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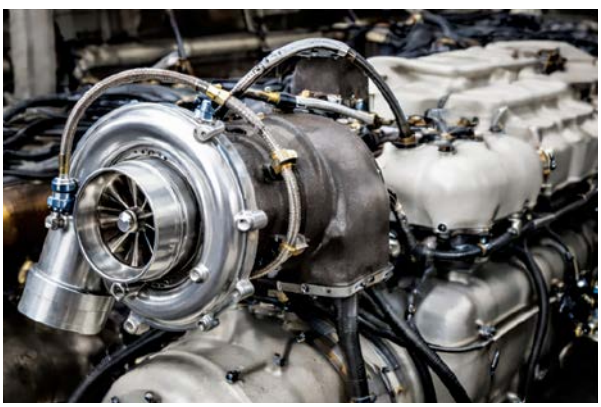




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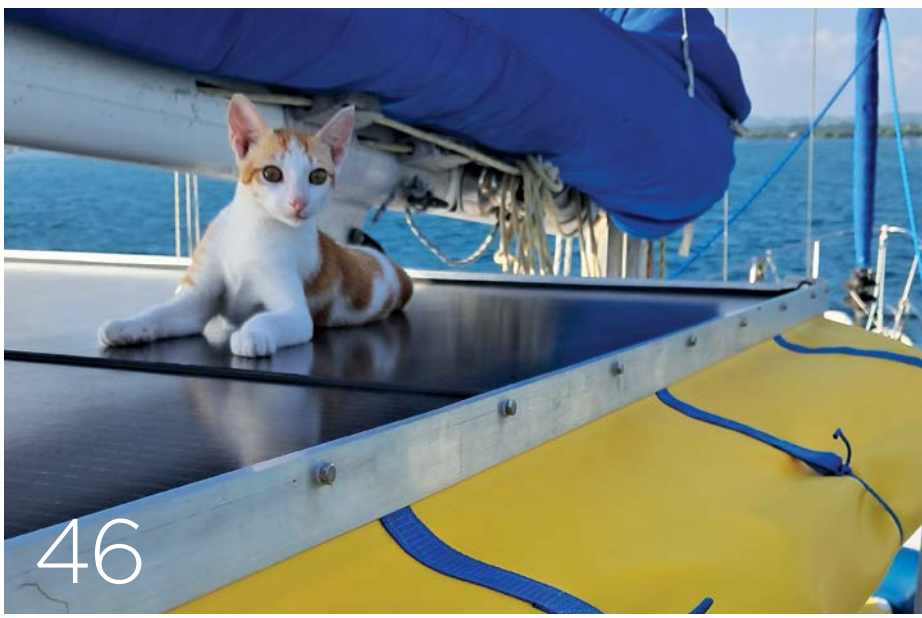
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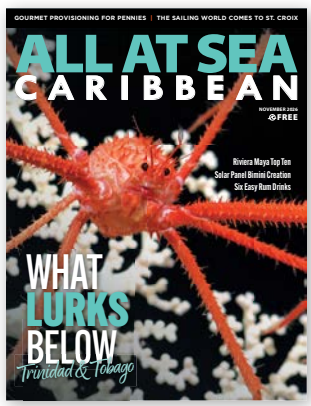
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ON THE COVER:
What Critters Lurk Beneath Trinidad and Tobago?
Image Courtesy Schmidt Ocean Institute



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Owned and Published by
Kennan Holdings, LLC
382 NE 191st Street #32381
Miami, Florida 33179-3899
phone (410) 929-2248

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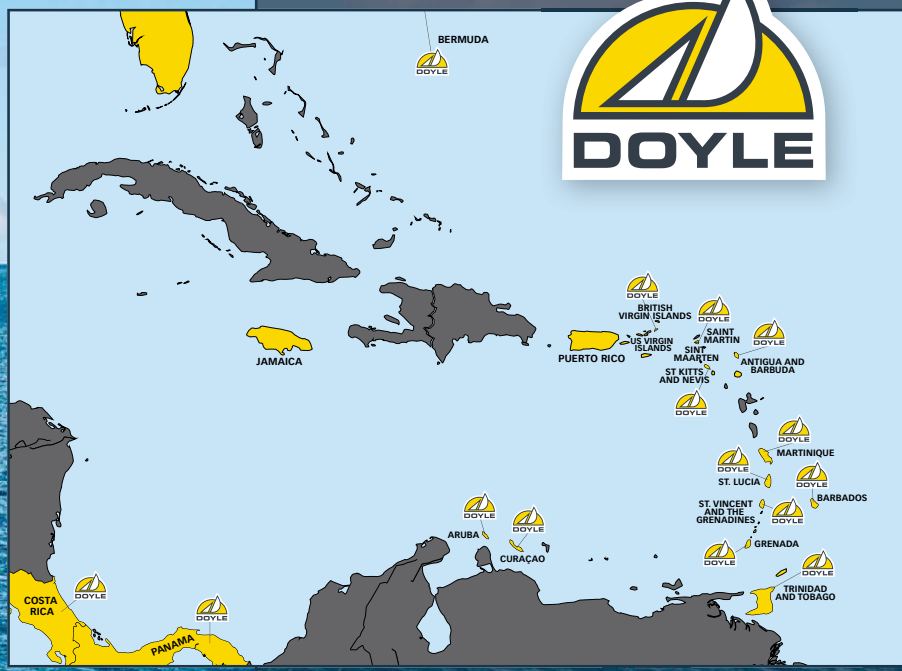
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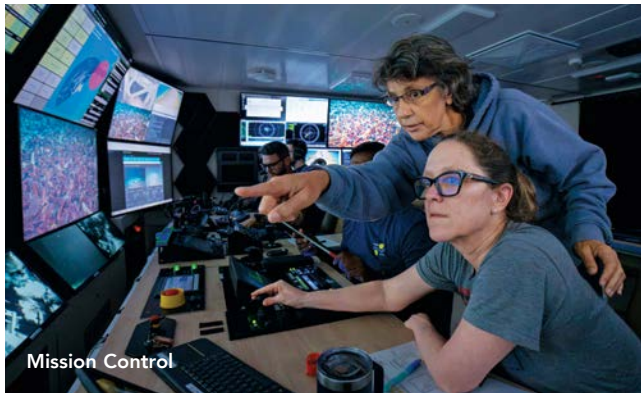
DEEP-SEA DISCOVERIES OFF TRINIDAD & TOBAGO

Less than 0.001% of Trinidad and Tobago's deep-ocean territory has ever been explored. Now, scientists have found at least 20 suspected new species and 25 cold-seep or vent ecosystems in these largely unseen waters. The finds came during a month-long expedition in July, the first locally led comprehensive survey of Trinidad and Tobago's deep sea, according to an August press release from Schmidt Ocean Institute. Aboard the Institute's 363-foot research vessel Falkor (too), a team led largely by Trinbagonian scientists mapped 4,376 square miles of previously uncharted seafloor, about 13% of the country's marine territory.

Using the ROV SuBastian, scientists spotted ghost sharks, zombie worms and a black swallower fish, whose expandable stomach lets it eat prey larger than itself. They also encountered a rare manta ray fall at 3,363 feet. At least 54 species had never before been observed in Trinidad and Tobago's waters.

Among the suspected new species is a Graneledone octopus first spotted in 2014 but not confirmed until this expedition. More than 700 specimens were collected.

"These discoveries are proof that Caribbean scientists can uncover our own deep-sea backyard," said Dr. Diva Amon,



Mission Control

COURTESY SCHMIDT OCEAN INSTITUTE

the Trinbagonian marine biologist and SpeSeas co-director who served as chief scientist on the expedition. "Every discovery we make, whether ecosystem, species, or behavior, deepens our understanding of what's at stake and strengthens our ability to be true stewards of this unseen yet critical part of our country." ***schmidtocean.org***

DOMINICAN REPUBLIC MOVES TO MAKE YACHT VISITS EASIER

Clearing into the Dominican Republic could get faster and easier if new nautical tourism legislation becomes law. The Dominican Senate gave first-reading approval on August 26

to a bill designed to attract more visiting yachts while setting uniform rules for recreational boating.

For yacht owners and captains, one of the biggest changes would be at clearance. The bill calls for a single-window system for arrival and departure formalities, with authorities required to respond to clearance requests within three hours. It would also standardize fees and set operating rules, including five-knot speed limits while transiting recreational ports and anchorages and three knots while maneuvering.

The measure also aims to grow the marine industry. Qualifying yachts, sailboats and other recreational craft imported into the Dominican Republic would receive a 10-year exemption from customs tariffs. That exemption applies to vessel imports, not foreign yachts simply visiting Dominican waters. Certain marina and nautical-tourism investments would receive additional tax incentives.

Proponents say the changes could make the Dominican Republic more competitive for Caribbean yacht traffic, improve boating safety, and encourage marine investment.

Notably, the measure has taken this route before. Previous versions advanced in the island's Congress but did not become law. The current bill remains under review and must clear additional legislative steps before taking effect. ***senadord.gob.do***

ANGUILLA COURTS SUPERYACHT MARKET IN MONACO

Anguilla wants to turn more superyacht bows toward its shores. With its first superyacht marina, Port Nimara, underway, the island stepped up its pitch to the international



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Sean Richard, Jameel Rochester, Keri Rogers, Sherman Williams

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COURTESY ALEXSEAL

HS Ultimate Clear, Boebs Shipyard

yachting market in September at the Monaco Yacht Show. The British Overseas Territory, just north of superyacht hubs St. Maarten/St. Martin and St. Barths, was represented by Tourist Board chairman Sean Richard, tourism director Jameel Rochester, destination experience manager Keri Rogers and Air and Sea Ports Authority CEO Sherman Williams.

"As we prepare for the upcoming yachting and small- to medium-sized luxury vessel season, these discussions support further engagement and our continued efforts to enhance the official port-of-entry experience at Road Bay," says Williams.

Anguilla also courted yacht owners at a reception aboard Oceanco's 111-meter Leviathan, where guests sampled a Shoal Bay Margarita rimmed with locally produced salt from Anguilla Sands, Salts & Chocolate.

Port Nimara, which is scheduled to welcome its first yachts during the 2027 winter season, will offer 118 berths for yachts up to 240-plus feet on Anguilla's southwest coast. Planned amenities include on-site customs and immigration, crew facilities, and the Beaufort Yacht Club. ***www.IvisitAnguilla.com, portnimara.com***

ALEXSEAL INTRODUCES NEW CLEAR COAT FOR YACHTS

Caribbean sun puts yacht finishes to the test. Alexseal has introduced HS Ultimate Clear Coat, a new coating developed with increased UV and scratch resistance for yachts operating in high-UV regions, running double seasons or working in charter.

The product is the final layer in Alexseal's Base Coat/Clear Coat system, protecting the color coat underneath and providing the finished gloss. According to the company, the increased surface hardness is designed to reduce microscratches and holograms caused by wiping and polishing, while UV protection helps slow weathering of the finish.

MarineMax Vacations Makes BVI Charter Booking Easier

Booking a BVI power catamaran charter just got a few clicks easier. MarineMax Vacations launched a redesigned website in September where guests can check real-time availability and pricing, place a hold and book online. Charterers can also compare five power catamaran models, from the three-cabin, 42-foot MarineMax 423 to the five-cabin, 54-foot MarineMax 545. Individual boat pages detail cabin configurations and guest capacity, while expanded BVI content offers itinerary ideas and a look at experiences from snorkeling and paddling to secluded beaches and onboard dining. Those who prefer personal help can still request a customized quote from a charter consultant.

"Planning a charter should feel as exciting as the trip itself. With our new website, guests can browse the fleet, check real-time availability and pricing, and book their British Virgin Islands vacation faster and easier than before," says Dave Bigge, vice president of MarineMax Vacations. "And our team is always just a call away when they want a more personal touch."

MarineMax Vacations, a subsidiary of Oldsmar, Florida-based MarineMax, operates its power catamaran charter fleet from the BVI. ***marinemaxvacations.com***



COURTESY MARINEMAX VACATIONS BVI





COURTESY MARINA PUERTO CHICO

For boatyards and paint crews, Alexseal focused development on flow, leveling, and overspray uptake. The latter is particularly important on large yacht projects, where fine overspray can settle on already painted areas. The coating is formulated to absorb those particles into the wet surface for a more uniform finish.

HS Ultimate Clear is based on Alexseal's existing HS Clear Coat and will replace that product by the end of 2026.

Alexseal is the yacht-coatings brand of Hamburg, Germany-headquartered Mankiewicz, with its U.S. operation based in Charleston, South Carolina. ***www.alexseal.com***

MARINA PUERTO CHICO ADDS WAVE PROTECTION

Boats and docks at Marina Puerto Chico in Fajardo, Puerto Rico, are getting added protection from waves and storm exposure. One of six properties in the Grand Caribbean Marinas network, the marina is installing a floating wave attenuator at Docks A1 and A2 to reduce wave action, provide more protected dockage, including for visiting boats, and increase usable capacity. The marina is coordinating installation with the U.S. Fish and Wildlife Service and the Puerto Rico Department of Natural and Environmental Resources.

"A floating wave attenuator isn't a cosmetic upgrade; it's resilience infrastructure," said Giuseppe Cicatelli, founder and principal of the Bacalia Group, a San Juan-headquartered private investment company that owns and operates Grand Caribbean Marinas. "Marinas function as working coastal infrastructure: they support nautical tourism, dockhands, mechanics, captains, divers, and hundreds of small businesses built around the water."

The project builds on a $1.137 million federal Boating Infrastructure Grant awarded to Marina Puerto Chico in 2023 for transient boating improvements, matched by a $968,582 marina investment. ***www.gcmarinas.com***

HANSEYACHTS NAMES NEW AMERICAS GENERAL MANAGER



There's a new face at the helm of HanseYachts in the Americas. Marian Scheer has been named general manager of Hanse US, overseeing the company's yacht brands across North and South America, including the Caribbean. Scheer will be based in Saunderstown, Rhode Island.

The appointment brings Scheer back to HanseYachts, where he began his career, following years working in the international marine and yacht industry.

"Marian learned the business at Hanse and knows our company and our brands from his own experience. At the same time, he brings many years of international experience and understands both the European and American markets," says Maxim Neumann, chief sales officer of HanseYachts AG. "This makes him the perfect link between Germany, our dealers and partners across North and South America, and our customers in the region."

Scheer succeeds Doug Brophy, who will focus on his Fjord Boats dealership. Isabella Szumowski remains on the Hanse US management team, supporting the dealer network throughout the Americas.

Headquartered in Greifswald, Germany, HanseYachts AG builds sailing and motor yachts under several brands, including Hanse, Dehler, Moody, Fjord and Sealine. ***hanseyachtsag.com***

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Route du Rhum - Destination Guadeloupe

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If you have any
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or **FUN IMAGES FROM *AFTER* AN EVENT,**
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November Events

NOVEMBER 1 | Route du Rhum - Destination Guadeloupe 2026. One hundred eighteen solo sailors set off from Saint-Malo, France, racing 3,543 nautical miles across the Atlantic to Pointe-à-Pitre, Guadeloupe, in one of ocean racing's biggest events. The fleet spans top professionals and amateurs, with the fastest multihulls expected to reach Guadeloupe about a week later and other classes following over the next several weeks. In Guadeloupe, spectators can welcome skippers ashore at the Mémorial ACTe arrival village in Pointe-à-Pitre, with concerts, live entertainment, exhibits and food adding to the shoreside festivities. In Basse-Terre, the Village de la Bouée puts spectators close to the action as competitors round Guadeloupe before racing to the finish, while Marina Bas-du-Fort hosts an educational village. Admission to the main arrival village is free. ***www.routedurhum.com***

NOVEMBER 6 – 7 | 37th Boys & Girls Club Yacht Rendezvous. Superyachts, yacht hopping and a black-tie night for a good cause return to Fort Lauderdale, Florida's Pier Sixty-Six. Friday's all-white Yacht Hop features private vessel tours, food pairings and live entertainment, while Saturday's gala adds live and silent auctions and a headline performance by Grammy-nominated singer-songwriter Mike Posner. "The extraordinary generosity of our fleet owners, sponsors, and attendees directly funds safe places, mentorship, and workforce



COURTESY BOYS & GIRLS CLUB YACHT RENDEZVOUS

programs for thousands of young people," says Chris Gentile, Boys & Girls Clubs of Broward County president and CEO. For yacht registration, VIP packages, and sponsorships, visit ***www.yachtrendezvous.com***

NOVEMBER 7 | Willy T Race & Virgin's Cup. Yachts will race from Tortola, BVI, to the Willy T Floating Bar & Grill in The Bight, Norman Island, with one rule up front: women take the helm. Monohulls, multihulls, ILCAs and RS Fevas are invited, with weather determining the course. First start is at 10 a.m. "Female skippers only," says Tamsin Rand, manager at the Royal BVI Yacht Club. Sponsored by the Willy T since 1990, this

long-running regatta ends where the party starts, with a post-race celebration aboard the floating bar. ***www.royalbviyc.org***


Virgins Cup and Willy T Regatta

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NOVEMBER 10 – 13 | Fall Charter Yacht Show. Seventy charter yachts and 155 brokers and management company agents are already registered for this year's show. The fleet averages 58 feet, ranging from a 45-foot Fountaine Pajot Elba to several 80-footers. New on the docks is Sea Goddess, a brand-new 60-foot Sunpower ALVA Solar-E. For the second year, yachts will also be displayed at Virgin Gorda Yacht Harbour. Water toys remain popular with charter guests, while another trend is quieter nights. "We are starting to see yachts promote their ability to offer silent nights" using lithium battery banks, says Janet Oliver, executive director of the Charter Yacht Society of the BVI. ***www.crewedyachtsbvi.com***

NOVEMBER 12 – 14 | Cap Cana Classic. Hook into some of the Caribbean's hottest blue marlin action off the Dominican Republic. Now in its 22nd year, this catch-and-release tournament draws anglers from around the world to Marina Cap Cana, with blue marlin the main attraction and white marlin and sailfish also scoring. Boats compete in sonar and non-sonar divisions, with awards for the top three in each. Overall, lady and junior anglers can earn honors, too. Back at the docks, nightly parties keep the fun going, capped by a final prize-giving. ***marinacapcana.com***



Delta Dawn - Sonar Winner

COURTESY CAP CANA CLASSIC 2025

NOVEMBER 14 – 17 | USVI Charter Yacht Show. Bigger boats and new broker experiences are on tap when some 45 crewed charter yachts fill C and D docks at IGY's Yacht Haven Grande, St. Thomas. The primarily sailing multihull fleet ranges from 45 to 80 feet, with newer yachts joining recently refitted favorites. "Each year we are seeing fewer vessels in the 40 feet range and more over 60 feet," says Melissa Popple, director of events for the show host, Virgin Islands Professional Charter Association. One to see is the solar-electric Isabella 62. New this year are extended Broker Experience outings, morning wellness sessions, and awards and crew festivities at the Lindbergh Bay resort. ***usviyachtshow.org***

NOVEMBER 17 – 22 | International Billfish Tournament (IBT). More than $100,000 in cash and prizes is on

NOVEMBER 14 – 15 | Discover the Caribbean Dinghy Regatta. Small-boat sailors take to the waters off Ponce, Puerto Rico, for the 36th annual two-day competition hosted by the Ponce Yacht & Fishing Club. Nine divisions are in the lineup: three Optimist divisions — RWB, Green and Super Green — plus ILCA 4, Sunfish, 29er, 420, O'Day Mariner and Chalana. Optimist sailors range in age from 7 to 15, while youth and adult classes bring a diverse fleet to the starting line. After racing, sailors head ashore for food, drinks, and prize-giving. ***For information, call (787) 842-9003, or Email clubnauticoponce@gmail.com. Register at theclubspot.com/regatta/MA5qu8uFMn***



COURTESY PONCE YACHT & FISHING CLUB



COURTESY IBT 2025

the line as anglers head offshore from Club Náutico de San Juan, Puerto Rico, for three days of billfishing in this 73rd annual event. A $50,000 bonus goes to the first boat to release 10 billfish. Competition is on 30-pound line under IGFA rules, with separate sonar and non-sonar divisions and both inboard and outboard boats eligible. This year adds a Caribbean-wide twist: teams can also compete for the Reciprocity Perpetual Cup, linking San Juan with the Torneo Aguja Azul in the Dominican Republic and the North Drop Open in the British Virgin Islands. Atlantic blue marlin releases earn points toward the Cup. The El Morro Shoot Out kicks off the fishing, with waters stretching from near Cabo San Juan west to Vega Baja and no northern limit. ***www.fishclubnautico.com***



COURTESY ST BARTH CATA CUP 2025

NOVEMBER 18 – 22 | St. Barth Cata Cup. Fast cats and international crews will take over the waters off St. Barth November 18–22, when around 40 Formula 18 catamarans line up for four days of racing. Professional and amateur teams from France, England, Switzerland, Belgium, the Netherlands, Sweden, Argentina and the U.S. are expected. "The race village on Saint-Jean Beach puts spectators close to the action, where they can watch the starts and finishes and enjoy the atmosphere around the racing," says Elodie Ghezzi, event coordinator. Ashore, four themed evenings keep the energy going, with nightly public events and entertainment at Gyp Sea Beach. ***stbarthcatacup.com***

NOVEMBER 20 – 22 | Jolly Harbour Yacht Club (JHYC) Annual Regatta. Race Antigua's west coast for two days off Jolly Harbour. Local and visiting yachts are welcome, while sailors looking for a ride can sign up to crew. New this season is JHYC's fleet of eight 24-foot Elite one-design keelboats. "We're excited to start a one-design fleet for one-on-one racing, with eight Elite boats arriving in Antigua in November," says Tim Richards, JHYC commodore. Typically raced by crews of three, the Elites can also fly a spinnaker. Racing wraps up with drinks and prize-giving in Jolly Harbour. ***www.jhycantigua.com***



Nanny Cay Round Tortola Race 2025

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NOVEMBER 21 | Nanny Cay Round Tortola Race. Racing around the 21.5-square-mile island of Tortola, BVI, has challenged sailors for over 50 years. Starting and finishing off Nanny Cay, the November 21 event welcomes monohull racers and cruisers, multihulls, foilers and bareboats. Entrants can also contest the anticlockwise Nanny Cay Challenge. "Typically, the largest fleet is the Corsair trimarans, but we also see a good number of bareboats," says Royal BVI Yacht Club manager Tamsin Rand. Spectators can watch from Nanny Cay's breakwater or vantage points around the island. The afterparty is at Peg Legs. ***www.royalbviyc.org/nanny-cay-round-tortola-race***

NOVEMBER 26 – 29 | Budget Marine St. Maarten Optimist Championship. Young Caribbean sailors return to Simpson Bay for the 21st edition and four days of Optimist sailing. Practice races start Thursday morning, followed by championship racing that afternoon through Sunday. "We look forward to welcoming sailors from across the Caribbean for a weekend of competition, fun and camaraderie," says Sam Peeks, St. Maarten Yacht Club sailing school manager. Optimist Championship, Green and Benjamin fleets offer racing for different ages and experience levels. A Thursday dockside dinner adds to the fun, with prize-giving Sunday afternoon. Charter boats and equipment are available. ***smyc.com/optimist-championship***

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2027–2031

Caribbean International Regatta Calendar



REGATTAS	2027	2028	2029	2030	2031
RORC Transatlantic Starts	Jan 10	Jan 9	Jan 14	Jan 13	Jan 12
Barbados Sailing Week (Keelboats)	Jan 16–21	Jan 15–21	Jan 18–21	Jan 17–21	Jan 16–21
Grenada Sailing Week	Jan 31–Feb 5	Jan 30–Feb 4	Jan 28–Feb 2	Jan 27–Feb 1	Jan 26–31
Caribbean Multihull Challenge	Feb 3–7	Feb 2–6	Jan 31–Feb 4	Jan 30–Feb 3	Jan 29–Feb 2
RORC Nelson's Cup Series	Feb 16–19	Feb 15–18	Feb 13–16	Feb 19–22	Feb 18–21
RORC Caribbean 600	Feb 22–26	Feb 21–25	Feb 19–23	Feb 25–Mar 1	Feb 24–28
St. Maarten Heineken Regatta	Mar 4–7	Mar 2–5	Mar 1-4	Mar 6–9	Mar 4–7
Antigua Superyacht Challenge	Mar 10–14	Mar 8–12	Mar 7–11	Mar 13–17	Mar 12–16
Antigua Racing Cup	Mar 17–21	Mar 15–19	Mar 12–16	Mar 20–24	Mar 19–23
St Barths Bucket Regatta	Mar 17–21	Mar 15–19	Mar 14–18	Mar 20–24	Mar 19–23
BVI Spring Regatta	Mar 29–Apr 4	Mar 27–Apr 2	Mar 19–25	Apr 1 – 7	Mar 31-Apr 6
St.Thomas International Regatta	Apr 8–11	Mar 23–26	T B D	Mar 28 – 31	Mar 27–30
Antigua Classic Yacht Regatta	Apr 14–19	Apr 7–12	Apr 11–16	Apr 10 – 15	Apr 16–21
Antigua Sailing Week	Apr 21–25	Apr 19–23	Apr 18–22	Apr 17 – 21	Apr 23–27
Atlantic Rally for Cruisers (ARC)	Nov 21	Nov 20	Nov 19	Nov 24	Nov 23

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Eating conch in the Bahamas, early '70s



Gourmet Provisioning for Pennies

CRUISING | BY CAP'N FATTY GOODLANDER

The longest we've gone without provisioning is 4.5 months between India and Madagascar. Upon arrival, we still had enough provisions for another couple of months. But that's not the cool part—the cool part is that we ate like kings across the Indian Ocean. And we did it without refrigeration.

How? By being creative about our relative poverty.

Problem #1 was fresh water. We didn't have a watermaker. We had to rely on rain and conservation. Our 'pristine' tankage was 50 gallons. Our 'deck tankage' was 28 gallons. Thus, our twin galley sinks had three spigots. One for the freshwater, one for the deck water (which may have mud, salt, and bird poop in it), and the final one for saltwater.

Offshore on a limited supply of water and lots of empty ocean ahead, we'd use saltwater to wash plates and pans—and fresh water to rinse.

To collect water off the deck, we installed a flush water fill to the 28-gallon tank, then corralled the water into the fill with twin 30-foot Dacron lines. This works amazingly well. While some water leaks under the line, 95% of the rain is routed directly to the fill. Easy-peasy.

Often our Bimini would be cleaner than our deck, and we used "string theory" to route it into small jugs. That's right—drape strings where the drips are, and you can redirect them into the jugs up to about 40 degrees.

Thirdly, Carolyn made a canvas collection device under the main boom goose-neck area—huge rainwater flow there. Needless to say, if our deck and rig are salty, we wait for the first 10 minutes to let everything rinse.

Then we used the half and thirds rules—we'd allow ourselves to use 1/3 our water during the first half of our voyage, 1/3

for the second half—and arrive with 1/3… in case we got blown back offshore on our final approach. Hint: monitoring your use throughout the cruise is important. In conservation mode, we use a total of 3 gallons per day. In 'dire' mode we use 2 gallons a day.

The joke is that Carolyn can wash a lavish meal in a thimble of water. That's part of the reason I married her—moderate and extreme poverty seems to suit her.

Thus, we left India with full tanks and arrived in Madagascar nearly 5 months later with 1/3 of our tankage after cruising the Maldives and Chagos. All with 'caught' water.

Here's the truth of it—frugal and highly active sailors can circumnavigate on the money wealthy pay for their (stupidly sophisticated and undependable) water makers and their money, time, and power needs. Plus, weight. Plus, spare parts. Plus, electrical needs.

I mean—really! Why would anyone pay anyone five or ten thousand dollars for a watermaker that—*oh, yeah*—requires an additional *booster pump* to perform efficiently—a pump whose life is measured in hours or weeks, not decades.

But, of course, each to his own. I've lived aboard for 66+ years, and I've never purchased a watermaker—though my current vessel came with one that makes 3 gallons/hour between rebuilds. (Carolyn can rebuild it in her sleep, for gosh sakes!)

My point is this: you can't make tasty meals with plastic-tasting water. Water is important.

And don't forget that solar stills work well in emergencies. Plus, we have a tiny mechanical desalinator in our life raft's ditch bag. (Thus we can always get a cup of water if we squeeze, say, until our hand/arm falls off.)

Oh, and many Aussie sailors carry a tiny little microbrewery in their forepeak—I'll drink to that! (I'm not sure if this was just a fad or it continues, but these 'downunder sailing beer addicts' are clever!)

Next up is the 25 kilos of rice we carry. For us, it MUST be Jasmine rice from Thailand and bug-free at the time of purchase. We immediately decant it into 1.5-liter empty water bottles—so if a bottle develops bugs, it doesn't contaminate the others. (We used to toss a preservative bay leaf in but no longer do so as results were inconclusive.)

Cooking the rice: my beloved Chef Carolyn uses a bit of chicken bouillon and a touch of oil or butter. (Try this—instant gourmet rice!)

Every other day at anchor and while on passage, she makes various types of fresh bread. We carry tins of canned New Zealand butter—this alone elevates our cuisine significantly.

Hint: make sure your galley counters are sturdy—Carolyn has broken a few while kneading bread with a tad too much enthusiasm. And, yes, she allows it to raise (or proof) twice. Just before shoving it into the preheated oven, she liberally coats the top with butter—*oh, I'm making myself hungry just writing about it!*

Yes, we carry a lot of bread flour—but also some all-purpose and cake flour. (How she keeps track of all this, I'll never know.) She cans (in a pressure cooker, in glass jars) pints and half-pints of beef, pork, chicken, turkey, ground beef, etc. These are good for years—as long as you hear the jar's concave surface 'pop' to flat upon opening. If there's no audible 'pop,' we deep-six it. We've never had a problem in the last 56 years of using this method.

As jars are emptied, we use them to can beans, fish, lobster—even heart-of-palm!

Many Aussie sailors carry a tiny little microbrewery in their forepeak—I'll drink to that! (I'm not sure if this was just a fad or it continues, but these 'downunder sailing beer addicts' are clever!)

Example: just before, say, crossing the Indian Ocean, Carolyn calls a 'canning week.' Each day she cooks a large roast or turkey—and we have it for dinner—then she spends the rest of the evening canning it.

On passage, as empty cans emerge from use, she makes canned beans—but before pressure-cooking them, she opens a large jar of pork, beef, and turkey… to flavor the beans individually. We even have 'hot' and 'mild' beans because we like hot-hot-hot! (Plus, of course, cooked food reheated on a stove lasts much longer if it's drenched in hot sauce.)

Thus, our beans and rice are mighty tasty—even if some of the ingredients are over a year old in the tropics without refrigeration.

On a typical passage day, we have breakfast, 'second breakfast', and a coffee break (with dates and/or nuts. Then lunch. Then dinner. Throughout the day, we have coffee and tea.

This uses a lot of propane—to go over four months without provisioning, we had to carry two extra tanks.



Three generations of Goodlander girls join us in the Med, 2008 maybe

Since she's big on sauces, we carry a lot of UHT milk. Oh, and I love honey with my morning oat bran (which lowers my cholesterol).

Variety is the spice of life—and we can use many spices and seasonings to vary the taste. In particular, we use a lot of ketjap manis (common in Asia; basically soy sauce with brown sugar).

Yes, we eat a lot of fresh fish—but it's never boring because it is fried, broiled, baked, poached, grilled, etc.—with different seasonings.

We're not the world's greatest fishermen, but we manage to catch mahi-mahi and tuna on passage occasionally. But we often hang out in landless atolls (Beverage and Minerva, for example) if I want to write another book. These spots teem with fish—it takes less than a minute to catch a grouper or sweet lip celeb in Beverage, anchored in 42 feet of gin-clear water.

If we want to fill our inflatable dinghy to the *gunwales* with fish in an hour or two, we putt-putt to the pass where the fish practically hop aboard. (Pull 'em in fast or the lazy sharks eat half.)

My only weapon aboard is my smile—but we do a lot of *gathering*. For example, coconut isles move and erode. Each time a palm falls into the water, Carolyn rushes over with her machete to get the heart-of-palm. It's *heavenly*, with a bit of effervescence.

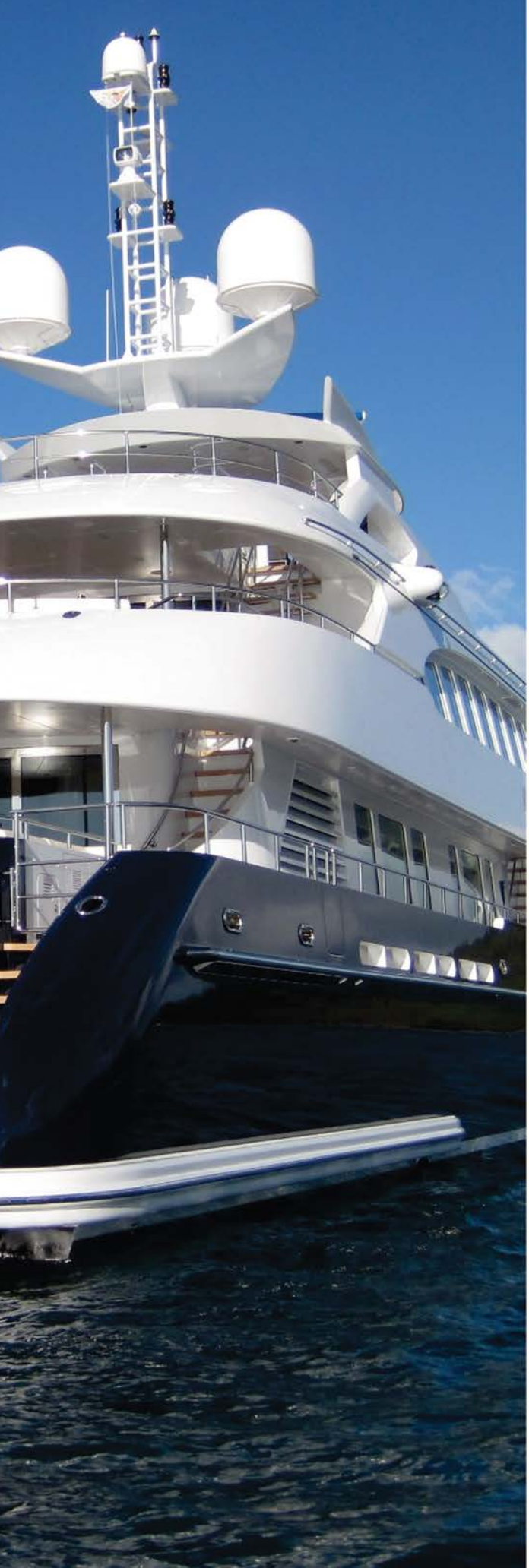
In Polynesia, every fruit and coconut is owned either privately or communally, but by law, once on the ground, it can be gathered by anyone (to eliminate waste and spoilage).

This is called *Maisu*, if my memory serves.

In many places, there are breadfruit (Thanks, Captain Bligh!), coconuts, mangoes, papaya, pandanus, limes, bananas, dragon fruit, durian, etc.

While rum is only a dollar a gallon in Madagascar, we made rice wine while hangin' in deserted Chagos for half a year.

Yes, there's a lot of shellfish—ask the locals or, if in Tonga, watch the pigs who fish at low tide. (Only in Tonga have I witnessed this.)



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L-R Professor Mani and entourage of Cochin University. India 2002

Hint: tidal pools are a constant source of small but tasty protein.

Limpets, mussels, clams, oysters, conch, etc., are edible. Land crabs and shore crabs are tasty—especially the giant mud crabs of Madagascar, which we think taste *better* than lobster! Sea urchins provide roe, and are easy pickings if you carry welding gloves. Bird eggs are full of protein and fat—and there were so many on the island of Maupih'a (just west of Bora Bora) that they were difficult not to step on.

Adult lobsters, of course, but make sure to put the small or pregnant ones back.

The Chinese love sea cucumbers and jellyfish but… that's a bridge too far for us.

It's easy to live cheaply in Madagascar. Just eat what the $2-a-day-income natives eat.

Whatever you do, don't imitate Chicken George who pulled into Africa with a flock of 'em aboard… whew, that was the stinkiest yacht in the history of humanity! (Each to his own—and if you're a cruiser with a dog aboard, don't go to the Yap, as the natives will eat it within minutes of it leaping ashore.)

I'm not overly fond of the taste of shark, *even after soaking in milk*, but the meat is nutritious—and they're super easy to catch in most tropical lagoons.

Step 1) catch a small fish; 2) sew a shark hook into it. 3.) Attach the hook with a 40-foot chain to a spare anchor. 4.) Toss everything overboard. From the Bahamas to the Western Pacific, you can catch one to three sharks per day this way. (It can't break the chain and it tires itself swimming in circles.)

South African sailors are big on sun-dried beef, kudu, or springbok. Certain types of fish, too. Think beef jerky but thicker, less sweet, and dried more slowly.

While for our first two circs we had no refrigeration, that didn't mean that we didn't have a *downstairs cupboard. Example:* if I caught too many adult conch to eat at one sitting (you can tell by the flange/lip on the shell if they're old enough to have reproduced) and I'm staying in one place for a while, I take a piece of string and loosely tie them together. Being both antisocial and stubborn, the conch immediately walk away from each other—then strain at the end of the string. Yes, they could all run away if they cooperated—but they're too dumb to do that, so they remain nearly stationary instead. (Come to think of it, *a lot* of my shore friends are like this!)

Sea urchins, fish, and crabs can be held in captivity within chicken wire pens below your boat for short periods of time—just make sure you eat them before they eat each other.

Can a sailor live off the land on certain tropical isles? Abso-

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lutely! Is it easy? Absolutely NOT! It takes hugely tiring 12-hour days to survive.

Islands are surrounded by the sea—which still teems with fish. Impromptu solar distillers can be made. Salt can be extracted from seawater by the sun—to preserve the fish with.

We don't carry a gun aboard—but we do carry our trusty Hawaiian sling. Crab traps can stow flat. I know one guy that fishes with a (modified) standard bow-and-arrow that has a spool mounted on it—he says catching certain types of fish is easy-peasy with it (and he doesn't even get his toes wet)!

It might sound disgusting, but many tropical isles in the Pacific have the village toilet (a piece of plywood with a hole cut in it) at the end of the dock that juts into the lagoon. The moment you sit down, the reef fish below know it—and begin grunting in happy anticipation.

What do the villagers eat—why, fish from the lagoon, of course!

…talk about efficient, low-maintenance waste recycling!
Why is 'fine dining aboard' so important to us, other than the fact that we like to eat good food?

Because, as we circumnavigate, we're constantly being bought drinks, snacks, and meals by wealthier yachties. Once or twice—fine. But soon it gets in the way of friendship if we're *all gimme and no givee*.

Obviously we can't reciprocate monetarily because we're circ'ing on $12,000 a year and they're doing the same on $150,000+. However, we can, and do, often invite our wealthy compatriots to dinner aboard *Elizabeth, Corina, Carlotta, Wild Card,* or *Ganesh*. And many of our finest, dearest, and longest-lasting cruising friends were made this way. Carolyn is a good great Italian chef who enjoys feeding people. I, on the other hand, find almost every person I break bread with interesting. Oh, and I might even spin a sea yarn or two.

How does Dylan put it? *May you always do for others, and let others do for you.* Exactly!

EDITOR'S NOTE: Fatty and Carolyn are still hunting and gathering amid the five million industrious people of Singapore—a city-state so wealthy that millionaires are commonplace, and Ferraris appear to outnumber fishing boats.

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Peter Stanton

COURTESY ST CROIX YACHT CLUB.

The Little Boat that Brought the World to St. Croix

BY CAROL M. BAREUTHER

Little did Peter Stanton think when he started racing Sunfish (ISCA) as a kid at the St. Croix Yacht Club (SCYC) that one day the world would come to his backyard. From November 4-14, more than 70 sailors, nearly half women and representing at least 16 countries, will race off Christiansted when the ISCA World Championships return to U.S. Virgin Islands (USVI) waters for the first time in 56 years. Stanton — who went from racing a fleet of about 10 ISCAs on Sundays off St. Croix to competing in 13 ISCA Worlds, winning the 2025 ISCA Masters World Championship, and earning a bronze medal for the territory in the Open ISCA class at the 2018 CAC Games — will be among them, this time on home waters.

It's a fitting homecoming for a 14-foot boat with an outsized place in USVI sailing history. The first ISCA Worlds were sailed in St. Thomas in 1970, when 56 sailors from nine countries competed. Now, 56 years later, the championship returns to the territory and moves to St. Croix. Specifically, the SCYC will host the ISCA Youth, Masters and Women's World Championship November 4-8, with racing November 6-8. The 55th ISCA Open World Championship follows November 8-14, with racing November 10-13.

FROM SAILFISH TO ISCA

The ISCA started with a simple idea. Friends Al Bryan and Cort Heyniger of Waterbury, Connecticut, wondered how to put a sail on a surfboard. Their answer was the flat-decked plywood Sailfish. Then, in 1951, Bryan's pregnant wife found the deck uncomfortable. Adding a cockpit and widening the hull created the ISCA. Heyniger drew its familiar logo by tracing a nickel and adding fins, a tail, and an eye. Fiberglass construction came in 1959, while the basic one-design hull and performance profile have remained essentially the same since 1970.

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Wooden Sailfish caught on early in St. Croix. The first Sailfish one-design series was raced in August 1961, with famed multihull designer Dick Newick winning. By February 1962, the fleet had grown to 25.

"Periodically, the fleet was culled and new boats purchased, with the ISCA replacing the Sailfish," says Julie San Martin, regatta chair.

GROWING UP ISCA

Stanton joined the scene after his family moved to St. Croix in 1989.

"My parents told us that living on an island meant we had to swim, row and sail," he says. "We later realized that meant they needed us to go somewhere while they worked."

That somewhere was the SCYC summer program. Stanton, his brothers, and a core group of young sailors bounced between boats depending on the upcoming regatta. At 130 pounds, Stanton was too light for a full-rig Laser. There were 420s, but few regattas, and St. Croix had no high school sailing program at the time ISCA offered opportunities.

In 1998, Stanton's mother, Karen, and other volunteers raised money to replace part of SCYC's 30-year-old ISCA fleet. A year later, 10 juniors from St. Croix and St. John qualified for the Worlds in nearby Ponce, Puerto Rico. Stanton finished seventh among 104 sailors and earned Top Junior honors. That was 1999.

Stanton's mentors included Alan Sun, Lenn DePalma, Carlos Skov, Beecher Higby, Nick Castruccio, Stan Joines and Bill Chandler. Chandler offered free Saturday morning coaching and kept watch even from home.

"Bill would watch from his house any sailing on the water. Sure enough, he would get in his car and head to the SCYC, meet all the sailors, and give us his viewpoint on what we were doing or ask why we did certain things," Stanton says. "It was just a great community all around."

Stanton carried those lessons to Worlds and major international games.

"Bringing the Crucian hospitality, and how my parents raised my brothers and me, everywhere I go is so important," he says. "Sailing well and results are great, don't get me wrong, but



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how you represent yourself and your country on and off the water is even more important. One comment I say a lot is, 'If you have not won the respect of your competitors, you have won nothing at all,'" he adds.

Winning the Masters World Championship in 2025 was especially sweet.

"It was always a dream of my dad's to see me win one, and I finally did," says Stanton, whose father passed away in 2022. "I know he had to have helped me from above."

BRINGING THE WORLDS BACK

By 2021, with Stanton ranked among the top 10 ISCA sailors internationally, talk often turned to the first Worlds in St. Thomas. Later that year, after Stanton finished fourth at the Worlds in Sarasota, Florida, San Martin took it a step further.

"Julie asked me, 'Hey Peter, do you think we should host the ISCA Worlds?'" Stanton says. "I said, 'Sure, why not,' not thinking it would happen. But if you know Julie, she is a go-getter."

San Martin contacted the international class, submitted a proposal and budget, and St. Croix was awarded the 2026 Worlds. As a result, some 200 sailors, family members, and supporters are expected in Christiansted for about 10 days during a traditionally slow tourism period. More than 70 ISCA will launch from Hotel on the Cay, fill Christiansted Harbor with sails, and stream through the Schooner Channel toward the racecourse. Among those to watch will be defending Open World Champion Simon Gomez Ortiz of Colombia. Other top competitors hail from Curaçao, Peru, Guatemala, Canada, and the United States, while Caribbean islands are represented by Bonaire, the Dominican Republic, Puerto Rico, and Trinidad & Tobago. Stanton races as the defending Masters World Champion. The Worlds also give countries a chance to qualify in the ISCA class for the 2027 Pan American Games. Spectators can watch from Shoys Beach and The Buccaneer, while the Christiansted Boardwalk offers a shoreside view as the fleet heads out and returns.

Stanton hopes the payoff lasts beyond the Worlds.

"I sure hope there is a resurgence in ISCA sailing in the Caribbean, not just on the racing side, but getting sailors and new sailors on the water and starting to love the sport of sailing and enjoying the amazing waters of the USVI," he says.

For Stanton, who found his opportunity in an ISCA, raced it around the world, and became a Masters World Champion, there's no plane ticket required this time.

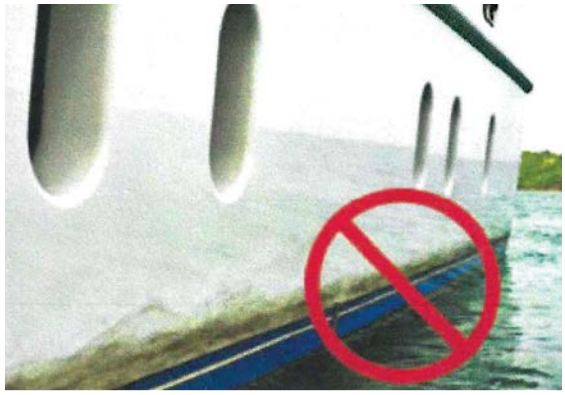
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Sugar Factor Ruins

Cenotes, Ruins and Whale Sharks: A Riviera Maya Top Ten

BY CAPT. SHANE McCLELLAN

My wife, Lily, and I met at the beginning of 2021. By our fourth date, we had decided to spend six weeks driving across her native Mexico, from Cancún to Guadalajara, during the off-season. Covid restrictions made crossing international borders difficult at the time, and we both wanted to see more of her country.

Here are our top ten for the Mayan Riviera, on the Caribbean coast of Quintana Roo. All can be reached while cruising — eight from the water and two, Cobá and Bacalar, with a drive inland. Two well-known names didn't make the list: Cancún, because it is mostly wall-to-wall resorts, and Chichén Itzá, because it sits in neighboring Yucatán state (though it is well worth the trip). Now, on to the countdown.



10 **Sian Ka'an Biosphere Reserve.** Designated a UNESCO World Heritage Site in 1987 to protect it from development, Sian Ka'an covers some 528,000 hectares (1.3 million acres) of tropical forest, mangrove swamp and marsh. The reserve begins just south of Tulum and remains largely untouched; jaguars, crocodiles, monkeys and manatees all live here. We drove the potholed dirt road to Punta Allen and can't recommend it — take a boat tour from Tulum instead. Cruisers will find several bays inside the reserve that look like good anchorages, with the wildlife all to yourself. Check the regulations before you drop the hook.

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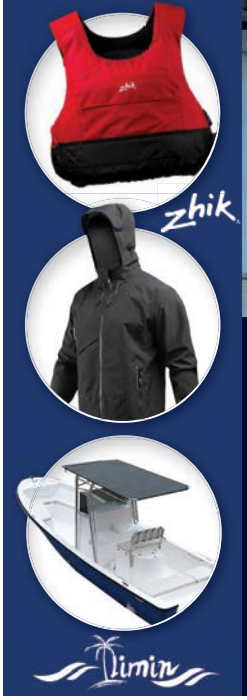
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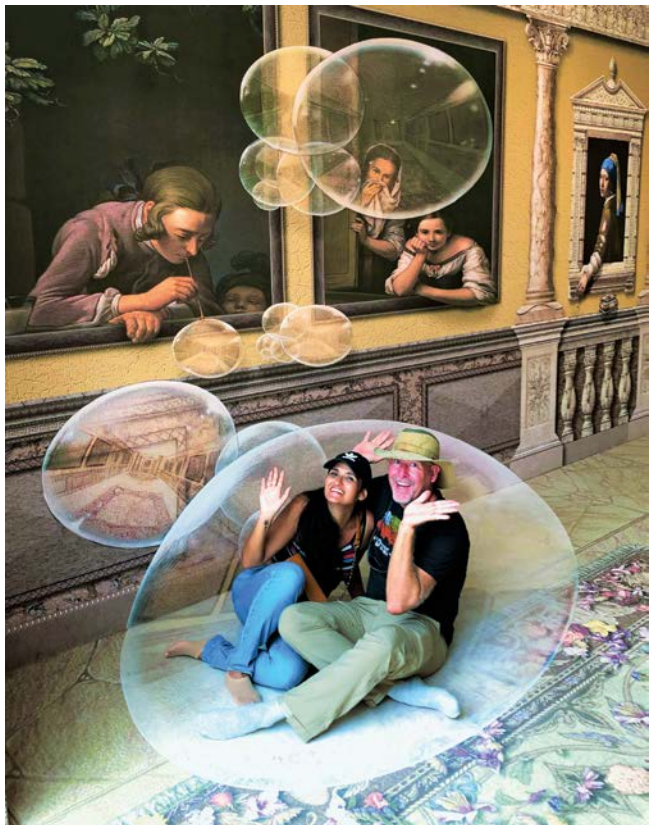
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9 **3D Museum of Wonders.** Playa del Carmen is where people go for Cancún-style beaches, nightlife and food in a more relaxed, authentic setting. The beach is superb, the pedestrian-only Fifth Avenue is the heart of town, and there is even a small Mayan ruin just outside the gated community of Playacar. What we loved most, though, was the 3D Museum of Wonders, where more than 20 scenes are painted in forced perspective so that, viewed through a camera lens, they make for remarkable photos. We almost skipped it — we knew nothing about it and balked at the price — but once inside we enjoyed every minute of posing and spent nearly two hours there.

7 **Cozumel's Ruins.** Cozumel is best known for diving, but the island also holds several Mayan sites. We felt hustled in town, where as many as six cruise ships a day call in winter, but once we took the road that loops around the southern half of the island, it was a different story. San Gervasio, in the middle of the island's northern half, is the best of the ruins: a ceremonial center with six small temples. About a kilometer down the main road is the Mayan Bee Sanctuary, a working museum that shows how the Maya harvested honey centuries ago. They kept a native stingless bee rather than the familiar honeybee, so tasting the different honeys was a treat. Toward the south end, near El Cedral, Kun Che Park mixes original ruins with re-creations depicting Mayan life before Columbus. It is also where we found our first cenote — more on those later.



6 **Tulum.** Tulum may be Mexico's oldest resort: its walled city was built as a place for Mayan nobility to relax and worship, and the ruins are striking against the blue Caribbean. Today Tulum is growing fast and is the third most visited archaeological site in the country. Hotels and resorts line the

8 **The North and South Ends of Isla Mujeres.** Isla Mujeres, about 8 miles off Cancún, appears again further up this list, but its two ends deserve their own entry. At the north end is Playa Norte, a shallow white sandbar that runs well out to sea. The water is spectacular, it is one of the best beaches in the area, and there are plenty of bars and restaurants for when you need a break from the sun. The south end of the 4.5-mile-long island, Punta Sur, is the easternmost point in Mexico. Walkways run along the top of the limestone cliffs and down by the water, and the scenery is stunning. Here you'll find a lighthouse, the ruins of a Mayan temple to Ixchel, a modern sculpture garden and food trucks.



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Mangrove Channel

beach, but we chose a boutique resort in the jungle and loved it. Beyond the ruins, Tulum has a fine beach and no fewer than seven cenotes nearby.

5 **Isla Mujeres.** The name means "Island of Women." For a thousand years the island was a Mayan sanctuary to Ixchel, goddess of fertility and childbirth, and women made pilgrimages here. Unlike Cozumel, it has a small-town feel, and we loved puttering around on a rented scooter. Besides the north and south ends, we saw the protected lagoon full of cruising boats, small beaches we had to ourselves, Hacienda Mundaca (built in the 19th century by the slave trader and pirate Fermín Mundaca) and countless small things that made our time there special. One stop we couldn't resist was the Ice Bar, where we donned parkas in a giant freezer and enjoyed drinks among a bed, toilet, chairs and sculptures — all made of ice.





4 **Bacalar.** Known as the Lagoon of Seven Colors, Bacalar is a strikingly pale blue-and-green lagoon a short way inland. It draws fewer tourists, so it feels like a place you discovered yourself. Several open cenotes line the shore, and getting out on the water is as easy as a two-hour boat tour or a rented kayak. In the small town is the Fort of San Felipe, built by the Spanish in the 1700s to defend against pirates. For cruisers, the best approach is to sail around Ambergris Caye, Belize, then up the long bay to Chetumal, right on the Mexican border, and rent a car for the 40-minute drive.


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3 **Cobá.** Over the years we have visited many Mayan ruins, large and small, and Cobá remains one of our favorites. Founded around 300 BC, it peaked between AD 500 and 900 and was still occupied when the Spanish arrived. Positioned between Chichén Itzá, Tulum and other Mayan cities, it was a transportation hub, and at its height it was home to more than 50,000 people. Its Nohoch Mul pyramid, at 138 feet, is one of the tallest on the Yucatán Peninsula. What we loved is that Cobá is far less known than Chichén Itzá or Tulum, so you feel more connected to the place. The best way around the sprawling site is by bicycle, riding through jungle that grows right up to the temples. Nohoch Mul reopened to climbers in late 2025 via a new wooden staircase, and the view over the jungle canopy is worth the effort. As if that weren't enough, there are three excellent cenotes nearby.

2 **Whale Sharks.** Swimming with the world's largest fish — a filter feeder like a whale that looks like a shark — is one of the greatest experiences either of us has had, together or apart. Whale sharks can grow to 40 feet or more, and I took a photo of Lily in front of one where it looks as if she could easily have swum into its enormous mouth. They are highly migratory, and every summer they gather in the waters north of Isla Mujeres.





1 **Cenotes.** Cenotes (seh-NOH-tays) are sinkholes in the limestone that expose groundwater. They resemble the blue holes of The Bahamas and Belize, except that cenotes are fresh water while blue holes are salt. They were the Maya's main source of water. On our trip we visited about 35 cenotes and loved every one. They come in four types. The first is fully open at ground level and feels like a pond or lake. The second is open but sunken, with sheer walls dropping 10 to 100 feet from the jungle floor, like a quarry. The third is bell-shaped, with a small opening above the water — the most fun, since you can jump through the hole. The last is fully enclosed, like a cave with a lake inside. The Yucatán Peninsula has thousands of cenotes; a guide at Chichén Itzá joked that for every acre you buy, you get two free. We loved the variety, and could easily write a top ten of cenotes alone.



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Going Electric Part 2: Building a Solar Panel Bimini

TEXT AND PHOTOS: BIRGIT HACKL AND CHRISTIAN FELDBAUER



Big bulky roof

Biminis made from canvas have a limited life expectancy and when all maintenance and repair measures fail, cruisers face a decision: have another bimini made from canvas (or try to sew one yourself) or swap to a hard-top instead. We found a third alternative and replaced our sunbrella bimini with a cockpit roof made from solar panels. Here's a how-to, in case you want to increase your solar input and get a waterproof, low-maintenance bimini.

Canvas bimini, hard-top or just solar panels?

Our SY Pitufa came with a bimini made from sunbrella mounted on adjustable stainless-steel tubes. Soon the roof started leaking—not much fun for the helmsperson to stand in a constant Chinese water torture chamber while steering in rainy weather. We put on water-proofing, soon after we had to replace the zippers, then the material chafed through in a few areas and we added canvas strips as reinforcement. Long story short—over the years it was a constant struggle to stay on top of maintenance. We enviously ogled boats with hard-tops, compared designs and played with the idea of having one built or even building one ourselves from ply-

wood and fiberglass. But thinking out of the box we had a different idea: Sure, a hard-top provides a stable support for panels, but then, why start a major project and build a bimini from wood and/or fiberglass, when solar panels themselves can form a stable roof?

Constructing a support

Arrived in a boatyard, we took off the stainless steel tubes of our old bimini and asked a welder to construct a sturdy frame. We opted for aluminum, simply because our SY Pitufa is made from aluminum, so it's much simpler and better to have the same material welded on. If you have a GRP boat or a steel boat, you can of course go for stainless tubes without worrying about corrosion between the materials. Planning the frame took some time to make sure it would not interfere with the boom, winches and lines while providing enough overlap with the spray dodger to keep the cockpit dry. Once the plan was done it took the welder just one day to cut and weld the frame and mount it on Pitufa.

Mounting the panels

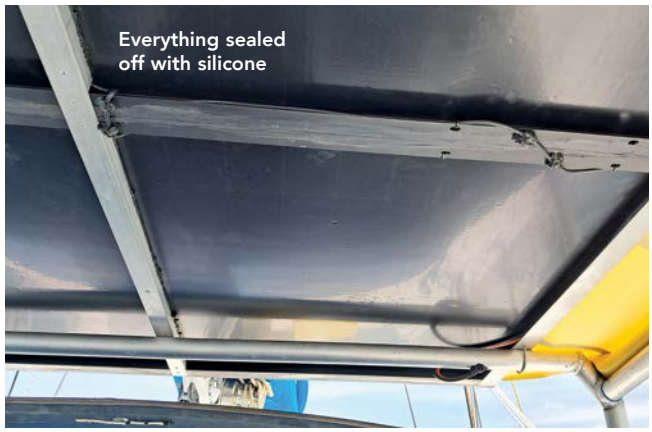
One huge panel would form a waterproof roof, but handling such a monster would be difficult, so we decided to go for two 400 Watt panels instead. It doesn't really matter if they are mounted next to each other or behind one another—you'll have to see what fits best on your design.

Christian cut aluminum angle bars as an extra support for the panel frames and riveted them on. We picked higher bars than necessary to form a barrier around the panels which would later on allow us to collect rainwater. As the whole construction is slightly tilted forward, Christian reinforced the material at the forward corners to be able to tap a thread and screw in hose pipe connectors.

The panels you buy will hopefully be wonderfully sturdy, the ones we had ordered turned out to be alarmingly unstable—they visibly flexed already whenever one of our cats jumped down on it from the boom. Thinking of the forces the construction would encounter with Pitufa sailing in rough conditions, we added another aluminum profile with silicone padding in the middle of the panel (which doubles now as a cable conduit) to stabilize and reinforce the roof.

Making the roof waterproof

We used food-grade silicone to seal off the gap between the two panels and all around the outer support angle bars to get the cockpit nice and dry and to have a waterproof collection area for rainwater that we can lead straight into the water tanks.



Everything sealed off with silicone



Measuring and cutting huge canvas is always fun on a boat with small work space



Yet another tough job for our old pfaff sewing machine



TIP: Use superglue to hold the canvas in place while screwing it on to the roof



Punching holes for the screws



Neatly rolled up when not in use

Adding side flaps

Now we had an airy, waterproof roof, but we like to think of our cockpit as a cozy terrace, so we definitely needed canvas on the sides to keep out rain and sun. We contemplated removable options: sliders would be possible, or a two-part system with a fixed part on top and zippers to add side flaps, but plastic parts tend to have a short life when constantly exposed to harsh UV light, so we decided to go for a permanent solution instead. Once more we headed to the little, local hardware store for even more aluminum profile bars—this time smaller, thinner ones—to clamp the top of the canvas in place.

We used a roll of vinyl that we had onboard—unfortunately rather heavy and slightly elastic material. If you find sturdy and non-stretchy material (like it's often used on trucks), go for it! We made do with what we had, measured it so it would nicely fit around the aluminum support tubes with different attachment points for stormy weather (closing off the cockpit tightly) and hot days (tied to the railing to allow airflow). When we don't need the sides, we can roll them up and tie them neatly on to the aluminum tubes.

Birgit and Christian have been repairing, improving and sometimes sailing their SY Pitufa since 2011. They set out from the Med, sailed across the Atlantic and via the Caribbean to the Pacific. Currently they are cruising in the Western Pacific. Follow their journey on their blog www.pitufa.at or check out their books on Amazon ("Sailing Towards the Horizon", "On Velvet Paws Towards the Horizon" and "Cruising Know-How").

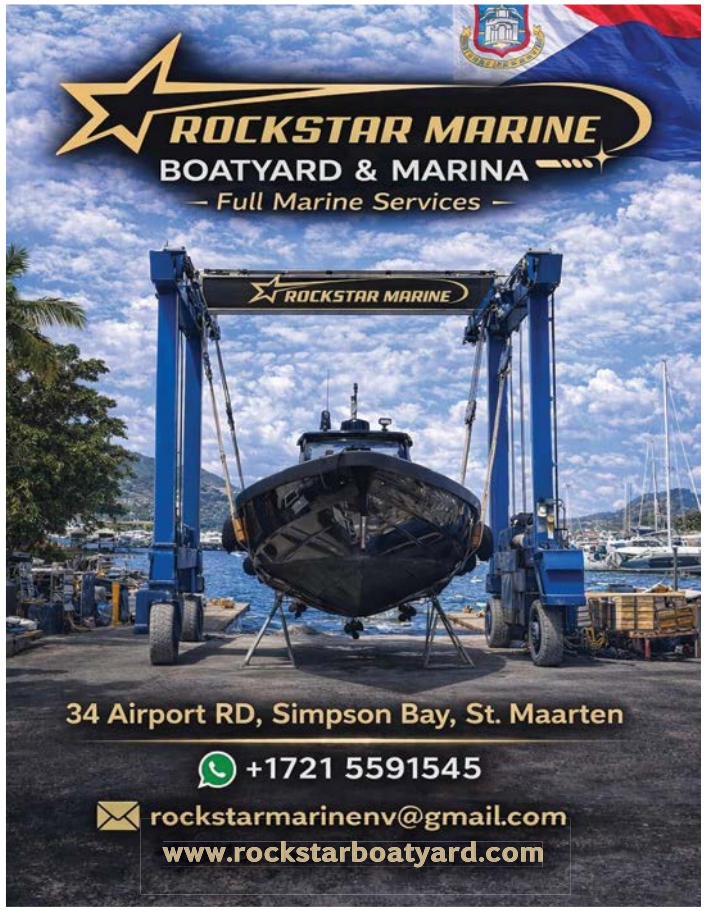




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Last month, rum was on its best behavior—Richland Rum, that is—poured neat, sipped slowly and savored from a proper glass. This month, rum has slipped its moorings, hoisted the sails and set a direct course for the cocktail shaker. Grab the ice, squeeze the limes and let the good times flow!

Rum may be the most accommodating bottle in the galley. It can be crisp with lime, spicy with ginger beer, creamy with coconut or warming on a cool November night. Better yet, these drinks need no electric blender, no parade of bar tools and no heroic supply of ice. They were chosen for real life aboard, where the boat may roll, the icebox may sulk and thirsty friends always seem to arrive at sunset.

Suggestion: Best to wait until the hook is down and the boat is safely secure before mixing these. Then find the least breakable glasses aboard, pour, sip and enjoy!

THE PAINKILLER

Makes: 6 drinks

1-1/2 cups dark rum
3 cups pineapple juice
3/4 cup orange juice
3/4 cup cream of coconut
Ice and freshly grated nutmeg

Pour the rum, pineapple juice, orange juice and cream of coconut into a half-gallon jug. Close it tightly and shake un-

til smooth. Chill it in the coldest corner of the icebox, shake again and pour over ice. Grate fresh nutmeg over every glass.

NOTE: Fresh nutmeg turns a pleasant tropical drink into a proper Painkiller.

THE DARK 'N' STORMY
Makes: 1 drink
2 oz. Goslings Black Seal Rum
6 oz. ginger beer
Ice and a lime wedge

Fill a tall, narrow cup with ice and add the ginger beer. Float the dark rum on top and finish with the lime wedge. Give it a gentle stir before drinking.

NOTE: A narrow cup survives a ferry wake far better than a grand, wide cocktail glass. The ginger beer also earns its locker space as a refreshing alcohol-free drink for the captain on watch.

Ti PUNCH — When the ice runs out
Makes: 1 small but mighty drink
1-1/2 oz. rhum Agricole (or white rum)
1 tsp cane syrup or more to taste
1 thin slice of lime

Squeeze the slice of lime into a small glass and drop it in. Add the cane syrup and rhum agricole, then stir. Traditionally, this French Caribbean favorite needs no ice, shaker or refrigeration.

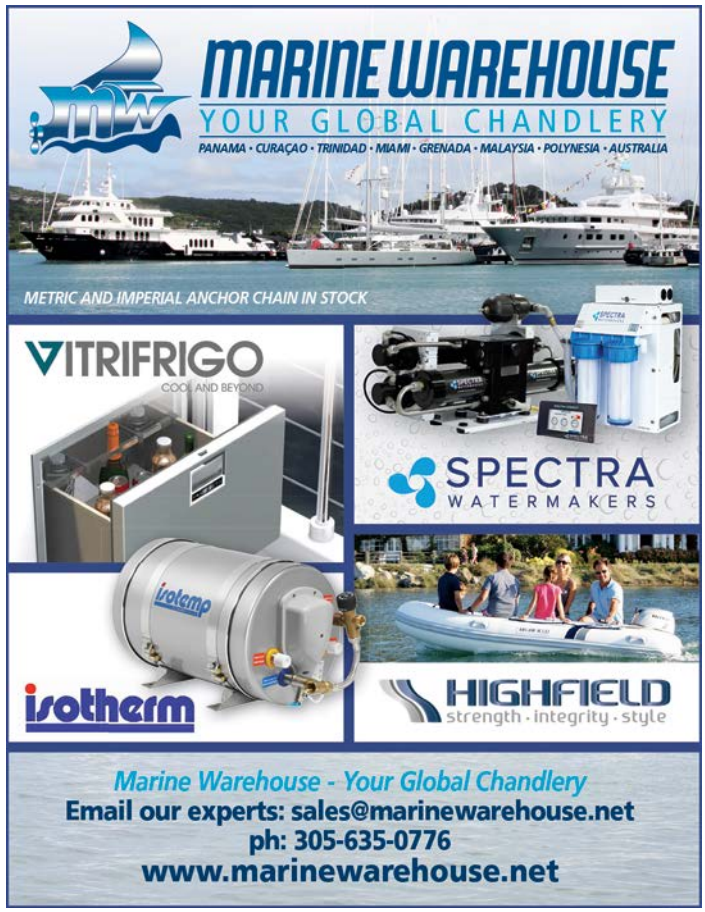
NOTE: Set out the rum, syrup and lime and allow everyone to mix their own. The island saying is "each prepares their own poison." That is also a good reminder that this little drink should be sipped slowly.

THE PROVISIONERS DAIQUIRI
Makes: 1 drink
2 oz. white rum
1 oz. fresh lime juice
3/4 oz. simple syrup
Ice

Combine everything in a shaker and shake hard until icy cold. No shaker aboard? A clean mason jar with a secure lid works beautifully. Strain into a small glass or pour it over fresh ice.

NOTE: The true daiquiri never needed a blender, a strawberry or a slush machine. Rum, lime and sugar do the job splendidly.

Continued on page 82





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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 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	●		●	●	●	●	●

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

= 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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MARSH HARBOUR, ABACO, The Bahamas. Built for the yachting lifestyle, Crosswinds pairs a 5 BR/5.5 BA waterfront home with a 150-foot private dock, 32,000-pound boat lift and breakwater. The main residence offers open living spaces, panoramic water views, and nearly 3,000 square feet of covered verandas and decks, plus a one-bedroom guest apartment. Outdoor amenities include a pool, outdoor kitchen, screened porch and tanning deck. A four-person elevator, 45-kW generator, garage, air-conditioned storage, watermaker, and storm protection add practicality. Set on .59 acres with 100 feet of waterfront on both sides, the home comes fully furnished. Price: U.S. $4,500,000

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



LONG BAY HILLS, PROVIDENCIALES, TURKS AND CAICOS ISLANDS. Deep-water canal frontage and nearly two acres offer a rare opportunity for boaters to build in Providenciales. The 1.98-acre freehold parcel features 156 feet of continuous waterfront on a protected canal dredged to more than 8 feet, accommodating serious cruising vessels and providing the potential for a substantial private dock. Less than 1,000 meters from the Caicos Banks, the west-facing property overlooks Flamingo Pond and offers room for a private estate, guest quarters, pool, boathouse, and other amenities. The parcel may also be subdivided into multiple canal-front homesites. Price: U.S. $1,750,000

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

3



ST. CROIX, U.S. VIRGIN ISLANDS. Award-winning architect Hugh Newell Jacobsen designed this 6 BR/4.5 BA oceanfront estate on 2.75 acres. Walls of glass and soaring ceilings frame Caribbean Sea views, while a central atrium with 20-foot live palms brings the tropics indoors. The five-bedroom main residence and one-bedroom guest house offer ample space for family and guests. Outside, a resort-style pool with fountains takes center stage. The furnished property also features private patios, a sea-view kitchen, a 15-foot concrete dining table, a 60,000-gallon cistern, and a 40-kW generator. Currently a successful vacation rental. Price: U.S. $3,900,000

JULIET SAN MARTIN, RE/MAX St. Croix
julie@teamsanmartin.com | www.teamsanmartin.com
Office: (340) 773-1048 | Cell: (340) 690-9040

4



ST. THOMAS, U.S. VIRGIN ISLANDS. Newly renovated, this mixed-use building sits two blocks from historic Market Square and the Charlotte Amalie waterfront. The upper two floors offer 24 residential studio units with en suite baths, plus a dedicated office space for management. The ground floor is already producing income from a long-operating laundromat leased at $1,800 per month and a convenience store at $2,000 per month. Price: U.S. $2,700,000

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

5



ST. JOHN, U.S. VIRGIN ISLANDS. Picture a Caribbean home on this 2.07-acre waterfront parcel, with stunning sunrise and down-island views of Tortola and Virgin Gorda. The property extends to the water, combining more than two acres of land with an expansive Caribbean outlook. Its size offers plenty of room to create a private island retreat that takes full advantage of the sea, scenery, and cooling breezes. A rare opportunity to build from the ground up with the water at the property's edge and some of the British Virgin Islands' best-known islands on the horizon. Price: U.S. $575,000

SCOTT NEWLAND, Newland Real Estate, LLC | Scott.newland01@gmail.com
vibeachfrontproperties.com | Cell: (340) 643-4147

RED CORAL
PROPERTIES

LOBLOLLY *Nightly / weekly (three night minimum)*





A spectacular and elegant four-bedroom luxury villa with a gourmet kitchen, three reception rooms, incredible views, expansive gardens and a large pool. Just five minutes to the marina at Nanny Cay you can keep an eye on your boat from the deck!

TINGALAYO *Nightly / weekly (three night minimum)*





The ultimate island escape, six bedrooms, two pools, a pickleball and basketball court, a hot tub, gym, yoga pavilion and so much more. The perfect retreat for large groups or regatta teams.

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$1,950,000.00



Salt Spring Estate, Virgin Gorda
$6,950,000.00

RED CORAL PROPERTIES are a boutique brokerage in the BVI specialising in residential sales and luxury villa rentals. If you are here to spend time on the water, on vacation or in a regatta, and would like some time on terra firma we have some fabulous options.

THE CLIFF HOUSE *Nightly / weekly (three night minimum)*





An iconic property built into the cliff on Tortola's most western tip, you will almost have certainly have sailed past this stunning home at some point. Beautifully appointed with a dock and just five minutes from the marina at Soper's Hole.

BEACH STONE ESTATE *Nightly / weekly (three night minimum)*





A rare private three bedroom villa (with optional additional one bed guest cottage) waterfront retreat with direct beach access. This is perfect for those who want to explore the islands or simply hide away in paradise.



The Beach Retreat | One bedroom | Nr Beach
$595,000.00



The Blue House | 4 Bedrooms | Elevated
$1,500,000.00

RED CORAL PROPERTIES

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6



VIRGIN GORDA, BRITISH VIRGIN ISLANDS. An infinity pool at The Beach House seems to spill toward the sea, and a white-sand beach is just steps away. Inside are 5,807 square feet of contemporary living, including a gourmet kitchen and dining for 12. Another 5,460 square feet outdoors includes terraces, landscaped gardens, an outdoor kitchen, showers, and a fire pit. Two primary suites feature private courtyard showers, while four additional bedrooms each have ensuite baths. Generous indoor and outdoor gathering spaces make the villa equally suited to family stays, entertaining, and relaxed days by the water. Price: U.S. $18,500,000

CHRIS SMITH, Coldwell Banker BVI Real Estate
chris@coldwellbankerbvi.com | www.coldwellbankerbvi.com

7



OLD TOWNE, MONTSERRAT. View the Caribbean coast from this 0.95-acre cliffside homesite, with Lime Kiln Beach to the north and Old Road Bay and Isles Bay to the south. The gently sloping property offers an ideal setting to build a Caribbean dream home, surrounded by attractive residences yet only minutes from restaurants and shopping. Pelicans and seabirds glide past as waves lap the shoreline below, adding to the property's island appeal. Price: U.S. $319,000

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

8



PICCADILLY, ANTIGUA. Step from the patio to the pool, beach, and reef-protected waters of Willoughby Bay at this recently built waterfront villa, with the option for a private boat mooring. Set on 0.35 acre of landscaped tropical gardens, the 3 BR/2.5 BA home features open-plan living, a full-length covered patio and a 10-by-30-foot pool. The primary suite opens to ocean views, while a double garage and large secure storage area offer room for watersports gear. A 30,000-gallon cistern, backup generator, and Starlink add practicality. Furnishings negotiable. Price: U.S. $1,850,000

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Office: (268) 562-7599 | Cell: (268) 764-6565

9



HAMILTON, NEVIS. Set high enough to catch sea views and cooling breezes, this property near Charlestown spreads across 1.35 acres of mature gardens. The main house has 3 BR/2 BA, with an open kitchen and living area flowing onto a large covered veranda for outdoor dining and lounging. A pool adds another place to enjoy the tropical setting. Tucked elsewhere on the grounds, a separate one-bedroom cottage with its own kitchen and bath provides private accommodations for guests, extended family, or rental use. Price: U.S. $750,000

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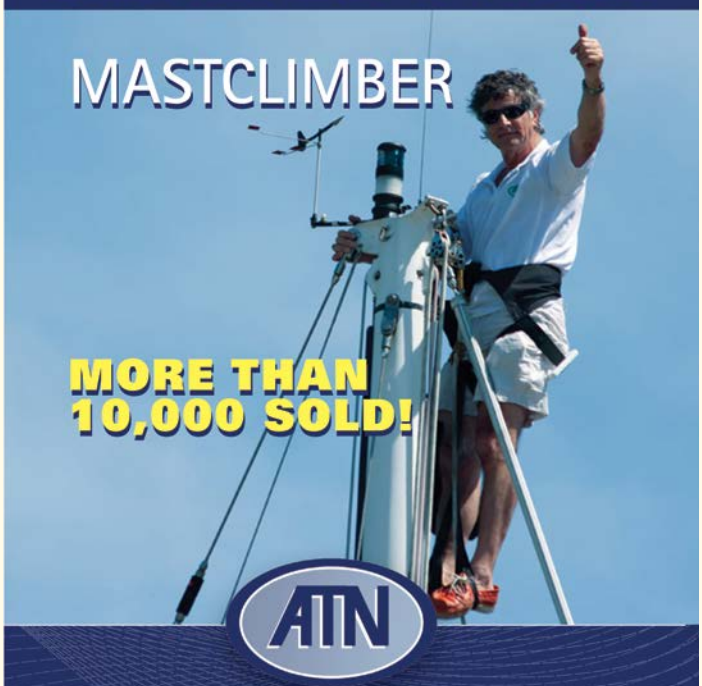
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DOES YOUR SPORT BRA HAVE POCKETS? OURS DO!

By Jamal Branford

Phelps Pocket CEO Eddy White remembers an instance when his girlfriend took off her bra and her cigarette lighter fell out of it.

"Why was your cigarette lighter in your bra?" he asked her.

She told him with the dress she had on, she had no other place to put it.

This sparked an idea: what if there was a way for women to store items in their bras safely and securely?

It's a common problem for the fairer sex. After all, dresses, skirts and other clothing women like to wear often don't have pockets for their objects. So they have to rely on their purses or handbags, which can be annoying to search through, or just stick smaller items in their bras for quick access. Of course, the downside of that is the items may become sweaty or cause discomfort.

Eddy's idea was to create a bra that had pockets in them, an idea that his girlfriend encouraged him to pursue. She was confident that he could make it a reality, considering his background in design.

"About ten years ago, people were starting to make exercise pants with pockets," he said. "I figured if they can do that with pants, why not bras?"

After his girlfriend's unfortunate passing, Eddy recalled that conversation while watching an infomercial late at night about a product some inventor was hawking. He hadn't pursued the idea for the bra while she was alive, but now he was extra motivated.



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"While I was watching those infomercials, I felt like she was talking to me, telling me I should go for it," he said.

His idea became a reality with the development of his sports bra, the Phelps Pocket, which he named after Mary Phelps Jacob, who invented the modern bra in 1914. After conducting a focus group with over 100 women, Eddy designed and patented padded pockets on the inner linings of the bras that allow women to safely and securely stow items such as money, keys and credit cards with no worries about discomfort or sweat affecting the objects.

The bras were designed for comfort, with wider shoulder straps for added support, a higher back strap cut and elastic material that stretches to keep the body looking slim and toned.





As an homage to his Virgin Island roots, Eddie, who is based in West Palm Beach, Florida, has designed his first iteration of the Phelps Pocket sports bras using the colors of the United States Virgin Islands flag and classic madras pattern.

"I moved back to the Virgin Islands to take care of my mom three years ago," he explained. "After she passed, I decided to stay and wanted to give back to the people from the Virgin Islands who have supported me for so many years. This product is my way of giving back."

The white bra and short sets will be available for sale at USVI shops this summer and will include a free visor or cap packaged in a Phelps Pocket drawstring bag.

Eddy is working on designing bra sets in additional colors and Caribbean flag themes for the Virgin Islands' neighboring nations. In the near future, he expects to add additional products to the Phelps Pocket line, including T-shirts and crop tops, with more colors and themes that will be available for purchase online.

Eddy's ultimate goal is to provide the product to all women everywhere.

"I'm hoping Phelps Pocket will eventually become a major sports apparel company not just for ordinary women, but also for professional female athletes," he said.




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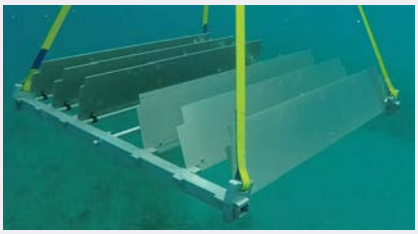
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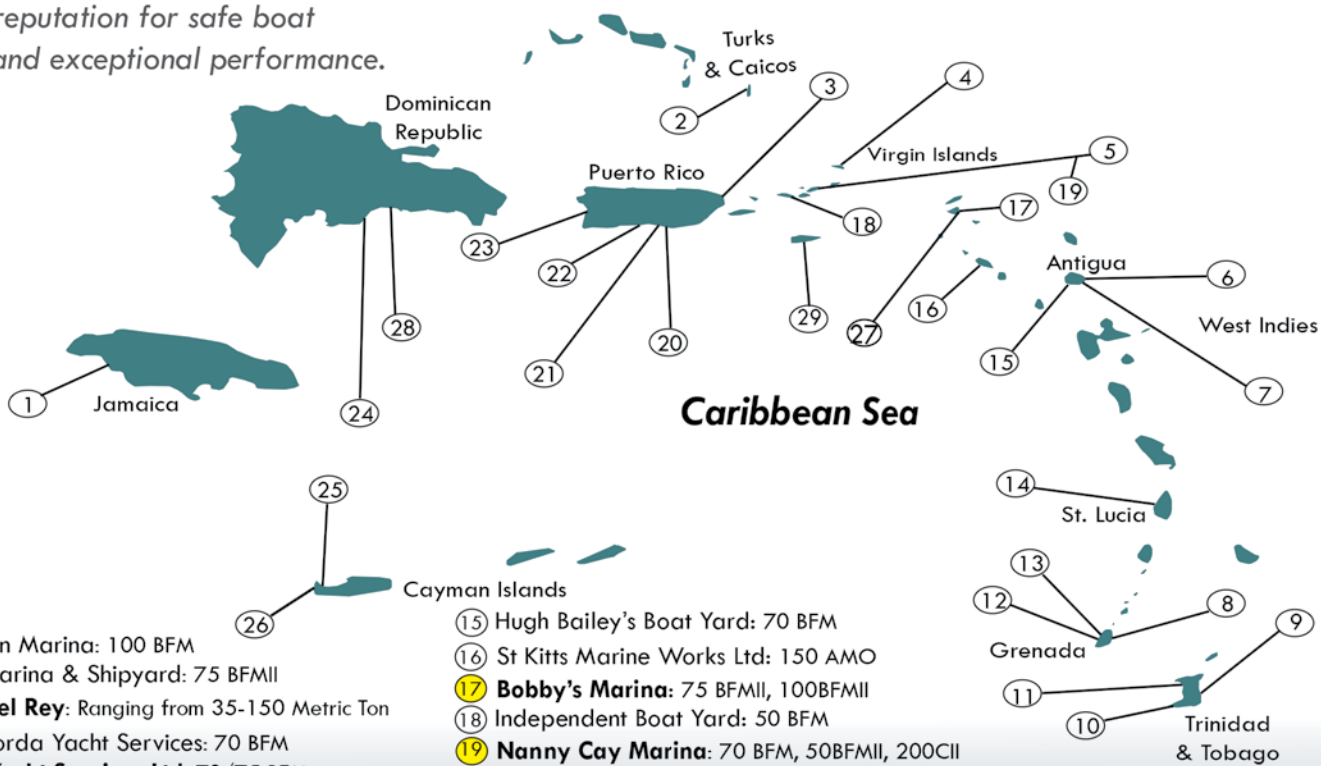






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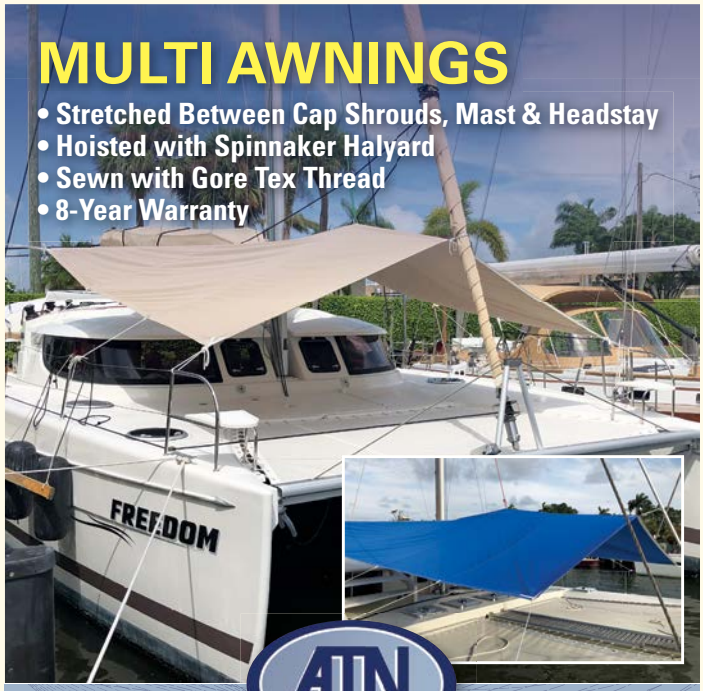
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ULTRA YACHT REFIT LTD ANTIGUA IS LOOKING FOR MARINE JOINERS, TEAK DECKERS & MARINE ENGINEERS. If you are looking for an opportunity to join a dynamic service oriented company please send your resume/info to: michael@ultrarefit.com

For Sale

FOR SALE - 94 FT LORIMA CARBON FIBER rotating wing mast, with boom, full rig with Mainsail (3 reefs) & Genoa (Kevlar) & all rigging & hardware connections. Antigua: Contact Patrick Ryan pryan@brysonsgroup.com or Neil Keeling rendezvousantigua@gmail.com

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Please email resume and references to kwrigley@quantumsails.com



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Sunset Rum Punch



Rum Takes the Helm

Six easy rum drinks for every moment aboard

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 50

SUNSET RUM PUNCH — by the rhyme
Makes: 1 drink
1/2 oz. fresh lime juice
1 oz. simple syrup or cane syrup
1 1/2 oz. gold rum
2 oz. water fruit juice or a mixture of both
1 dash Angostura bitters
Ice and freshly grated nutmeg

Remember the old Caribbean rhyme: one of sour, two of sweet, three of strong and four of weak. Shake or stir everything except the nutmeg with ice. Pour, taste and adjust the sweetness, if necessary, then grate nutmeg over the top.

NOTE: Once you know the rhyme, you can make a respectable punch almost anywhere with whatever fruit juice happens to be aboard.

HOT BUTTERED RUM — for the Night Watch
Makes: 1 warming mug
1 teaspoon softened butter
2 teaspoons brown sugar
1 pinch ground cinnamon
2 oz. dark rum
4 to 6 oz. hot water

Put the butter, brown sugar and cinnamon in a sturdy mug.

Add the rum and hot water, then stir until the butter melts and the sugar dissolves. Taste carefully before adding more hot water.

NOTE: Best enjoyed in the cockpit on a cool night, wrapped in a foul-weather jacket that may or may not belong to you.

Capt. Jan Robinson is a Health Coach, Charter Yacht Consultant, and columnist for over 30 years. A 2019 CYBA Hall of Fame inductee and former Chef Competition Coordinator and Judge, she is the author of the ten-book Ship to Shore Cookbook collection, available on Amazon. She is also a proud sponsor of Unstoppable Tracy. Reach her at CaptJan2@gmail.com.

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