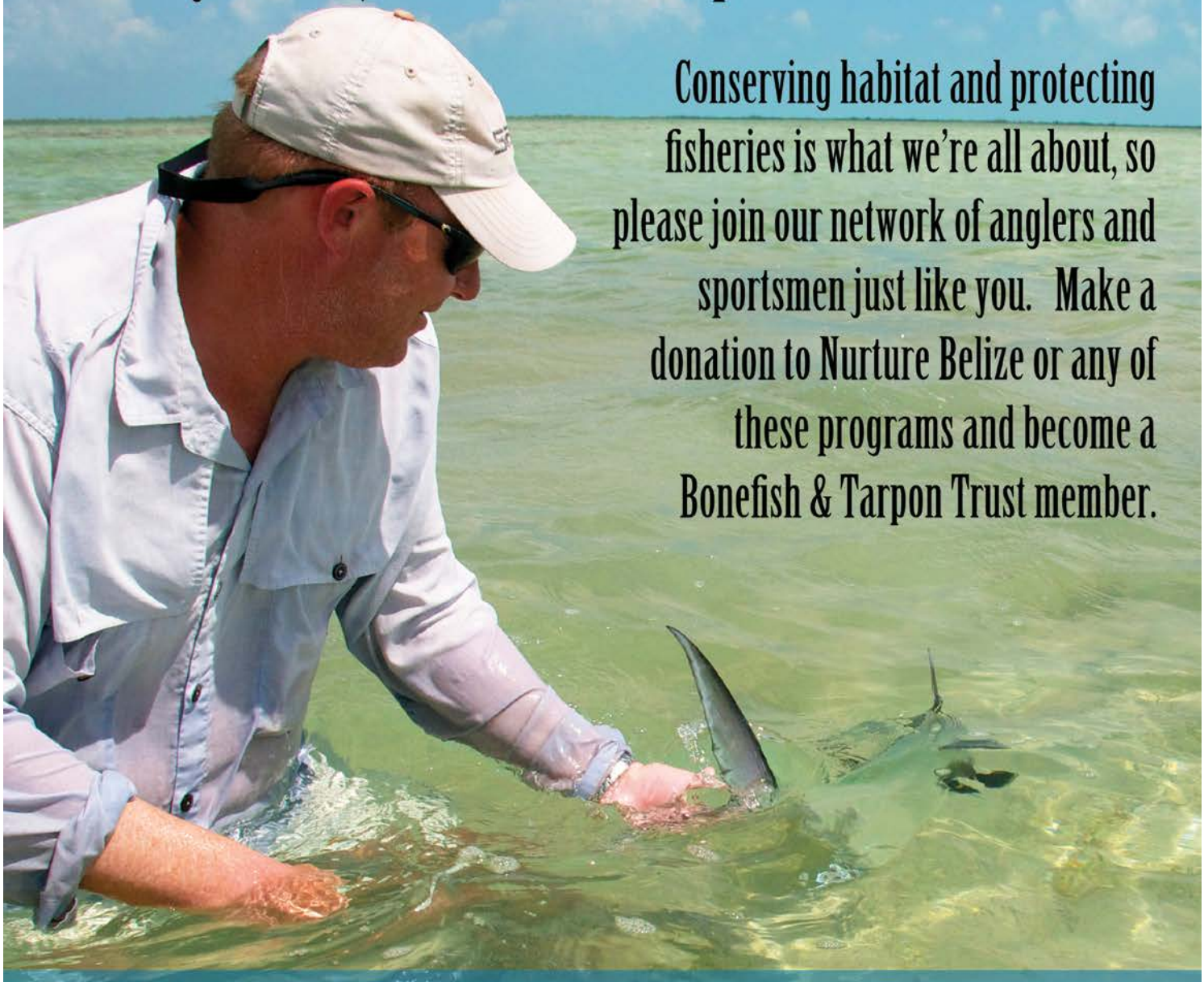
OIL DOWN. A hearty one-pot meal of breadfruit, salted meat or chicken, callaloo, dumplings, pumpkin, and green bananas, this beloved Grenadian favorite is slowly simmered in coconut milk, turmeric, thyme, and island spices until the liquid cooks down to a rich, creamy coating. Its name comes from the flavorful coconut oil left behind as the stew finishes cooking. Rooted in the island's African heritage, it has long been prepared over open fires for family gatherings, village celebrations, and national holidays. Today, it's best enjoyed at local homestyle restaurants, roadside eateries, beach bars, and community festivals, where it's often served as a popular weekend special.



Oil Down

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Making way on a calm sea with a brisk breeze

Because We Were Bored

Part Three of Three — Me Wanna Go Home

BY CAPTAIN ALEX DUFF

As the brief festivities- singing sea shanties and touring ships faded. The schooner race came to an end, everyone had to go back to work.

The schooners, their crews—and mournfully, my crew—dispersed.

People gotta work. We can't just sail schooners around all the time…

Well they do though - Support your local schooner!

I was now alone and able to ponder.

I needed to focus on my next step. I had to get from Norfolk, VA to Bock Marine in Beaufort, North Carolina. There, I had a refit planned at the best boatyard on the East Coast.

Everyone left. No other schooners, no more people. Just me, *Daphnae*, and the ship's hounds—Charlie and Fred—tied up on a Norfolk seawall… by the big battleship, past the museum thing.

I planned to run down the ICW single-handed and eight-pawed. I was stoked as steel. I longed for a solo mission aboard *Daphnae*.

…But—

After some lonesome beers at the closest bar, missing my wife, missing my family (not missing work!!), serendipitously my phone dinged.

A good friend—one I'd promised adventure to on some forgotten evening far away—asked, "Need crew?"

"Yes. I have to go to Beaufort."

Him: "Nice work on that race. You need a hand?"

We had sailed together before—mentoring and teaching sailors, drinking coffee, discussing geology, sharing stories and wisdom. Geology is pretty cool, y'all. What do you know about batholithic igneous granite boulders?

He arrived a couple days later and we departed southbound on the ICW.

I thank Garmin, my dad, Ted Reshetlof, Google, and the sailing and cruising forums for the insight that helped me highlight my route. *Daphnae* is a unique ship—well built, well designed—with *superpowers*!

Want to sail offshore like a machine? Drop your displacement to a 14' draft with the swing keel (this ain't no centerboard!).

Want to motor down the ICW on a 56' schooner and not worry about hyper-focusing on range markers? Pull the keel into the boat and raise the sliding rudder up. Haha—mud! Now I draw 4'!

The ICW is fun, easily accessible, and beautiful- just look at those range markers!

The plan was to take a detour through the Dismal Swamp. Why? Because we were bored, and I heard it was cool.

We arrived at the lock with anticipation and excitement. I'd been through the Panama Canal a couple of times, but never through a lock on my own boat as the guy in charge.

We tied up. The lockmaster threw his door open and hollered, "Y'all that kid that called me earlier askin' to go? I *told* you that duckweed's worse than we've seen in years—you'll burn up that engine of yours!"

Confidently and ignorantly I replied, "Yeah, man! But my intake is pretty deep!"

He didn't care how deep my engine intake was, he looked deeper into my eyes and said,

"You got Tow Boat US? – They Hovern' at d' other end getting everyone when they stuck."

I did not.

Lockmaster chuckled, "They all said we will be good and most weren't."

The lockmaster laughed, "When you turn around, you'll have to wait a couple hours for me to open this again."

I gleefully replied, "I'll be fine."

Honestly, I had absolutely zero idea what duckweed was.

I found out as we entered an unknown and silent enemy—the green sludge.

At that moment, I understood the lockmaster's warning and heeded his advice as my sea strainer turned bright green.. We turned around and tied up at his dock. He swung his office door open again, laughing:

"What'd I tell ya!? Let's get you across again."

Gratefully and humbly, *Daphnae* crossed his lock, off schedule and off script..

We meandered through the ICW to Beaufort tying up where we should not and anchoring where we could, and after a mildly nerve-wracking maneuver, I found my ship with her four handed, eight pawed crew nestled in Bock Marine's slings.

The first day in the boatyard is the worst. The last day is the best.


Running



A good crew brings a good voyage

So—let's fast forward.

After spending three times as much money, time, and more gallons of paint than expected, we had sandblasted, refitted, and readied *Daphnae* for service again. We were behind schedule, and the decks were frosty.

In the fashion of a classic heist film, we assembled a new motley crew.

A Pirate.

A Bartender.

An Arborist. (second mate from before)

A Contractor.

A Lawyer. (Wife)

This guy. (Me?)

I paid the yard bill.

We managed to escape Beaufort. There were words of encouragement at a bonfire with our yardmates, chicken biscuits, and a chick who lived in a carriage with a (charming) goat who stopped by to say farewell to one of the crew. (???)


Dinner Is served

We left for sea.

Chris Parker—our eye in the sky, our amazing weather router—informed us this was the last weather window to get home before spring. But it would be rough for the first leg. REALLY rough.

As a Caribbean sailor, I was unaware of the intensity of East Coast inlets in December, of the early winter Atlantic—how the waves can stack over the shallow outward-bound channel. In those moments of commitment, breaking through to the open ocean, you need a strong engine, a strong boat, and an even stronger crew.

Luckily, we had those.

Failure is never an option. With myself, and the other strong guy, Zack- it took two of us to steer *Daphnae*'s 6' tiller true enough to steer through Cape Fear.

Whether it was our prayers to Poseidon, our preparation, or our luck **(it was all three)**, fortune favored our youthful ignorance.

We found ourselves watching the sunset under a dark sky as cold, steep waves battered our ship.

As our first night began, we had the weather we were told to expect, on the ship we knew could handle it—with a crew that did not know what they had gotten themselves into.

But we were on *Daphnae*.

We trusted each other—but most importantly, we trusted our ship.

With the wind abaft the beam, we had our main staysail hoisted—with a patch cut from a sail bag—in 40–48 knots, in seas 10–16 feet - stacked tightly on the northern edge of Hatteras. The crew exchanged comments of dissent about my wife's patch and joked about how our puppy had chewed a hole in the sail a week before.

My wife Z's patch was badass.

We scooted for two days, battering on a reach toward Bermuda.

Then we caught a ride again with our girl, the Gulf Stream.

Two mild, amazing days—sledding at 11–14 knots under full working sail and fisherman.

Then she dropped us off and bubbled, "Get home safe."

Wind. Seas. Rain.

But hey—at least it wasn't cold anymore.

Two days under only the forestaysail. The winds howled. The boat shook. We managed to stay dry.

Then we found I-65.

Downwind we moved. Miles we made. Fishing and feasting—THIS time, we were catching fish.

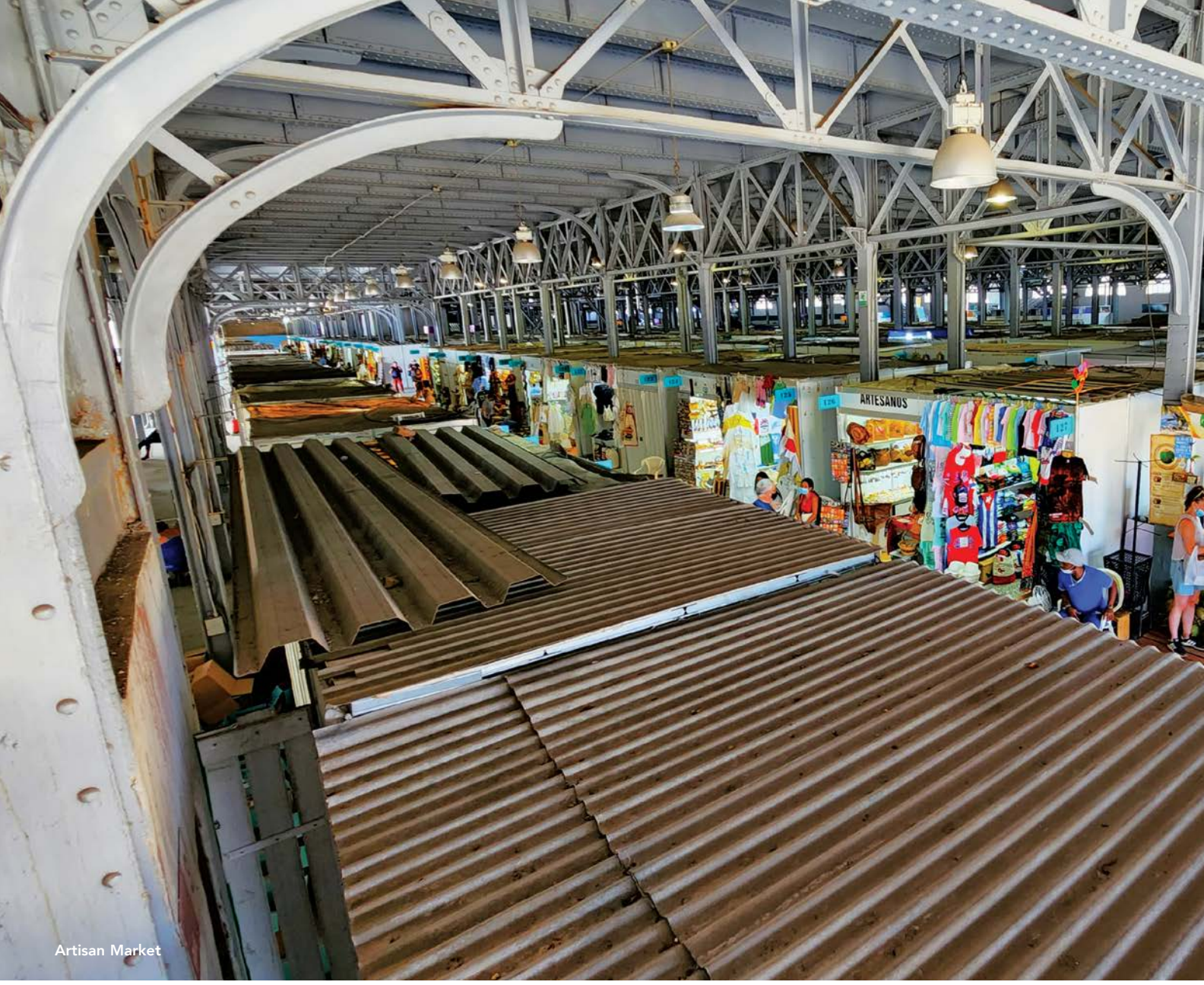
Arriving at the familiar waters of the USVI we passed between familiar Cays.

We made it home.



The crew

Free Thanksgiving Dinner at the Fat Pelican - THANK YOU!!



Artisan Market

Old Havana's Top Ten

BY CAPT. SHANE McCLELLAN

Due to the current situation in Cuba, I wanted to highlight the wonderful memories I had with my wife and cousin seeing the country and people. My very first Top Ten article was about the whole of Cuba, so this time I want to focus on the old town of Havana, a UNESCO World Heritage Site. Settled in 1519 by the Spanish as one of the earliest in the new world as the starting point for the Atlantic crossing of their treasure ships. Today visitors come to soak up the music, history, and culture in a romantic atmosphere of a bygone era, since Havana has many of its pre-20th century buildings that have been deteriorating since the 1959 revolution. Sadly, the related Museum of The Revolution was closed when we were there. With that said, let's dive into my top ten in Havana with the hope that the wonderful Cuban people soon experience a regime change and the eventual reversal of their fortunes it would bring.

10 **Almacenes San José Mercado Artesanal** – An artisan market that houses vendors in a vast harbor front warehouse where you can find locally made ceramics, leather goods, humidors, and more among the 100 plus artists. Many visitors do not know that paper mâché is a popu-



lar local craft medium. I found several classic cars made out of paper mâché that I bought as gifts.

9 **Public Buildings** – Some of the more stunning historic public buildings in the old town are St Francisco Basilica, a former Catholic church & monastery dating to the 16th century and is now a concert hall & sacred-art museum. The massive Cathedral of the Immaculate Conception of the Virgin Mary was built in the 18th century in the baroque style. The Gran Teatro traces its roots to the 1838 Teatro Tacón that once stood on the site, though the current building went up in 1915 and is now home to the Cuban National Ballet. Seeing it lit up at night is stunning. The Capitol Building was completed in 1929 and resembles the US Capitol.


Gran Teatro

8 **Plaza Vieja** – This plaza is one of many around the city. It is surrounded by beautiful historic buildings where you can find places to eat or drink and has a fountain in the middle of it. The planetarium is also located off this plaza, but our favorite thing here was the 360° tour of Havana, where they had a camera mounted on the roof and projected it onto a large canvas bowl as we all stood around it. We learned a lot from


Plaza Vieja



Palacio de Los Capitanes Generales

the guide's stories. The funny part is that they said the price was 18 and my cousin and I thought they meant dollars (some tourist places gave prices in USD), but it was in pesos meaning 18 cents. What a deal!

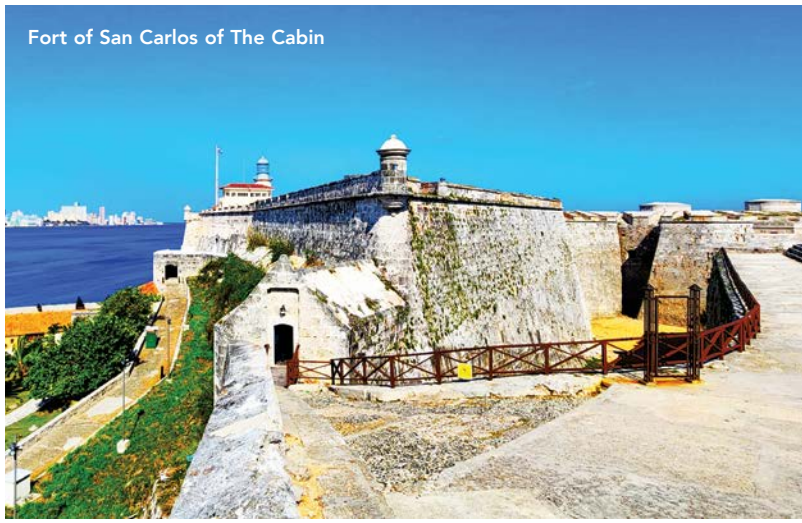
7 **Plaza de Armas** – This is the city's oldest plaza and was laid out in the 1600s and acted as the center of religious, administrative and military activity. Today it is surrounded by restaurants & host to many secondhand book sellers. On the west side of the tree covered plaza is the amazing Palacio de Los Capitanes Generales, which houses the expansive city museum.

5 **Fortifications** – Due to the Spanish realizing how strategic Havana Harbor was they built four different forts to protect it along the entrance channel. The first built was Castillo de la Real Fuerza de La Habana (Havana Castle of The Royal Force) in the mid-1500s. This is why Plaza de Armas is in its location. Inside the fort is a maritime museum. The second fort built was Castillo de San Salvador de la Punta (Castle of the Holy Savior of the Point) in the 1590s right at the entrance to the channel instead of along the channel. Castillo de los Tres Reyes del Morro (Castle of the Three Kings of Morro) broke ground the same year as the Punta fort but took decades lon-

6 **Partagás Cigar Factory** – One of Havana's most famous cigar houses, offering a tour that walks you through the process of making cigars. It was a fantastic complement to the tobacco farm tour we did in Viñales, a three-hour drive west of Havana.



ger to finish – not completed until 1630 – and sits across the channel as the most iconic picture of the harbor. The last to be built was Fortaleza de San Carlos de la Cabaña (Fort of San Carlos of The Cabin) across from the first. Now it features a museum, cultural events & a nightly cannon-firing ceremony.


Fort of San Carlos of The Cabin

4 **The Malecon** – The 8km paved walkway on the seawall starts at the harbor entrance and extends westward along the sea. The Malecon is extremely popular with tourists and locals alike and we found ourselves here each night. You will find it to be a relaxing walk, but with nightlife here and there along with vendors to supply your needs. It is so well known that Fast and the Furious 8 had an opening race scene here. Another great walkway is the Paseo del Prado, which heads inland from the harbor entrance to the Capitol.


Malecon



Classic Car Tour


Hemingway Tour - Hemingway & Me

3 **Ernest Hemingway tour** – Besides Fidel and Che, I would argue the person most associated with Cuba is Ernest Hemingway who lived there between 1939 and 1960. Because of this we decided to try a self-made tour hitting his favorite places. The first stop was Finca Vigía, his estate around 30 minutes out of town. The second stop is the fishing village of Cojímar, which inspired The Old Man and the Sea, the Pulitzer Prize-winning novella that clinched his Nobel Prize in Literature. The next three stops are all in the heart of Havana's old town. Hotel Ambos Mundos, room 511, is where Hemingway lived before buying his estate and where he stayed in town afterwards. This is where he wrote For Whom the Bell Tolls. Next is the El Floridita, known as the "Cradle of the Daiquiri". This was Hemingway's favorite in-town haunt and there is a life-sized bronze statue of him at the end of the bar. Our last stop was having a Mojito at La Bodeguita del Medio.

2 **Classic car tour** – One thing Cuba is known for is their classic cars and I can confirm the rumors are true throughout the country. In fact, I feel a very, very rough estimate of transportation in the country is 20% horse drawn carts (mostly outside Havana), 20% motorcycles, 20% American cars and trucks built before 1959, 20% 80s and 90s Russian cars, and 20% modern cars. The 20% of classics range from beautifully maintained cars to beat up trucks still being used for work. With that said, I feel a trip to Havana is incomplete without taking a tour in a convertible classic of your choice. The best places to choose among many offerings is in front of the Hotel Inglaterra. A one-hour tour should cost $20-30.

1 **Havana Club Rum** – Created in 1934 and nationalized (at gun point) after the revolution, Havana Club is a renowned rum and visiting the museum along the harbor channel was a highlight for us. Housed in an 18th century home the tour walked you through the process of making rum. At the end we sampled three different rums and opted to upgrade the tour with a 15–20-minute daiquiri making class set in a beautiful old bar. The guide made this so much fun that, by the end, my wife was behind the bar shaking the tumbler, and her whole body, Cocktail movie style.


Havana Club Rum



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Welding repairs are relatively quickly done



Badly corroded plates may need replacement

Second Hand Steel Boats— Better Rusty Than Sorry

BY BIRGIT HACKL, GERHARD AND NICKY SCHLATTE | PHOTOS: GERHARD AND NICKY SCHLATTE, WWW.SAILING-GYPSEA.AT

Steel is known for its strength and durability. It is highly resistant to impacts and harsh marine environments and has been used in the shipbuilding industry for over 150 years. Of course the materials used were improved over the years and modern steels for shipbuilding have a higher tensile strength than earlier constructions. They now contain Carbon 0.21% max, and small amounts of manganese, silicon, phosphorus, sulphur, and aluminum, which gives them an ultimate tensile strength of 400 – 520 (N/mm2).

Steel hull yachts have the best chance to withstand a collision, therefore it is the preferred material for long-range cruisers, and expedition yachts, especially for passages into ice-laden waters or isolated regions where hull damage could be mission-critical. But of course also regular cruisers who won't venture into extreme ocean conditions enjoy the feeling of extra safety a sturdy steel yacht gives its owners. The downside of steel is that it's not just the strongest, but also the heaviest of all the boat building materials, leading to poorer sailing performance and higher fuel costs. And of course corrosion on steel can be a continuing problem and a maintenance headache, especially if you buy a second-hand yacht that wasn't ideally maintained by previous owners.

Gerhard and Nicky Schlatte have just set out cruising, after spending a few more years and much more money than expected on refurbishing their "Gypsea", a Motiva 46, 25 ton ketch, built by a Danish shipyard in 1994.



Steel boats rust from the inside out

Why did you decide to buy a steel boat in the first place? Actually, it was the other way around; the boat found us and bought us.

We were looking for a fiberglass sailboat with an aft cockpit, some old ex-charter boat. We couldn't afford anything else, we thought. For many months, I scoured the relevant search engines on the internet. But then, one day, I had a hunch and typed "steel" into the search bar. And there, our GYPSEA popped up. A bit battered and run-down, in need of renovation, but proud and strong. We immediately decided to go and see the boat, jumped into the car, speeding off to Italy. It was love at first sight, albeit with a bit of trepidation. We were convinced by the spaciousness, the quality of the interior, and the overall very safe and robust construction of a steel boat. It wasn't for nothing that the shipyard advertised with the slogan "A ship like a castle." It was the only boat we looked at. The price exceeded our budget, but not on a disastrous scale. Luckily we had no idea back then how much money a boat renovation can actually cost.

Were you aware before you bought her that you'd have to do lots of repairs? Of course, she was offered as "Ready to sail around the world", but it was clear to us from the start that a thorough renovation would be necessary. Nevertheless, we underestimated the effort involved, both in terms of labor and finances.

How long did it take you to get her shipshape and what were the main projects on the steel hull? We invested over two years of our entire vacation

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Teak might conceal rusty steel underneath



time. In addition, some work was supposed to be done in Italy by professionals who, to put it mildly, ripped us off. We had to repeat all this work a year later in Izola, Slovenia. The shipyard in Izola proved to be a good partner, although you absolutely have to be present for all the work, otherwise nothing gets done.

We carried out the following work ourselves:

- Cleaning, cleaning, cleaning
- Removing rust from the inside of the boat (we really came to appreciate Brunox, an epoxy-based rust converter).
- Rust removal above the waterline, various painting projects
- Deck resealed, all windows resealed, Dorades vent removed and holes sealed (with GRP)

We had the following projects carried out by professionals:

- Sandblasting and epoxy sealing of the underwater hull, welding of damaged areas and holes in the hull (this was done very poorly and expensively at the shipyard in Italy; we had it done again a year later in Izola, Slovenia)
- Rust on the stern was so advanced that a second layer of steel had to be welded on, so GYPSEA got a whole new bum.
- All through-hull fittings replaced (bronze), all valves replaced (TrueDesign).

Now that you're finally out cruising on Gypsea, are you happy with her? Yes, we are very happy with our GYPSEA. She is a very robust and comfortable boat. Almost everything is redundant and solidly built. We have come to love the ketch rig and the moderate long keel. The cockpit is spacious for a center cockpit and offers plenty of protection, but could be a bit more comfortable.

If you could go back in time and meet yourself while inspecting used yachts, what piece of advice would you give yourself? Always hire a good, independent marine surveyor. We did this, and it was invaluable. We experienced very few surprises as a result.

- If possible, inspect the boat both on the hard and in the water.
- Always be present at the yard during renovations and supervise all work performed by professionals.
- Do as much as possible yourself (this is only feasible if you don't have to work a day job).
- With steel boats, thoroughly inspect every nook and cranny inside for rust. Steel boats rust from the inside out.



PHOTO COURTESY OF MARTHA WATKINS GILKES



Full Moon Madness

Half Moon Bay • Antigua, West Indies

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

Some of the best parties on earth aren't planned. They just happen — and then they happen again and again until they become something people fly in from London for.

That's the Full Moon Partee at BeachBum Bar & Grill on Half Moon Bay, Antigua. Once a month, when the moon rises over that glittering silver water, something magical takes over. The smell of freshly grilled lobster drifts on the trade winds, music fills the warm night air, and a crowd gathers — off yachts anchored nearby, from homes on the Estate, from across the island, and from far corners of the world.

It started simply. July 2018 — right as the world was quietly bracing for COVID. Barbara Bauer invited a handful of neighbors down to the beach for a moonlit get-together. No plans, no promises. Just good people, white sand, and a moon climbing into the Caribbean sky like something out of a dream. By the end of that first night, everyone knew this could not be a one-time event. The Full Moon Partee was born.

"Hey this is not a dress rehearsal! We only get ONE GO, so go for the gusto. Live with happiness, joy, gusto for every day because we are not promised tomorrow!!"

— Martha Watkins Gilkes

When Barbara traveled off-island, Martha Watkins Gilkes stepped in — and never really stepped back out. Month after month, Martha kept the momentum going, and the tradition growing. She is the reason that what began as a spontaneous spark has become the beloved monthly celebration it is today — one that Half Moon Bay residents and visitors now mark on their calendars, months in advance.

At the heart of every gathering is Tippi Thomas, owner of BeachBum Bar & Grill, who opens her kitchen and her heart

to everyone who shows up. With her partner Avery by her side, Tippi serves pure Caribbean—grilled lobster in season, sustainable catch-of-the-day, island sides that satisfy the soul. For the health-conscious and vegans among us, her chickpea salad is worth the trip alone. *(Recipe on the next page!)*

I've been lucky enough to attend several of these evenings myself, and the theme nights are something else entirely. Neon November glows electric under the moonlight. Jazzy January brings cool island rhythms. Aqua April shimmers in turquoise and blue. And Flirty February's Blush Bash demands every shade of pink — or be prepared to be pinched or smooched.

Even a song has been born from this place. "*Antigua Sunshine,*" written by Canadian architect Brian Pharoah, is a tribute to Tippie, Avery, and the spirit of BeachBum Bar & Grill. His only request when it was first played? *"Don't worry about giving me credit... just DANCE."*

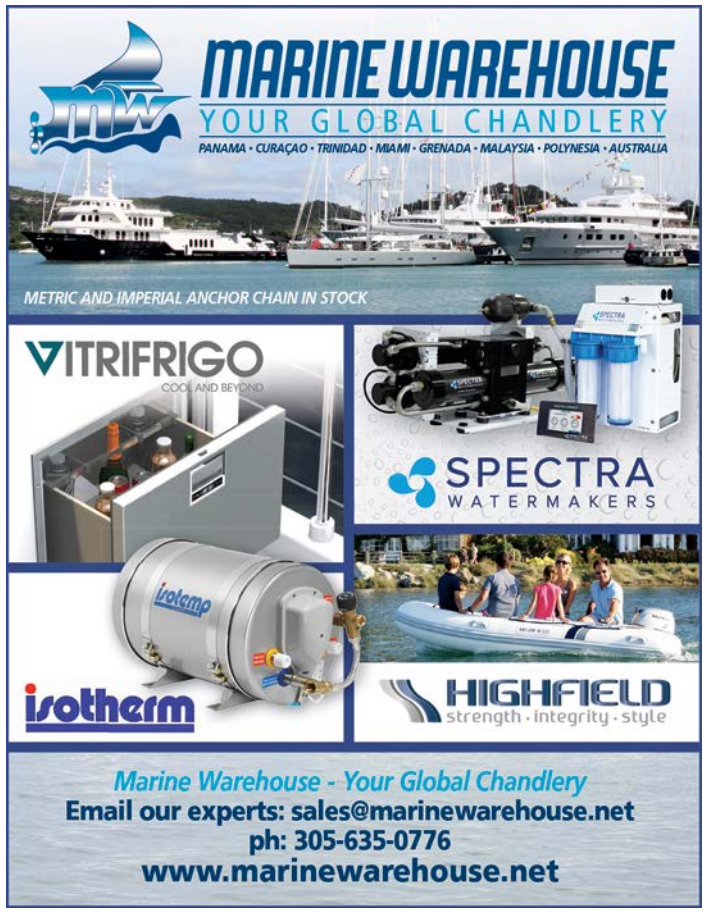
And so, they do. Month after month, full moon after full moon— through COVID, through hurricanes, through rain and shine— dancing in the sand at Half Moon Bay since 2018 and showing no signs of stopping.

The Full Moon Partee is open to all. Just follow the moonlight.





PHOTOS COURTESY OF MARTHA WATKINS GILKES







GRILLED GARLIC LOBSTER

Prep time: 10 minutes. Cooking time: 20–25 minutes.
Serves: 1 - 2

1 whole Caribbean spiny lobster tails, split in half lengthwise
4 Tbsp. unsalted butter
4 garlic cloves, minced
1 Tbsp. fresh thyme, chopped
1/2 green bell pepper, finely diced
½ red onion, thinly sliced
1 tsp. sea salt
1 tsp. black pepper

Melt unsalted butter in a small pan over low heat. Add garlic, minced, fresh thyme, green bell pepper. Cook gently for 2–3 minutes until fragrant but not browned. Set aside.

Bring a large pot of salted water to a boil. Add the split lobster tails shell-side down and par-cook for 5–6 minutes. Remove and let cool slightly — the meat should be just turning opaque. Pat dry.

Preheat grill to medium-high. Brush the lobster meat generously with the garlic butter and season with sea salt and black pepper. Place shell-side down on the grill for 3–10 minutes, then flip meat-side down for 2 minutes to get light char marks. Flip back shell-side down, scatter red onion over the top, and baste again with garlic butter. Grill 3–4 minutes more until the meat is firm, glossy, and richly coated.

SERVE: Plate the lobster halves and spoon any remaining garlic butter over the top. Finish with a pinch of fresh thyme. Serve immediately alongside crispy fries and a bright Caribbean slaw.

NOTE: Caribbean spiny lobster has no claws — all the magic is in that sweet, firm tail meat. The par-cook does the heavy lifting; the grill is purely for flavor and finish. Don't rush it, and don't skip the basting — that's what gives it the glossy, golden look you see in the photo.

The dish that says everything about life in the Caribbean — sweet spiny lobster grilled in the shell, basted in garlic butter, and finished with the trade winds at your back.

Continued on page 82



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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 Boatyard & Marina**	12° 00.6′ N	061° 44.0′ W	473-439-3939	11′	150′	37′	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•		•	•
Grenada	**Grenada Marine**	12° 01:20	61° 40:42	00-1-473-443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	**Spice Island Marine Services**	12.041 N	61.45 W	473-444-4257	12′	70′	25.4′	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Guadeloupe (FWI)	**Marina Bas-du-Fort—Technical Zone**	16°13′ 14.46″ N	61°31′ 47.24″ W	+590 690 35 19 19 (tech dept) / +590 590 93 66 20	3m	18m	5m		220V	8am-1pm & 2-5pm M-F; 8am-1pm Sat	35 +2.5 ton mast crane	•	•	•	•		•	
Guadeloupe (FWI)	**Caraïbes Docks Services**	16.227-89° N	61.531-84° W	+590 690 61 78 25	TK	24m	8.8m	N/A		7am-4pm M-F	2.5 ton mast crane							
Guadeloupe (FWI)	**IMM Guadeloupe**	16°14′ 05.50″ N	61°32′ 10.04″ W	+1 202 255 7488	4m	85m	17m	N/A	220V	Unlimited	700 +35T-500T crane		•	•	•	•	•	
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	•	•	•	•	•	•	•

		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
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. Boatyards

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

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

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4



CHRISTIANSTED, ST. CROIX, USVI. Historic charm meets modern luxury in this beautifully remodeled 3 BR/3.5 BA condominium. Nearly 2,000 square feet of air-conditioned living space features tray ceilings, Palladian-style impact windows, custom cabinetry, quartz countertops, and spacious en-suite bedrooms. A rare deeded private patio, secure underground parking, elevator access, generator, and harbor views add exceptional appeal. Just steps from restaurants, shops, cafés, and the ferry to Hotel on the Cay, this one-of-a-kind residence offers an unmatched island lifestyle. Price: U.S. $795,000
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5



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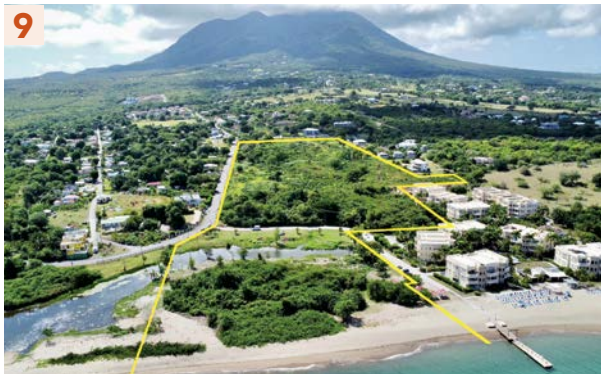
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9



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10



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11









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Sales Director of the Southern Caribbean
Location: Barbados

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Now serving as Director of Sales for the Southern Caribbean at BVI Yacht Sales, Chris leads the company's continued growth throughout the region while providing clients with knowledgeable, personalized service. His extensive regional expertise, lifelong connection to the Caribbean, and deep understanding of the local yachting market make him a trusted resource for buyers and sellers seeking successful results across the islands.

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Length: 13.00m
Price: 506,500 € HT



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Price: 451,700 € HT



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Located: Gibraltar



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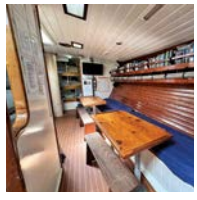
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- Model: 1994 Searunner 49' Open Day Charter
- Builder: Doug Jayne, NC
- LOA: 50' | Beam: 26' | Draft: 4'
- Tonnage: 24 GRT / 24 NRT
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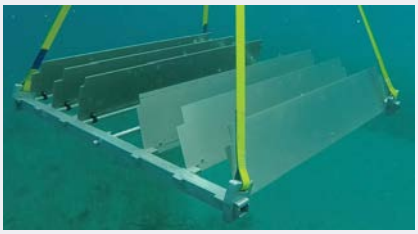
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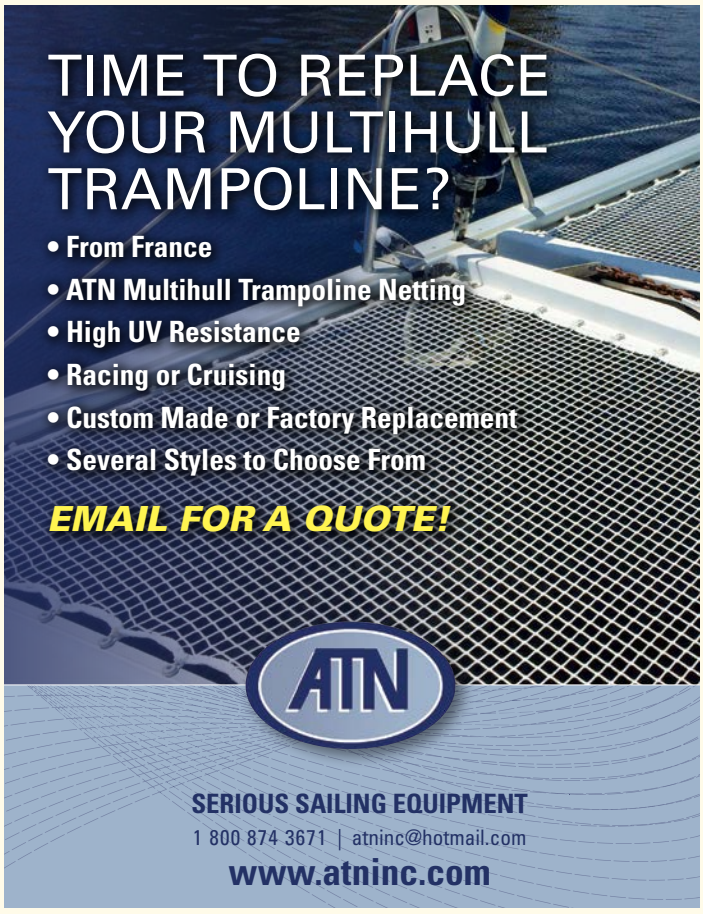
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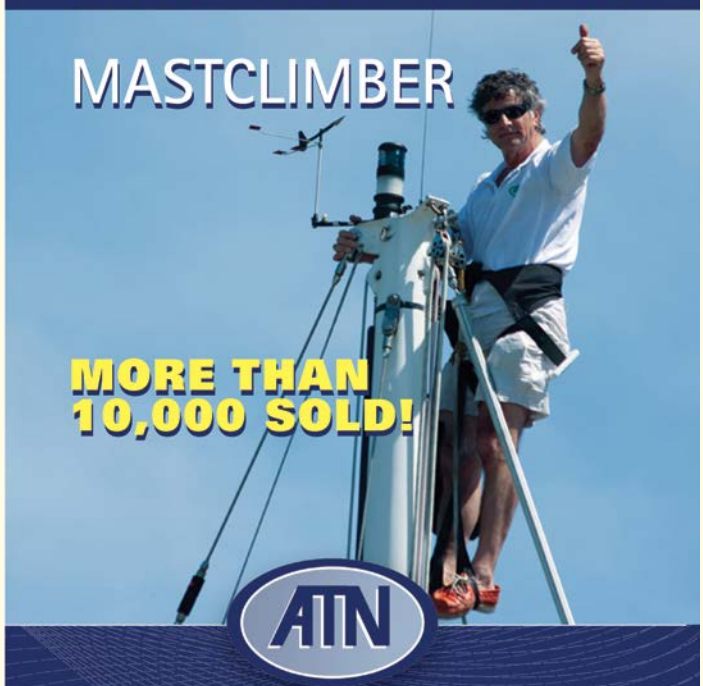
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SERIOUS INQUIRIES ONLY!
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ULTRA YACHT REFIT LTD ANTIGUA IS LOOKING FOR MARINE JOINERS, TEAK DECKERS & MARINE ENGINEERS. If you are looking for an opportunity to join a dynamic service oriented company please send your resume/info to: michael@ultrarefit.com

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CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 54

COCONUT CURRY CHICKPEAS

Prep time: 10 minutes. Cooking time: 20–25 minutes. Serves: 4

1 tbsp coconut oil
1 red onion, thinly sliced
3 cloves garlic, minced
1-inch fresh ginger, peeled and minced
1 tbsp garam masala
4 tbsp curry powder
1/4 tsp ground black pepper
1/4 tsp salt
1½ cups full-fat coconut milk
1¾ cups cooked chickpeas
Chopped fresh thyme
Diced bell peppers (red, yellow, green)

Heat the coconut oil in a large skillet or saucepan over medium heat. Add the sliced red onion and sauté for 5–7 minutes, stirring occasionally, until softened and lightly golden. Stir in the minced garlic and ginger and cook for 1 minute, until fragrant.

Add the garam masala, curry powder, black pepper, and salt. Stir continuously for 30–60 seconds to toast the spices and bring out their flavor.

Pour in the coconut milk and stir well, scraping up any spices from the bottom of the pan. Bring to a gentle simmer. Add the cooked chickpeas and diced bell peppers. Stir to coat everything in the sauce.

Reduce the heat to low and simmer 10–15 minutes, stirring occasionally, until the peppers are tender and the sauce has thickened slightly. Taste and adjust the seasoning if needed. If you enjoy a little heat, add a pinch of cayenne pepper or a few red pepper flakes. Stir in the chopped fresh thyme just before serving.

Serve over brown rice, quinoa, or cauliflower rice, or enjoy on its own. It also pairs beautifully with warm naan bread and a squeeze of fresh lime juice for a bright finish.

TIP: If you like extra vegetables, spinach, kale, zucchini, or cauliflower can be added during the last 5–10 minutes of cooking.

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