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MARCH 2026

 FREE

INSIDE:

Bottoms Up in the Boatyard

Caribbean Regattas Stretch Their Legs

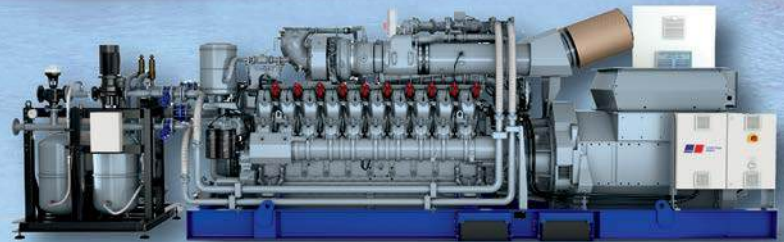
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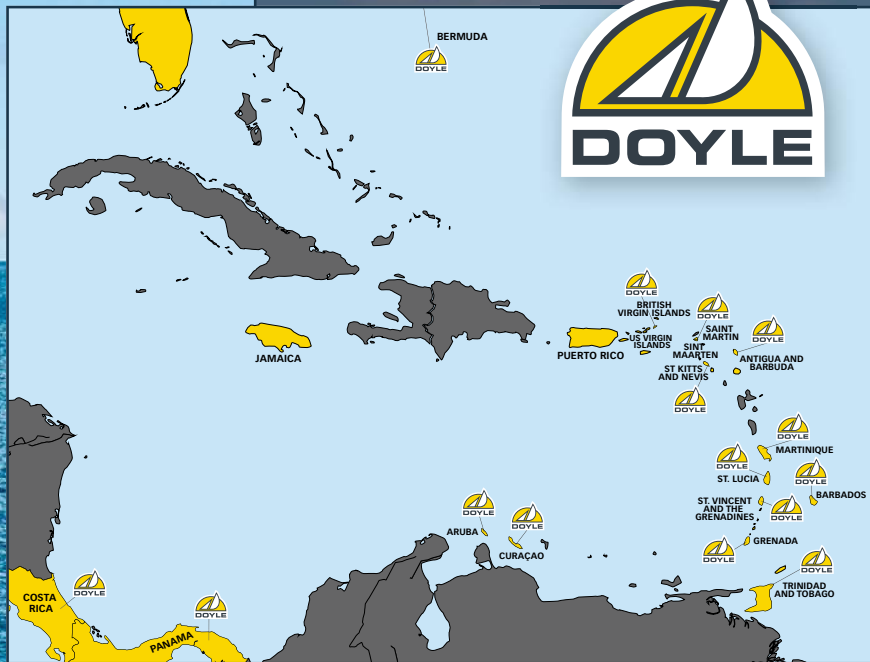
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DEPARTMENTS:

- 12 Caribbean News
- 18 March 2026 Events
- 24 **Cruising** | Understanding What You Can't See
- 30 Back to the Future - Caribbean Regattas Return to Greater Distance Racing
- 36 Bottoms Up in the Boatyard
- 64 **Rum Review** | Ti' Punch, Big Impression: Père Labat 40 Opens Our Palate
- 66 Filming Reefs For Science
- 72 **Caribbean Cooking** | Fresh, Light, and Full of Flavor For Spring

SPECIAL SECTION:

- 43 **Spotlight** | Top Refit & Hurricane Storage Boatyards

RESOURCES:

- 74 Caribbean Marinas
- 76 Caribbean Boatyards
- 77 Southeast U.S. Marinas & Boatyards
- 78 Island Real Estate
- 82 Caribbean Brokerage
- 88 Marketplace
- 97 Sponsor Directory
- 97 Classifieds



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Caribbean News

THREE OF THE COOLEST NEW WATER TOYS & CRAFTS - BOTE, FLITE & AXOPAR, AWAKE

The newest in water toys and crafts were on full display at Boot Düsseldorf, in January, the world's largest yacht and water sports trade fair held in Germany. Here are three of the coolest!

Hangout Shade. BOTE, in Miramar, Florida, has introduced this portable inflatable canopy designed to add sun protection to on-water social setups. Built to pair with the Hangout Dock 7 and 10, the shade expands BOTE's Hangout Suite of modular inflatable platforms. Constructed with an AeroTech PVC inflatable frame, Hangout Shade is offered in two sizes, providing approximately 49 or 100 square feet of UPF 50+ coverage. Mesh sidewalls promote airflow, while soft grab handles, low-profile attachment loops, and spring-loaded valves simplify setup and packing. The canopy can also be used on land for beach days or dockside gatherings. Available now through select retailers. *Price: \$669.00 www.boteboard.com*

Flite AIR x Axopar. Australian-based Flite and Finland-



Flite x Axopar on shore 3840x2562

headquartered Axopar have unveiled the Flite AIR x Axopar, a purpose-built inflatable eFoil designed specifically for boating-based exploration. Based on the Flite AIR platform, it is compact for onboard storage yet buoyant and stable enough for beginners, while durable reinforcements make it well-suited to docks, decks, and shore landings. Designed to pair seamlessly with Axopar boats, it allows riders to access quiet bays, narrow passages, and remote coastlines beyond

shore launches. Available from April 2026. Price: U.S. \$6,995.
www.axopar.com/flite-x-axopar

NAVI Foiler. Awake, the Copenhagen, Denmark-based electric watersports equipment manufacturer, has launched NAVI. NAVI is a new electric watercraft that creates an entirely new category the company calls the Foiler. Developed with the Mannerfelt Design Team, NAVI uses hydrofoil technology to lift its carbon-composite hull above the water, reducing drag, spray, and noise for a smooth, near-silent ride. Powered by electric propulsion, the seated craft offers intuitive motorcycle-style controls, stable handling, and long glide times. Detachable inflatable side tubes allow NAVI to carry up to two riders or convert to a solo foiler. Riding time can reach up to 3 hours with dual batteries. Produced by Awake Boards, deliveries begin in August 2026. **Price: U.S. \$46,800.** awakeboards.us



COURTESY AWAKE

PUERTO RICO MOVE ANCHORS CARIBBEAN EXPANSION FOR OFF THE HOOK YACHTS

Now in the Caribbean! Off The Hook Yachts, the Wilmington, North Carolina, headquartered largest buyer and wholesaler of used boats and yachts in the U.S., is strengthening its Caribbean footprint through a new strategic partnership with CFR Yacht Sales, a long-established brokerage based in San Juan, Puerto Rico. Announced January 26, 2026, the agreement gives Off The Hook YS Inc. preferred access to select pre-owned vessels generated through CFR's brokerage and trade activity, along with local facilities and inventory support.

Founded more than 45 years ago by Carlos F (Carli) Rodriguez and now run by Carli and son Carlos L. Rodguez, Cecilia Rodriguez, and Ivette Rodriguez. CFR Yacht Sales, located near Club Náutico and San Juan Bay Marina, represents brands including Aquila, Viking, Princess, Valhalla Boat Works, and ElectroSea in Puerto Rico. Under the arrangement, CFR will assist with sourcing, verification, and logistics



for qualifying used boats originating in Puerto Rico, helping feed regional and global wholesale channels.

“Puerto Rico is a strategically important market and a natural entry point for expanding our sourcing capabilities across the Caribbean and Latin America,” said Off The Hook CEO Brian John.

In January, the Off The Hook team had the honor of ringing the closing bell at the New York Stock Exchange in celebration of becoming a publicly traded company. The expansion follows strong financial momentum, with Off The Hook reporting \$82.6 million in 2025 nine-month revenue, up 19.3% year over year, and forecasting \$140–\$145 million for 2026. www.offthehookyachts.com, www.cfyachtsales.com

MARINEMAX VACATIONS CONTINUES LONG-STANDING SUPPORT OF VIRGIN ISLANDS SEARCH AND RESCUE

Who are you gonna call for emergencies at sea in the BVI? Virgin Islands Search and Rescue. The all-volunteer non-profit organization provides 24/7 response to maritime emergencies throughout the British Virgin Islands, supporting both local mariners and visiting yachts.

As part of its ongoing commitment to safety on the water, MarineMax Vacations dedicates a portion of each charter booking to support VISAR's operations. The contribution helps ensure VISAR's crews have the equipment and resources need-



ed to respond quickly and effectively across the territory's busy cruising grounds. Specializing in power catamaran charters in the BVI and the Bahamas, MarineMax Vacations has supported VISAR for many years as part of a broader focus on seamanship, safety, and responsible boating.

“Safety on the water is foundational to everything we do,” said Raul Bermudez, Vice President at MarineMax Vacations. “VISAR plays an essential role in protecting boaters throughout the British Virgin Islands, and we're proud to continue supporting their life-saving mission. By dedicating a portion of every charter booking to VISAR, our guests become part of that commitment to safety and responsible boating.”

MarineMax Vacations is the fastest-growing charter company and a subsidiary of MarineMax. With a location in the Brit-

ish Virgin Islands, they operate a fleet of true power boats, including the custom-built MarineMax 423, MarineMax 443, MarineMax 484, MarineMax 505, and MarineMax 545 power catamarans. Guests can choose from a variety of Power Catamaran vessels ranging from 42 to 54 feet. www.marinemax-vacations.com, visar.org

BARBADOS EXPANDS SHALLOW DRAUGHT MARINA, WELCOMES INTERNATIONAL CRUISERS

Just in time! The newly expanded Shallow Draught Marina, located in Bridgetown, welcomed 17 yachts at the end of December, who were participating in the Grand Large Yachting (GLY) World Odyssey 2025. The GLY is the second edition of a prestigious three-year round-the-world sailing rally, organized by the French group Grand Large Yachting. The event is designed for owners of its specialized bluewater brands, including Allures Yachting, Garcis Yachts, Outremer, Gunboat, and RM Yachts. Barbados Port Inc. (BPI), with support from Barbados Tourism Marketing Inc., worked with GLY event organizers over several months to facilitate the call, which included 65 passengers and crew. The welcome party for the GLY marked the return of international cruising activity to Barbados. Less than a month later, the marina hosted several international entrants for Barbados Sailing Week 2026.

The Shallow Draught Marina redevelopment, executed by BPI, doubled the number of slips and overall berthing capacity. Enhancements include new retail space, upgraded restroom facilities, storage and commercial areas for marine users, and an upgraded market for the sale of fresh fish. The project also incorporated a wave-attenuation system to protect vessels during swell conditions. Additional facilities, including a fuel dock, convenience store, restaurant, and coffee shop, are scheduled to become operational in 2026.

“This event signals that we have the infrastructure and services available for international yachting visitors,” said BPI Chief Executive Officer David Jean-Marie. barbadosport.com



World Odyssey - Welcome at Shallow Draught Marina Barbados

COURTESY BARBADOS PORT INC.



MGR Fleet leaves Cape Town

CREDIT DON MCINTYRE

AI IMAGES BANNED ACROSS MCINTYRE ADVENTURE RACES - FIRST MINI GLOBE RACE FINISHES THIS MONTH IN ANTIGUA

Christmas Day 2025 in Cape Town delivered an unexpected lesson for Don McIntyre, a renowned Australian explorer, adventurer, and sailor who founded the McIntyre Mini Globe Race (MGR), a 28,000-mile solo, round-the-world competition for 5.8-meter (Class 580) or 19-foot plywood yachts. Fifteen of these vessels cast off in late 2024 and early 2025, with 11 expected to finish at the National Sailing Academy in Antigua this month. Earlier that week in South Africa, the MGR Christmas party had gone smoothly, McIntyre wrote on the race’s news page. Then, on Christmas morning, he received a distressed call from an entrant reporting that a Class 580 yacht was on fire and had been cut adrift from the marina to prevent damage to neighboring boats. McIntyre immediately went into crisis mode, confirming details, alerting others, and driving quickly to the marina while emergency services were reportedly en route.

On arrival, he found a group of shaken entrants—but the yacht in question was floating safely alongside, completely intact. The emergency had never existed. Instead, an entrant had posted a highly realistic AI-generated image depicting the yacht ablaze as a joke. Shocked messages and expressions of sympathy quickly flooded social media, underscoring how easily fabricated imagery can trigger real-world panic.

Two days later, McIntyre encountered another AI-generated image, this time illustrating the Sydney Hobart winner in a respected media outlet.

As a result, as of January 1, 2026, AI-generated images were banned across all three McIntyre Adventure races – the MGR, Golden Globe Race, and Ocean Globe Race. While McIntyre acknowledged the practical benefits of AI, he emphasized that trust is essential. “The future of our human events hinges on the trust of our followers,” he wrote. minigloborace.com, mcintyretheadventure.com

Forecast – More Sargassum in the Caribbean for 2026, DR Engineer May Have a Solution




COURTESY DOMINICAN REPUBLIC SARGASSUM SEAWEED REPORTS

Scientists tracking Sargassum say late 2025 ended with a sharp rise in seaweed across much of the Atlantic and Caribbean, setting the stage for another challenging year ahead. According to a January 5, 2026-published bulletin by the University of South Florida Optical Oceanography Lab, in St. Petersburg, Florida, sargassum levels increased significantly from November to December, especially in the eastern Caribbean and the western Atlantic, where record-high amounts were observed. While levels in the western Caribbean also climbed quickly, they remain lower overall, and the Gulf of Mexico continues to show minimal Sargassum.

Satellite data revealed two large Sargassum belts forming in both the eastern and western Atlantic, fuelled by rapid local growth. Looking ahead, researchers expect Sargassum in the Caribbean to keep increasing in early 2026, raising the likelihood of beaching events along Mexico’s Caribbean coast and parts of the Lesser Antilles. Early beachings, while unusual, may continue. Based on current trends, 2026 is shaping up to be another major Sargassum year for the region. optics.marine.usf.edu

In related news, a new homegrown technology in the Dominican Republic is targeting the ongoing sargassum problem before it reaches the beach. Known as SargaZoom, the unmanned vessel is built to skim floating seaweed directly from open water, helping reduce the smell, shoreline damage, and tourism disruptions caused when Sargassum piles up on shore. Created by Dominican engineer Rómulo Pérez, the SargaZoom system navigates autonomously using cameras, sensors, and satellite positioning, requiring no crew on board.

Its twin-hull design keeps the craft stable while collecting and storing seaweed in good condition, which is key for reuse. Once harvested, Sargassum can be repurposed into products such as fuels, building materials, and cosmetics. Developed with support from the Technological Institute of Santo Domingo (www.intec.edu.do), the project is now undergoing patent review with the National Office of Industrial Property. It is designed to operate singly or in coordinated groups along long stretches of coast. 

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Superyacht Challenge Antigua

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EVENTS TO SHARE,
or **FUN IMAGES FROM**
AFTER AN EVENT,
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March 2026 Events

MARCH 3-8 | Superyacht Challenge Antigua (SYCA).

It's the combination of spirited racing with a relaxed, social atmosphere in one of the world's premier sailing destinations that makes this event one of the Caribbean's most distinctive and much-loved superyacht regattas. Hetairios, a 218-foot custom carbon fiber ketch; Burrasca, a 190-foot Perini Navi, and Action, a 121-foot Dykstra sloop, are registered to race. Racing typically consists of a series of daily pursuit courses, each tailored to prevailing conditions, offering both tactical challenge and spectacular on-water action. "On Thursday (March 5), we have the option of the Round the Island Race or the half round option," says Peter Deeth, head of the SYCA Committee. Competitive racing is balanced by a Corinthian ethos, with social gatherings at Nelson's Dockyard reinforcing camaraderie and seamanship ashore daily. superyachtchallengeantigua.com

MARCH 3-10 | Salty Dawg Caribbean Rally - British Virgin Islands Rendezvous.

Beginning at Nanny Cay Marina on Tortola, participants enjoy welcome events, island tours, and discounted dockage before island-hopping through Jost Van Dyke, Trellis Bay, Anegada, and Virgin Gorda, according to Michael Benjamin, president of the Salty

Dawg Sailing Association (SDSA). "The rendezvous offers a relaxed, social cruising experience through one of the Caribbean's most iconic sailing grounds." Highlights include beach picnics, joint events with the West End Yacht Club, the Dark and Stormy Regatta, and a lobster dinner and beach party in Anegada. With no registration fee and flexible participation options, this rendezvous is ideal for both seasoned cruisers and those new to group cruising. Open to all SDSA members; family membership is \$80 annually. www.saltydawgsailing.org



COURTESY CARIBBEAN TRAVEL ORGANISATION UK



St Maarten Heineken Regatta Villa

MARCH 5-8 | St. Maarten Heineken Regatta. Now the largest regatta in the Caribbean, this 46th edition offers four days of world-class racing, live entertainment nightly, and ‘Serious Fun’. There’s something for everyone, from professional teams sailing maxis, monohulls, and performance multihulls to holidaymakers on chartered bareboats and live-aboard families cruising the Caribbean. International entries started arriving in December and include Team JAJO, a Netherlands-based VO65, which crossed the Atlantic on the ARC Rally. St. Maarten rock stars such as Andrea Scarabelli on the Melges 24, F.K.G., Petro Jonker on his RP IOR 50, Fujimo, and Ryan Hope Ross driving his J105, More Zessin’, are ready to race. The Regatta Village features live music, a massive international food court, and daily sailors’ prize-givings at 6:00 p.m. www.heinekenregatta.com

MARCH 12-15 | St. Barths Bucket Regatta. Eye candy for superyacht sailors and spectators is what this annual ‘bucket list’ event delivers. There’s a traditional superyacht, Corinthian Spirit, 90’ sloops, 100’ racing classes, and social entries. Adding to the overall beauty of the racing fleet is a three-boat schooner class. “Be Cool, a 128-foot Swan, is our newest build in 2025. This is her first Bucket. This will be the first Bucket for eight of our 35 racing entries,” says Jeanne Kleene, Event Manager. Social activities include the fleet welcoming party, daily award presentations, the always-anticipated Bucket Bash, and the final awards ceremony and party. www.bucketregatta.com



St Barths Bucket Regatta - Final Awards

MARCH 19-22 | 5th Annual Seven Seas Cruising Association (SSCA) & Lorraine’s Café Black Point Cruisers Gathering



Black Point Cave



This annual NO-FEE event in Black Point, Exumas Cays, the Bahamas, is open to all cruisers and the local community, with the aim of building lasting friendships and celebrating authentic Bahamian culture. Festivities include live Bahamian music, a Junkanoo street parade, dinghy concerts, beach games, guided island walks, and authentic Bahamian sloop racing. “Black Point is an ideal cruising stop, halfway between Nassau and Georgetown, offering a large, well-spaced anchorage, excellent holding in all directions except west winds, and multiple dinghy docks to visit restaurants, laundry, churches, garbage, and groceries ashore,” says Joni Thomas, SSCA event contact. Beginning March 10, 2026, at 0830, Thomas will run the daily Cruisers Net on VHF Channel 68. ssca.org



COURTESY CARIBBEAN INTERNATIONAL BOAT SHOW



MARCH 20-22 | Caribbean International Boat Show.

View the latest models of everything from fishing boats and family cruisers to luxurious yachts from top brands. Discover cutting-edge marine equipment, parts, and services. Enjoy live music, a variety of food and beverage options, and family-friendly entertainment. That's what's in store at this premier nautical event, which takes place at Roosevelt Roads, Puerto Rico. Buy tickets now. www.Prboatshow.com

in northern Dominica, in Portsmouth's Prince Rupert's Bay. On-the-water fun combines with authentic island experiences. On March 24-25, The Race to Mero is a relaxed, two-day out-and-back sail to Mero Beach and back to Portsmouth, complete with beach parties, live music, and traditional Sen-say costume dancing. Ashore, cruisers can join Indian River excursions, snorkeling and waterfall tours, and community service projects. Weekly beach barbecues, live entertainment, and a masquerade ball keep evenings lively. Proceeds support the local patrol boat and community development, reinforcing Dominica's reputation as a safe, welcoming cruising destination. paysdominica.com/yachting-festival



COURTESY DOMINICA PAYS

MARCH 21-27 | The PAYS (Portsmouth Association of Yacht Services) Dominica Yachting Festival & 3rd Annual Race to Mero. Seven days of sailing, culture, and community immersion define this late-March cruiser favorite

MARCH 23-29 | BVI Spring Regatta (BVISR) & Sailing Festival. This half-century-plus annual Caribbean favorite has moved from April to March this year. "Historically, our competitors have run into a number of logistical obstacles with the event taking place over the Easter period. This move should make it easier to attend in terms of flight, accommodation, and boat availability, says Chris Haycraft, regatta chairman. Also, the Scrub Island International Race now kicks off the Sailing Festival on Tuesday, March 24, while the Nanny Cay Cup Round Tortola Race has moved to Wednesday, March 25. "Swapping the two races of the Sailing Festival gives competitors a shorter race for the first day, allowing them to shakedown their crew and hone their teamwork before the 36-nautical-mile romp around Tortola," Haycraft

CSA

2026 – 2030

Caribbean International Regatta Calendar

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CARIBBEAN
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ASSOCIATION

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

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For a complete list of regattas visit
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Understanding What You Can't See

While casually accessing a new boat, I try to understand what I can't see.

CRUISING | BY CAP'N FATTY GOODLANDER

Huh? Last weekend, I was invited aboard a new, sloop-rigged 32-foot production boat with twin wheels. Twin wheels are currently way-cool. I love twin wheels, especially when racing. I even love moving back and forth between them because, going to windward I like to 'become one' with my jib telltales and then, at crowded mark roundings, I like to shift to the 'high side' to get a better view of my competitors as we jockey for position.

Plus, twin wheels allow for a person to walk from the scoop

transom to the cabin in a straight line—avoiding having to squeeze around a large diameter center helm.

Thus, twin wheels are a win-win-win!

WRONG!

That's what they *look* like but not what they *are*. Two pedestals are twice as heavy at the end of the vessel where weight is critical—any extra adds to the boat hobby-horsing. Twice as much steering cable and more turning blocks are twice as likely to fail in

a blow. And the least discussed issue—all those cables running hither and yon belowdecks eliminate valuable stowage space.

Thus, smaller vessels with twin wheels often have no stowage for fenders, mops, buckets, docklines, life jackets, deceased ex-wives, etc.

So, there's a huge cost to having twin wheels, especially on a small boat. Am I saying you shouldn't? Not all at. If your dream is two wheels—go for it! All I am saying is that the buyer should be aware of the trade-offs.

Another example: few ketches have spacious aft cabins. My boat, a 43-foot Wauquiez, does. My aft cabin is HUGE—shockingly so. People actually *gasp* on their way aft as they catch sight of this magnificent, brightly-lit, lovingly-varnished cabin... which is, because of all the teak and mahogany, like living and sleeping and writing inside a finely-crafted violin.

Perfection! I kid you not—I've never seen a vessel under 50 feet with such a marvelous—such a stunning—aft cabin!

How is this amazing feeling of space achieved? The hull has excessive freeboard. Ditto, the massive square-area of the transom makes her a tad 'squirrely' in following seas. Her cabin sole is unusually low—so low that the (cleverly disguised) bare hull is revealed for four to twelve inches in the cabin (to maintain headroom as the counter rises).

But the real stroke of genius (or idiocy, depending on viewpoint) was just *leaving out* the chainplate webs for the mizzen mast!

Now, I deeply love my aft cabin—where I've written a dozen books. It not only has a super wide double bunk—it has a pull-out table, a wrap-around footrest, and a curved couch that sits four people upright or two lounging with their feet up. It also has six large windows (at this size I can't bring myself to call them portholes), two large drawers, twelve different 12v lights, a make-up mirror and table, commodious hanging locker—oh, I almost forgot the spacious head with sink and shower.

When I'm in this aft cabin—which I am a *lot* since I write for four hours per day there—I'm amazed that I have a boat with such a well-thought-out, precisely-engineered interior.

This aft cabin-slash-office was the whole reason I purchased this particular boat.

But everything on a boat has a cost, every detail is a trade-off.

How did they manage to leave out the mizzen chainplates? By

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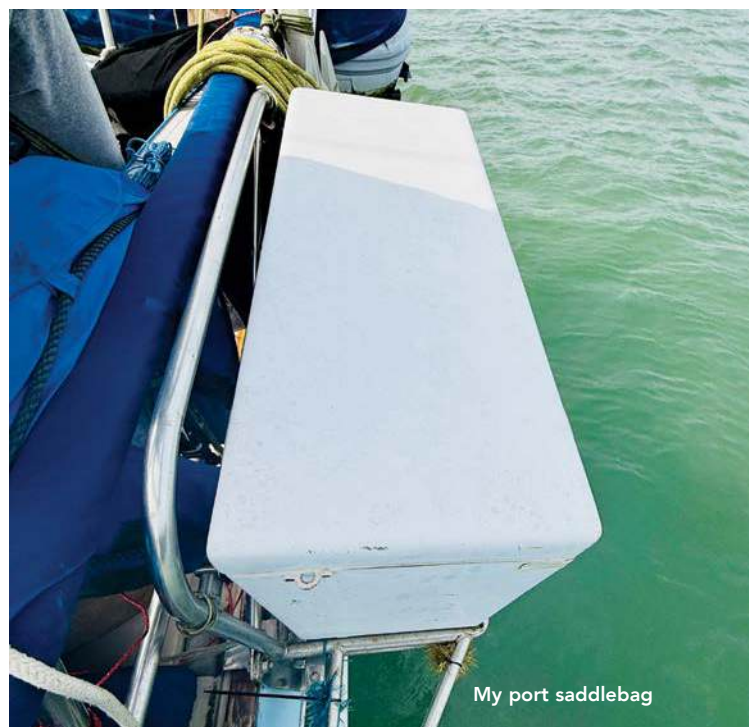
making the aft deck super thick. Or, to put it another way—by making the aft deck super *heavy*. In fact, the entire design is, because of the aft cabin, extremely heavy aft... which tends to increase hobby-horsing (violent fore and aft rocking). Plus, the weight is up high—another bad place for it. This further reduces the stability of the vessel and, alas, the righting moment of the design.

Also, I have nowhere to store my fenders offshore. Ditto, my twin propane tanks, docklines, mops, dive gear, bottom scrapers, emergency safety equipment, etc. Thus, the previous owner built two giant 2-foot *high*, 1.5-foot *wide*, 3-foot *long* fiberglass saddlebags on each side of the boat. These not only are above the deck but outboard of it too! Thus, in order not to have them scraped off while docking, rafting, or being boarded by the Coasties, they both have stainless-steel protectors built around them.

What does a boat with a heavy deck, massively heavy overhead liner, and too much freeboard need? That's right—more weight above deck level!

See the trade-off? Do I love my aft cabin while sleeping, working and lounging inside it? Yes! Do I love my aft cabin while on deck in heavy weather? Not so much.

For example, to cram all this crap into it, the aft head sink is



far outboard and thus *firehoses* saltwater everywhere while on port tack in a gale (or even just hove-to).

That's bad.

Please note that all-of-the-above is the fault of the designer, builder, and previous owner—not me. But perhaps stupidity is contagious because, when I joined into the madness, I joined in with gusto!

The cabin, with eight large glass openings, has a green house effect. It's hot in the tropics and I live at one-degree North latitude.

Hmmm...

I am a man of action—so, WTH, I took a saw to the twin aft cabin windows—and chopped a place in the Lexan for two gigantic opening ports.

How clever was *that*? Viva yo! The cabin immediately felt ten degrees cooler—it was like getting air-conditioning, mon!

Obviously, chopping holes in my hull was tiring—so my wife and I went to sleep early.

Now, Serangoon Harbor isn't crowded. And it's very cheap. Why? Because some of the largest ships in the world roar by... mere yards (well, meters) away. This means that we often roll from rail to rail from their massive, curling, roaring wakes. So what? I scrambled my brains in the '60s—why complain about breaking waves hitting us beam-on every 15 minutes or so?

I'm an internationally famous masochist—isn't that a requirement for being a serial circumnavigator?

Did I mention the strong current that keeps us (mostly) pointing parallel to the freighter traffic?

Of course, tidal currents do reverse—and just at the wrong moment, while *Ganesh* was sideways to the racetrack channel and its transom pointed at it, a super tanker roared by at full-tilt-boogie.

The wave that came through my newly-installed, 8-inch by 14-inch openings was like... like a *tsunami*! It drenched both of us with saltwater, surfed us forward into the bulkhead—and drowned our mattress, sheets, and pillowcases too!

"...what, we have to sleep with *snorkels* now?" my wife asked in amazement.

Oops.

Have I done stupider things? Maybe. So, I needed to redeem myself ASAP.

The following day, I rushed to the store and came back with two large plastic cutting boards—and drilled a bunch of holes around their edges.

Now when a massive sea attempts to drown us in our sleep—the oddly-protruding cutting boards slam shut on their Kevlar strings—and nary a drop enters.

"...hey, babe," I tell the still-angry wifey, "It is all a *trade-off*, right?"

Yes, it's the things you don't see when looking at a new boat that are *vital*ly important.

For instance, I'm a tad old fashioned. I believe that keels should stay attached. Sure, I use Velcro and love 3M's 5200... but for keel attachment? Really?

And, yes, I don't mind my ensign flapping around... but my keel? I mean, sailing with a keel slatting this way-and-that depending on tack? I know, I know, I should be able to get used to vessels spitting off their keels at about the same rate as their skipper's divorce but...

Since the hulls of many modern boats have all the rigidity of a toy balloon—designers have taken to bolting the keels to *keel grids* inside the boat to spread the load.

This works well until the dock hugger is abused—by, say, a risk-loving, foolish owner who wants to sail his sailboat *outside the breakwater*. All that wiggling makes the keel bolts seat-and-reseat into the soft, mushy fiberglass... and eventually spit off the keel.

...plus, these keel grids add weight and take-up space—so most builders aren't interested.

I mean—why not discard backstays, lower shrouds, and chainplates? Why not keep the rig all lousy-goosy? Doesn't a wise skipper return to the marina if the wind gusts over eight knots?

Plus, the advantages of Velcro-attached bulkheads (to prevent oil canning) is that the bulkhead locations can be changeable—one place for the skipper during a Wednesday race, and another one for his wife's annual cocktail party!

Do you know why modern multihulls seldom have kerosene lamps? Because their smoke bells are in the wrong position when they're upside down!

I raced on a Hunter once. It was strange to be on a hull that was weaker than my morals!

In Bali I was on a cattlemaran owned by some rich brat with too much money, too much Peruvian coke, and a sink full of rancid dishes. The only thing keeping that decrepit vessel from sinking was the roaches holding hands. That's right! She had more leaks than the White House, more holes than a spaghetti strainer!

At another point I was delivering a popular 65-foot monohull (with a jacuzzi aft to attract the charter trade) from the East Coast to St. Thomas. It kept spitting out the centerboard with

amazing regularity. When we complained to the builder, he shouted with great exasperation, "We don't build boats to sail through storms!"

Ah, well... that makes sense.

I love the new, blue toothed electrical systems on boats that are controlled by your iPhone. These vessels are particularly advantageous during wartime bombings—one drop of salt, and the *entire boat blacks-out*.

...have you seen these new OLED cockpit-wide nav displays and entertainment centers? I mean, why *not* watch Pornhub while club racing?

...in-mast furling? I mean, aren't they inherently safer when the sail is jammed *in*? Why does the media only focus on their being jammed *out*? Not fair!

Folding transom platforms are fun. The boats that have them sell like hotcakes, especially if the owner has kids. However, they add weight aft. In the down position, they are extremely fragile—even a powerboat wake or moderate sea can damage one. Ditto if something (like a stray sheet or piece of diving gear) gets jammed in them while they're being folded. In the Med they seldom last more than a few weeks as they're used to step ashore while Med Moored—and thus get crushed between boat and seawall when the wind comes up.

One tap, and they're toast.

...as much as I'm ashamed to admit it, I laughed when I walked by a half-million-dollar boat with the gigantic folding transom platform held onto the vessel with two flimsy aluminum hinges and six short *self-tapping panhead screws!*

Let's put it another way—there are limits to shoddy work, and that particular builder didn't have a clue where they were!

The lifespan of such a piece of gear might be measured in hours, not months or years.

Part of the attraction of cattlemarans are their dinghy hoists. I recently helped a friend take delivery of a 47-footer far north of a million bucks—a vessel made in South Africa. The cables on its super-convenient 'push button' hoisting cables were severely kinked during the delivery—and only 'kinda' worked for a few days... which is, according to a number of owners, their average life span. (Six months later, the yard was still claiming that all their units failed from operator error, not poor engineering and improper cable/sheeve specs.)



This system looks stupid but works perfectly. External inbox.

Of course, if your elderly grandparents own a cruising boat that you'd like to inherit *sooner* rather than *later*—just give them an extremely powerful pair of electric sheet winches with an unprotected button that is easily switched on—whether intentional or not. If they're forgetful or a tiny bit daft—this combo will quickly put them (and some of their deck gear) in the hospital pronto.

Oh, how 'convenient' those one-hundred-zillion-watt winches are—to call back into the cockpit for the jib to be trimmed, *trimmed*, and *trimmed* some more—only to hear a loud bang as the stowed, furling-on-deck staysail is savagely torn in half!

I know, I know—I'm super cheap and hopelessly old fashioned. For example, during the last 66 years of living aboard, sailing, and serial circumnavigating... I've never owned a self-tailing winch.

...they're too posh (portside out, starboard side home).

...aging sailors with empty pockets need to look at the Big Picture—a lifetime of undersized manual sheet winches equals no Viagra at age seventy!

My point isn't to advise you, dear reader, on what gear to buy—but rather to remind you that everything afloat is a compromise and has a price. And it is no fun to end up aboard a boat whose owner has too much money and not enough sense. ☹️

(Fatty and Carolyn continue to live and love in Southeast Asia.)



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Caribbean Multihull Challenge 2025

Back to the Future – Caribbean Regattas Return to Greater Distance Racing

BY CAROL M. BAREUTHER

Distance racing – from multi-day courses to round-the-island and point-to-point races with an overnight – has rebounded in popularity in the Caribbean over the last decade or two. Witness the popularity of the RORC Caribbean 600, a 600 nautical mile race around 11 islands. The St. Thomas Yacht Club introduced its Round the

Rocks Race in 2016 around neighboring St. John as a tune-up for its St. Thomas International Regatta. In 2022, post-COVID, Grenada Sailing Week transitioned to a destination-based format, including Carriacou. Newer events, such as the Caribbean Multihull Challenge (CMC), introduced a 60-nautical-mile sprint around St. Barths, Tintamarre, and



St. Maarten for the Big Boat class during its second edition in 2020. Last year, the newly launched SVG Sailing Week made a point of including island-to-island courses rather than solely sprints around the buoys in its inaugural format.

THE EVOLUTION

Caribbean yacht racing did not begin with inflatable marks and three-lap windward-leeward courses. It started with geography. Islands dictated the courses, trade winds set the rhythm, and races unfolded over hours rather than minutes. From Antigua to Barbados, the earliest regattas were exercises in seamanship, patience, and preparation—long coastal routes and full circumnavigations that reflected how boats moved through this region.

The first Antigua Sailing Week, staged in June 1968, cap-

tured that reality. The fleet was a mix of classic charter yachts and local workboats, and the courses followed the island rather than a race officer's grid. Coastal legs, point-to-point passages, and long days on the water defined success. These were not repetitive drills; they were journeys, where strategy played out against headlands, current lines, and squalls rather than between two colored buoys.

Barbados shared the same DNA. Distance racing was foundational, not optional. The original Around Barbados Race, launched on January 1, 1936, with five trading schooners, was never intended as a technical contest, according to Marianna Polacka, regatta director of Barbados Sailing Week. "It was designed as a true test of seamanship, endurance, and preparation—an honest race around a real island, in real conditions, where crews had to manage changing seas, shifting winds, and long hours on the water."

As the Caribbean circuit matured, however, global influences reshaped local racing. By the 1990s and early 2000s, many regattas embraced shorter coastal races and windward-leeward formats. These courses were easier to manage, fit compressed schedules, and delivered clear results in a single afternoon. Visiting fleets grew larger and more standardized, often dominated by 40- to 60-foot yachts whose owners favored multiple races per day and shoreside social schedules that rewarded predictability.

The BVI Spring Regatta illustrates that shift. From its founding in 1972 until the early 2000s, the event typically featured one longer race per day, sometimes moving the fleet between islands and anchoring post-race parties. Between 2001 and 2003, the regatta adopted a new spinnaker-driven course design that enabled multiple shorter races each day. By 2004, intensive windward-leeward programs had become the norm. This transformation was not a mistake; it was a response. Shorter courses expanded participation, particularly for smaller local boats under 30 feet that were never designed for full island circumnavigations. Coastal racing kept competition accessible, safe, and inclusive, so that everyone could participate.

But as yachts evolved again, the limits of uniform formats became increasingly clear—especially with the rise of performance multihulls, especially Gunboats and Leopards from 50 to 70-plus foot. "Cats and tris are excellent candidates for long legs," explains Stephen Burzon, volunteer director of marketing for the CMC. "They're slower to accelerate and far less exciting on short, multi-tack courses. They are inherently fast on reaches. That's where the fun lives."

From its earliest editions, the CMC was designed around





STYC's Round the Rocks Race

that understanding—long start lines, reaching starts, and reduced short-tacking defined the format. Over time, organizers leaned even more heavily into the region's layout, adding a 52-mile dash using St. Maarten and Saba, and a 27-mile circle race, in addition to the 60-mile race around St. Barths. "We stopped trying to force multihulls into monohull templates," Burzon says. "Participation and enjoyment followed naturally."

THE RORC CARIBBEAN 600 EFFECT

While many regattas adjusted incrementally, one event marked a decisive return to offshore distance racing in a whole new way. The RORC Caribbean 600, launched in 2009 by the Royal Ocean Racing Club in association with the Antigua Yacht Club, established the Caribbean's first purpose-built offshore challenge. Its non-stop 600-nautical-mile course weaves around 11 islands, creating a tactical, trade-wind 'giant slalom' that tests navigation, endurance, and decision-making. Since its inception, the race has grown from a regional experiment into an international fixture, now attracting fleets of 60 to 80 boats and sailors from more than 30 countries.

The influence of that success is now visible across the region. The Mount Gay Round Barbados Series, which was rebranded in 2018 as Barbados Sailing Week to encompass

a broader range of sailing events, including coastal races and junior dinghy competitions, continues with its Round Barbados Race at center stage. "What we're seeing is a full-circle moment," says Polacka. "Crews are looking for races that unfold over time, where decisions accumulate, and the finish line feels earned."

That appetite has also driven new connectivity. The Rum to Spice Race from Barbados to Carriacou Race, 120 nautical miles, began in 2024 with just three boats and has grown steadily to 8 in 2026. It reflects a broader interest in distance races that move fleets onward rather than back to the same harbor each night.

Other major regattas are responding with flexibility rather than wholesale reinvention. The St. Maarten Heineken Regatta now runs two race committees with class-specific course design. Smaller sport boats remain on tight windward-lee-ward tracks, while larger yachts and offshore classes sail longer island courses toward Anguilla or St. Barts. "It depends entirely on boat size," says Meghan Reilly, marketing chair for the St. Maarten Heineken Regatta. "The Melges and Diam24s want more starts. The bigger boats want more miles."

Newcomers are also embracing geography from the outset.



CREDIT ARTHUR DANIEL

St Maarten
Heineken Regatta



©LAURENSMOREL



SVG Sailing Week, launched last year, combined inter-island racing, classic round-island courses, and traditional events rather than relying solely on buoy racing. Organizers see it as a way to showcase both modern performance sailing and regional boat-building heritage across multiple islands.


LOOKING AHEAD

Looking ahead, few, if any, organizers frame the discussion as a choice between distance racing and round-the-buoys racing. The reality is layered. Smaller one-designs and youth fleets thrive on short courses that reward precision and repetition. Larger offshore-capable yachts and modern multihulls are built to sustain speed over hours, not minutes. As Chris Haycraft, chairman of the BVI Spring Regatta, puts it, "You can't put a MOD70 on a sport-boat course and expect magic."

That thinking is influencing some of the Caribbean's longest-running events. Antigua Sailing Week (ASW), long synonymous with buoy racing off the south coast, will operate in two distinct formats for 2026. The Antigua Racing Cup preserves traditional short-course racing for dedicated

racing yachts and cruiser-racers, with class-specific courses ranging from tight windward-leewards to longer tracks for big boats and performance multihulls.

Alongside it, the 'new' ASW will be a coastal-destination cruise-in-company event geared toward cruising boats and live-aboards. For those cruisers with a thirst for friendly competition, it will also offer optional simple racecourses to spice up the cruise to the different destinations around Antigua," says Rana Jamila-Lewis, ASW's event and marketing manager.

This shift does not signal the end of buoy racing. Regattas built around multiple short races per day will continue to thrive. What is changing is a willingness to offer variety—point-to-point courses, overnight legs, and island loops—that better reflect the boats that arrive and the experiences sailors seek when they come to the Caribbean. By drawing on islands rather than ignoring them, the region continues to deliver both—adapting as yachts evolve, with a clear focus on how to keep those boats and sailors coming back year after year. 



CLIP ART BY DANIEL BENSON

Bottoms Up in the Boatyard

A poor and passionate man's tale.

BY ALEX DUFF

For those of us unlucky enough to need to haul our boats into one of those dusty, shoddy, or overly polished boatyards—or optimistic enough to buy a boat that's already been marinating in one—we all share one universal goal: **get the boat back in the water as fast as possible.**

When planning a refit, sometimes it's crucial to be more passionate than petty. Practicality tends to go straight out the portlight once you're scrambling to cobble together a plan for escape. And if you can't stay enthusiastic about that one

shining endgoal—**GET OUT**—you might stall long before launch day. A misstep in the yard, especially for the poor but passionate among us, can be costly and wildly disheartening. Every yard has its fleet of abandoned projects whose captains simply buckled under the weight of reality.

So, go in prepared. Make a list. Think it through. Play the imaginary game *Boatyard Bum Simulator* in your mind long before your keel touches dry land. Source your parts. Make sure you **actually** have them. Gather your tools and materials. Brace yourself for lack of sleep, chronic dehydration,

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Daphnae keel



Silmaril patch, (this photo, and below)



an alarming surplus of dirty clothes, and the questionable hygiene standards that seem to be a yard-wide tradition. If someone's wearing clean clothes, they're probably the kind who can afford contractors. Myself and many others are not usually in that category.

Anyone planning a successful haul-out will face a few inevitable questions:

Will I meet my timeline? Are my goals realistic? Is there a decent bar within walking distance to drown my sorrows?

And of course:

Where the heck is the ladder?!

That last one was my own personal torment on the most recent haul-out—and one I've faced again and again thanks to chronic mis-preparation. If you don't own and store your own ladder aboard, good luck finding a free one in the yard. I've donated more ladders to the boatyard gods than I care to admit, hoping for a little karmic return each time. But when I've failed to bring one, the issue has a way of—quite literally—grounding you.

During this last round of boatyard games (new shaft seal, bottom paint, cutlass bearing—the usual), I found myself

perched aboard my vessel *Fairweather*, twelve feet off the ground, staring down at an empty space where my borrowed ladder once stood. It had been moved, stolen, re-located, or absorbed into the boatyard vortex—several times—while I was busy doing hot boat yoga upside down in the engine room.

After rappelling down my hull with a dock line twice, I learned to chain my new found ladder to the boat. That solution lasted until an angry knock on the hull revealed the rightful owner demanding it back. After a tense exchange and my humble explanation, I was, once again, ladderless. My final resort was a pyramid of boatyard blocks paired with my swim ladder—an athletic and questionably safe method I used for several days while watching paint dry and unintentionally breaking things I probably wasn't qualified to disassemble.

Anyone foolish enough to own a boat knows that lessons can be expensive—especially in the yard. I've maxed out credit cards, bank loans, and my wife's patience more times than I'd like to count. But one of the first lessons worth learning is simply this: **don't give up.**

If you don't get that boat out of the yard quickly, you'll have



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problems far larger than finding a ladder or waiting on the metal shop to finish your flange-a-majig so you can hook up your whirlamaddoodle.

Thankfully, with YouTube, internet forums, and image-search tools, it's usually possible to track down the how-to, the diagram, or the obscure part number you need. Ideally, you've made a plan for the work *before* hauling out—but as we all know, the unexpected always shows up the moment the hull dries. That's why it's up to us, the boat owners, to adapt, troubleshoot, and, when necessary, hire a professional—while being sure to watch and learn from them.

Don't go bottoms-up in the boatyard. Don't get discouraged. Keep the passion alive so you can get back to sailing. Plenty of boat owners have more money than sense, but for those of us with less sense than money, it takes dedication—and often trial and error—to get it right. Meet your yard neighbors; the grizzled ones with paint in their hair and a thousand-yard stare. They're usually full of wisdom, cautionary tales, and creative solutions that may or may not be OSHA-approved. Whatever issue you're facing has already been solved—probably many times—by someone else cursing in a dusty corner of some other yard.

When you're hauled out, fix only what truly needs doing. Make sure your plan and budget match your ambition before committing to the lift. You will absolutely discover new



Silmaril paint job

issues once the boat is dry, but it's up to you to knock them out quickly and efficiently. Boatyards can drain the soul, but the day you launch, the moment you feel the boat float free again, much of what you lost comes rushing back.

(Your bank account excluded.)

To sum it up: **Get in, get out, and sail on.**





ACQUERA YACHTING

SOLUTIONS IN EVERY CHALLENGE



caribbean@acquera.com
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WHERE TO FIND US:



ARE YOU READY FOR WHAT'S NEXT?



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It's one thing to make exceptional sails, but at Quantum lofts, we go further by making your challenges our own. With personalized customer service, we're by your side as loyal advisors and fellow sailors. It's about more than superior service; it's about providing a sailing experience equipped with spirit and a thirst for the challenges ahead.

Visit one of our Caribbean sales and service lofts:

Quantum Sails Tortola BVI
Nanny Cay Marina
Tortola, BVI
T 284.494.1124
E kwrightley@quantumsails.com

Quantum Sails Puerto Rico
Ponce Sailing Center
805 Ave. Hostos
Ponce, Puerto Rico 00716-1108
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Spotlight: TOP REFIT & HURRICANE STORAGE BOATYARDS



IMAGE COURTESY OF IBC SHIPYARD, DOMINICAN REPUBLIC

EXPERIENCE MATTERS ...

This is the perfect time to Refit, Upgrade, Fix or simply place your beloved boat into hibernation for the hurricane season. Who are you going to trust to take care of your prized possession? Take a moment ... The selection of a boatyard to meet your needs and exceed your expectations can be a daunting challenge. We're making the choice easy for you. Here's a spotlight on several of the Top Boatyards that specialize in Refit and Hurricane Storage. This special section will provide an inside look at their capabilities and help you create a relationship to get the job done. We welcome recommendations for yards to include in next year's edition!

Bocas Yacht Services

BOCAS DEL TORO, PANAMA



The Boatyard in the Undiscovered Caribbean

Besides being a full-service haul-out facility, the Bocas del Toro boatyard has two significant advantages. First, it is in Western Panama, which many sailors call The Undiscovered Caribbean. And second, it is below the hurricane belt, which is great for boat security and insurance reasons.

The yard itself is staffed with a crew that has been there for many years. Both English and Spanish are spoken. They can do welding, painting, electrical, plumbing and fiberglass repair. Several boats each year receive complete paint jobs. New for 2025, they feature highly-reliable Starlink internet that is available for FREE.

The yard has a telescoping crane that can handle up to 20 tons. It is mostly used for removing masts and installing diesel engines and lifting heavy outboards.

High quality bottom paints are always available and special orders can be easily handled.

The Travel-lift can accommodate 60 ton vessels with a beam of no more than 20 feet. Boat owners can do their own work or hire the professionals at very reasonable rates. There is also lots of long-term dry storage.

Finally, a few more sentences about Bocas del Toro in general. This large archipelago is geographically aligned so that it is almost an inland sea. The normal waves are about knee-high and on a stormy day they might become waist high. There are dozens of nearly empty anchorages surrounded by beaches, mangroves and jungle. Bocas also has a nice, small airport that makes international travel quite convenient.

The magical San Blas Islands are only a few days sail from Bocas del Toro. Midway between them is the gateway to the South Pacific – The Panama Canal.

Almost anything is available in the laid-back town. It boasts an amazing selection of bars and restaurants that cater to the locals and to the cruisers, surfers and back-packers.

There is a big Ex-pat, full-time community in Bocas. Many of them are cruisers, who liked the area so much that they threw out the hook and built a beautiful off-the-grid home. Many also set up local businesses or are tele-commuting. It is an extraordinary place and Mellow with a capital M.

— By Capt Ray Jason



Bocas del Toro, Panama
WhatsApp: +507 6616 6000
www.bocasboatyard.com
bocasyachtservices@yahoo.com



Curaçao Marine Zone

CURAÇAO, WILLEMSTAD, NETHERLANDS ANTILLES



New! Hauling bigger yachts at Curaçao Marine Zone! Last year we dredged, now yachts with drafts up to 3m can be easily hauled. Other maximum: beam 32ft, LOA 110ft, weight 60 ton. Besides 110V & 220V we have 380V available for the big ones. We have space for 1-2 megayachts! Yachts up to 150ft length & 10ft draft can be moored.

Coming soon! More wet berths, from 21 to 60! After expanding from 140 to 250 dry berths last year, we will expand the wet berths in August.

Other improvement: Self-serve Washing / Drying Machines are now available on the premises. We have always offered laundry service but now sailors can do their own laundry at their convenience.

The hurricane safe location of Curaçao benefits the sailing community seeking safe harbor for both long & short terms. The 180-day-visa (with extension) is also a great advantage, giving sailors time to do extensive yacht maintenance while experiencing life on the island!

Many yacht services under-1-roof!

- **Range of services:** high-pressure washing, steaming, bottom sanding, painting, antifouling, osmosis treatment, fiberglass repairs, gel coating, polishing, yacht agency, project management and more.
- **Services by experienced subcontractors:** engine repairs, welding, woodshop, sail repairs, rigging, safety & fire equipment installation.
- **Biggest professional spray painting cabin of the island;** our fully equipped, enclosed, shaded, air-conditioned spray painting cabin fits vessels up to 65 feet. Rent it and do the work yourself or we can do the job for you!

Customers report to be very content with the extra services we provide:

- Clean, comfortable bathrooms
- Shuttle service to immigration & customs
- Free shuttle bus to the supermarket
- Social entertainment area to meet fellow sailors
- 24-hour security with cameras
- Laundry service
- Easy onsite car rental

Caribbean Hurricane season 2023 is coming up in a few months, let's hope it will be a calm one! Due to its unpredictable nature, you can imagine that bookings are already coming in on a daily! Because of many returning customers and early bookings our planning board fills up fast, so book now! Our crew looks forward to welcoming you at the docks!



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Tel: +599 9 465 8936
whatsapp: +599 9 515 5513
www.curacaomarinezone.com
info@curacaomarinezone.com



CURAÇAO MARINE ZONE FACTS:

- *Biggest marina & boatyard in Curaçao*
- *The facility encompasses 25.000m² terrain*
- *250 dry berths & 21 wet berths, more coming soon!!!*
- *40 & 60 ton Roodberg slipway trailers*
- *Most centrally located marina on the island*
- *Indefinite storage possible due to our entrepot-status*
- *Clean, mudd-free, cold beers & good wifi!*

Errol Flynn Marina & Boatyard

PORT ANTONIO, JAMAICA



Errol Flynn Marina & Boatyard is located on the northeast coast of Jamaica. The facility encompasses the entire West Harbour and features a Marina complex, Boatyard and Cruise Ship Terminal. The marina has 32 Fixed dockage slips and 22 mooring balls while the boatyard is equipped with a Travel lift machine and a fuel facility which sells Ultra Low Sulphur Diesel and Gasoline.

The boatyard facility has been opened since November 2004. Its' 100 tonne Marine Travel lift is capable of hauling vessels with a maximum width of 22.5 feet and draught of 13 feet. Amenities at the boatyard include metered fresh water connection, 110 Volts and 220 Volts electrical connections, free WIFI and free showers. Boaters may choose to do the work themselves or make a choice from a list of competent independent contractors recommended by the facility. Repair and maintenance services, including high pressure cleaning, scraping, barrier coating, gel coating, fibre glass repair and replacement, shaft straightening, and propeller repair may be performed/accessed at the boatyard. Laundry facilities, Swimming Pool, Restaurant and Bar are located across the harbour at the Marina complex.

We value the safety of our customers and their assets. As such the property has 24-hour manned security and CCTV Cameras. Customs, Immigration and Quarantine/health clearance is done at the in-water berth on arrival of vessels from foreign ports into Jamaica.

The boatyard is equipped with hurricane tie-down facility that is made of cement and steel underground structure 3 ½ feet depth * 2 ½ feet width with ¾ steel rings/hooks on the surface. Boaters are required to provide their own straps. There have been numerous hurricanes that have passed over Jamaica with no damage to any boats at our boatyard or marina giving it the distinction of being one of the safest locations in the Caribbean to store your vessel during the Hurricane Season.

The team at Errol Flynn Marina & Boatyard is known for their willingness to pamper guests beyond the call of duty to ensure a satisfied experience. We await your visit to our destination.



Ken Wright Drive
P.O. Box 188, Port Antonio,
Portland, Jamaica W.1.

GPS: 18.10.8N 76.27.2W

Tel: (876) 715-6044
(876) 993-3209
(876) 715-6046

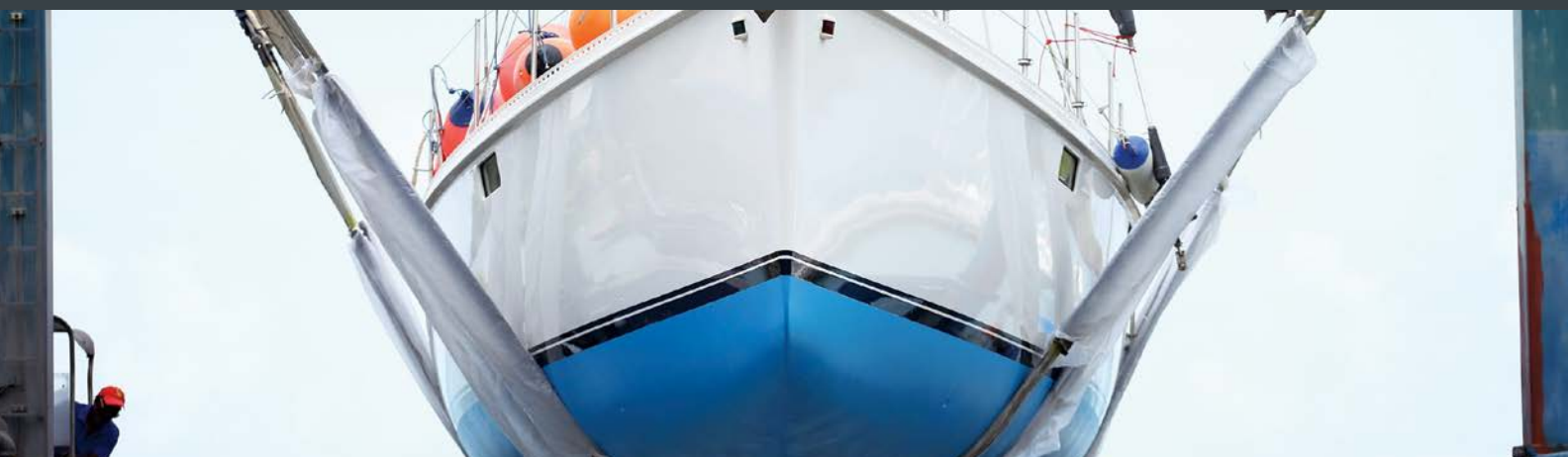
errolflynninfo@portjam.com

VHF: Channel 16



Grenada Marine

GRENADA, W.I.



ONE PIECE STEEL
CRADLES

TIE - DOWN ANCHORS
YARD WIDE

Specialty Storage
Options Available

MAST REMOVAL &
STORAGE

STORAGE AREAS BY BOAT
TYPE

Grenada Marine: Your Trusted Caribbean Boatyard

Located on Grenada's southeastern coast, Grenada Marine is a 10-acre full-service boatyard and marina, providing expert marine services, secure storage, and a state-of-the-art haul-out facility. With over 25 years of experience, we are known for quality craftsmanship and reliable care.

Safe & Secure Storage

Grenada's location outside the hurricane belt makes it a prime choice for storm-season storage. Our engineered boat cradles meet strict insurance requirements, ensuring maximum stability and protection.

Our 12-foot deep haul-out bay and 70-ton Marine Travelift accommodate various vessels, while our 100-meter dock supports marina dockage and in-the-water services.

Comprehensive Marine Services

We offer full-service maintenance and repair, including:

- **HAUL-OUT & LAUNCH:** Safe, efficient service for boats of all sizes.
- **MECHANICAL & ENGINE REPAIRS:** Expert maintenance for engines, generators, mechanical systems.
- **FIBERGLASS & GELCOAT REPAIRS:** High-quality materials for hull restoration.
- **CUSTOM CARPENTRY & INTERIORS:** Bespoke cabinetry, modifications.
- **ELECTRICAL & ELECTRONICS:** From rewiring to advanced navigation system installations.

Onsite Amenities for Your Convenience

- Island Water World Chandlery for marine supplies
- Restaurant & Bar, the boatyard's social hub
- 24-hour security for peace of mind
- Customs & Immigration (by appointment)
- Diesel, laundry, showers, & mail/parcel services
- Free Wi-Fi & transportation into St. George's

Experience the Best of the Caribbean

Grenada Marine offers secure storage, expert repairs, and a stunning Caribbean setting. Visit us today and keep your vessel in peak condition!



P. O. Box 679, St.
George's, Grenada, W.I.

St. David's Location:
473 443-1667

Whatsapp:
473 405-1623

info@grenadamarine.com
www.grenadamarine.com



IBC Shipyard

LA ROMANA, DOMINICAN REPUBLIC



With more than 20 years of experience in the nautical business, IBC Shipyard is located in one of the most luxury Marina of the Caribbean: Marina Casa de Campo in Dominican Republic.

We are a team of professional technicians and craftsmen trained in Italy and in the U.S. in a diversity of skills. Efficient in house parts logistics service. Offering to its clients a professional job, with speed and quality.

At IBC Shipyard, we are rated as an Azimut Gold Service center and form part of the exclusive Benetti Service Network. Furthermore, we are an authorized service point of, Volvo Marine Division, Seakeeper, ZF, Raymarine, Dometic, KVH, Kohler, ASEA Power, CMC Stabilizer, and Caterpillar.

We had upgraded our Travel Lift with the mission to satisfy the needs of those customers who own boats weighing up to 300t, length up to 50mt (164ft), beam up to 11mt (36.08ft), draft to 4.5mt (14.76). With the ability to serve mega yachts we count with the best equipment in the area.

Herewith an overview of our services:

- Travel Lift of 300 tons of capacity
- Trailer of 70 tons
- Crain of 1400 kg
- Paint Booth
- Propeller Change and Repair
- Propulsion and Transmission
- Alignment of shaft and Engine
- Antifouling Paint
- Sand Blasting (Dry and Wet)
- Hull Repair
- Hydraulic and Electro Hydraulic
- CRP / Fiberglass repair

- Internal and External paint
- Naval Carpentry
- Woodwork
- Engines/Generator maintenance and repair
- Electrical and electronic services
- Air conditioning services
- Electronic navigation
- Equipment Service
- Welding
- Surveyor services
- Fabrics and canvas department



IBC Shipyard by IB Nautica Group
Ave. de la Marina No. 54,
La Marina Casa de Campo,
La Romana, Dominican Republic
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www.ibnauticagroup.com
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[@ibcshipyard](#) | [@ibnautica](#)



IMM SXM Shipyard

COLE BAY, ST. MAARTEN



The former Megayard in Cole Bay has been operating in St. Maarten for over 14 years. As of January 1st, 2026, International Marine Management (IMM) has officially taken over operations of the 20,000 m² IMM SXM Shipyard, strategically located in Cole Bay, directly across the lagoon from Simpson Bay Yacht Club. The facility is equipped with 150- and 75-ton Travelifts and is capable of handling vessels with up to a 12-foot draft and a 33-foot beam.

IMM SXM Shipyard offers 24/7 security with a 3-meter perimeter wall and full night lighting. Supported by a team of 60+ skilled technicians on the island, the shipyard delivers full-service vessel maintenance and refit solutions, including rigging, welding, mechanical and propulsion work, hydraulics, composite, teak work, painting, and class-survey support. Professional technical services are complemented by coordinated subcontractor support and competitive pricing. Dedicated outboard and inboard specialists are in place, while chase boats benefit from tailored maintenance, repairs, and summer storage, all seamlessly coordinated on site in close collaboration with our sister company, FKG Marine.

IMM SXM Shipyard offers hurricane storage during the season from June through November. This service is in high demand, and early booking is strongly recommended. Vessels are securely chocked and cross-braced, with keelboat masts unstepped as a precaution, allowing rigging and mast inspections at the same time. Catamarans are secured using concrete hurricane hold-down blocks and chocked to minimize movement during severe weather.

Under IMM's operation, the yard offers a safe, professional, and well-supported environment for vessels in St. Maarten.



16 Wellsburg Road,
Cole Bay, Sint Maarten
Tel: + +590 690 762 213
sxmshipyard@imm-yachting.com
www.imm-yachting.com



Independent Boatyard & Marina Compass Point Marina

ST. THOMAS, US VIRGIN ISLANDS



Imagine a renowned marina and full service boatyard uniquely situated in a natural hurricane hole and you start to get the idea behind why the combination of Compass Point Marina and Independent Boatyard & Marina are so special and so in demand.

To your benefit, the timing is right as we now have a brand new 500 foot dock extension added to Compass Point Marina expanding our capacity and specifically designed with wide slips for catamarans.

Boatyard Facts

Independent Boatyard & Marina is located in St. Thomas, US Virgin Islands on the South side of St. Thomas. The boatyard and marina are located in Benner Bay (sometimes known as the "lagoon"), which is a protected hurricane hole. On premises businesses include a Machine shop, an Outboard repair shop, and a large Budget Marine chandlery. A large food store (Food Center) is located across the street from the boatyard and down a 1/2 block The eastend town and harbor of Red Hook (Vessup Bay on charts) is about 2 miles east of the boatyard and has numerous restaurants, a pharmacy, and another food store. Red Hook is also the terminus of the St. Thomas to St. John ferry, which usually runs hourly.

The yard is equipped with a 50 ton Marine Travelift (up to 18 feet of beam), 35 ton crane and a 35 ton Hostar Marine yard transporter used for close stacking during hurricane season. The channel into Benner Bay is marked with day shapes on pilings with a depth of 8ft at high tide and 7 feet at low tide in the channel. Please call the office for an emailed channel chart but as a rule, favor the red.

Combined Marina Facts

There is a 93 slip Marina attached to the boatyard, which does long term slip rentals (three months or more). Our sister marina, Compass Point Marina, which has 195 slips, is just South of Independent Boatyard & Marina in Benner Bay bordering the entry channel. Compass Point Marina does do transient slip rental on a space available basis. Both marinas due to their location in a hurricane hole, allow vessels to remain in their slips during the hurricane season provided vessels comply with our written hurricane tie-off plan.

Adjacent to our slipway is a floating staging dock used by vessels slated for haulout.

The perfect location combined with all of the marine services located at your immediate discretion. Everything is covered from provisioning to hurricane storage. Act now to lock in your reservation as we currently have new found availability that assuredly won't last long.

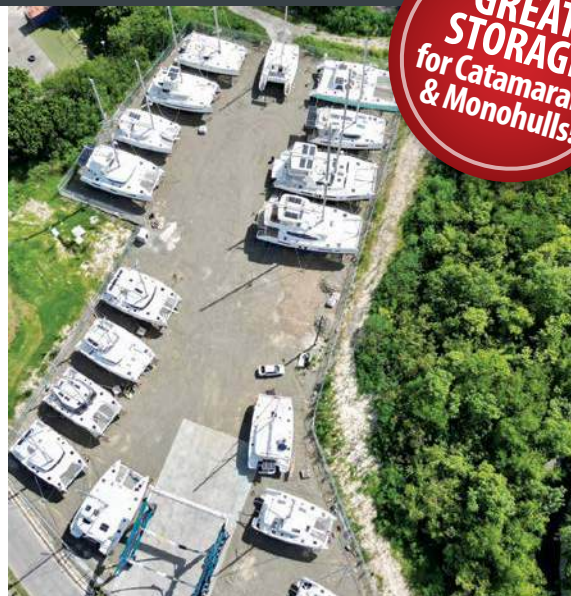


Independent Boat Yard & Marina
6249 Estate Frydenhoj,
St. Thomas, VI 00802
Tel: 340.473.9423
officeiby@gmail.com

Compass Point Marina, Inc.
6300 Estate Frydenhoj,
St. Thomas, VI 00802
Tel: 340.775.6144
compasspointmarina@gmail.com

Jolly Harbour Marina & Boatyard

ANTIGUA, WI



GREAT STORAGE
for Catamarans
& Monohulls!

Jolly Harbour Boatyard is well known for delivering excellent, friendly and professional service for boat storage and maintenance. **We are excited to remind you of our newest service which is proving to be extremely popular. The haul out and storage facilities for catamarans up to 70 ton, 33' beam, 75' LOA. The new travelift and custom boat transporter, are ready and waiting to be put to work! We are already taking bookings for the 2025 summer season! High demand, limited space - SO BOOK NOW.**

- Our concrete pits are ideal for the deep draft boats and short stay rudder jobs.
- We now have three, full service yards, to safely store your vessel.
- Capacity for 240 boats for summer storage and/or maintenance.
- Work on your boat yourself or engage the help of the various onsite marine trades.
- Boat management is available.
- Jolly Harbour is home to a large Budget Marine chandlery providing a wide range of marine products. Also, an onsite yacht broker.
- Jolly Harbour Marina & Boatyard is an insurance approved facility.
- Located just a 30 minute drive from Jolly Harbour, Antigua International Airport.

During the summer season it is mandatory for all boats to be strapped down with heavy duty cargo straps to permanent ground anchors and for all stands to be welded, ideally laterally linking the stands in a chain like fashion as well as the standard weld in pairs. Our dedicated cradle areas are extremely popular for boats of all sizes – however you must make your cradle reservation early to avoid disappointment.

Also available - under cover dinghy storage rack, individual dinghy cradles, mast rack, indoor outboard storage and lockers. We maintain 24 hour security with patrolling officers, CCTV and the latest in thermal radar technology.

Testimonials state: The entire team are extremely dedicated and the friendliest crew in the caribbean. The individual care provided is second to none.

Our 75 ton remotely operated travelifts are complete with sail boat extension and a crane for masts. Additionally, we have boat movers for transporting smaller yachts. Some owners choose an annual contract for dockage/storage which is a good option for those who do not cruise extensively.

If you are considering Jolly Harbour Marina & Boatyard in your plans please do not hesitate to contact us. The entire team are waiting to assist by answering questions, providing a customized estimate and ideally take you on a tour!



JOLLY HARBOUR
MARINA & BOATYARD

Jolly Harbour Marina & Boatyard –
owned by Eastern Caribbean
Marina & Boatyard Ltd, Antigua
+1 (268) 462 6041 or 6042
info@jhmarina.com • jhmarina.com



Nanny Cay Boatyard

TORTOLA, BRITISH VIRGIN ISLANDS



Check the website for simplified boatyard rates!

Nanny Cay's full-service boatyard is a premier facility capable of accommodating 250 monohulls and 150 catamarans. The yard features two Marine Travelifts: a 70-ton wide-body lift for catamarans up to 32 feet in beam and a 50-ton model for vessels up to 55 feet. Additionally, two hydraulic trailers—a 40-ton trailer for boats up to 60 feet and a 60-ton trailer for those up to 75 feet—ensure easy mobility of larger vessels.

Monohulls are secured using at least four sandscrews and eight tension straps, with the option of Pantenius-approved cradles. Similarly, catamarans are anchored with four sandscrews and eight tension straps, supported by custom-designed stands and Brownell jackstands, built to withstand the Caribbean's unique weather conditions. Additional straps can be added upon request. A dedicated no-mast storage area is available, with free mast storage during hurricane season for vessels removing masts.

The boatyard offers a comprehensive range of services, including skilled shipwrights, fiberglass and Awlgrip specialists, marine engineering and technical services, metal fabrication, rigging, yacht surveying and a sail loft.

Boatyard guests can stay onboard their vessels or opt for the Nanny Cay Hotel accommodations at a 10% discount. Guests can perform their own maintenance and enjoy access to amenities such as marina bathrooms and showers, free Wi-Fi, potable water, ice, laundry facilities, a provisioning store, bars and restaurants, a boutique, a spa, and a dive shop. For leisure, Nanny Cay hosts charter companies offering dinghy and powerboat rentals, bareboat charters or fully crewed yachts for a more pampered experience.

The work and storage yards are equipped with electricity (including backup power) and water sourced from Nanny Cay's reverse osmosis plant. Additional amenities include free garbage disposal, waste oil collection, and an Encyclon wastewater treatment system in the haul-out area. The entire facility is secured with 24-hour surveillance, including CCTV and foot patrols.

The Nanny Cay Chandlery boasts a 4,000-square-foot retail space, offering over 6,000 products along with special-order services for hard-to-find items. Adjacent to the boatyard, Tradewind Yachting Services serves as the BVI's authorized Yamaha dealer and a leading supplier of AB and Caribe Inflatables in both aluminium and fibreglass. Their fully stocked parts department and factory-trained technicians, including one of the few Yamaha Master Technicians in the Caribbean, deliver top-tier service.

Easily accessible by short flights from Caribbean hubs such as Puerto Rico, Antigua, and St. Maarten—or a quick ferry ride from St. Thomas—the BVI is now even more convenient with several direct flights daily from Miami, making it an ideal destination for yacht owners and boat enthusiasts alike.



Tel: 1 (284) 394 2512
VHF: Channel 16/68
boatyard@nannycay.com
www.nannycay.com



North Sound Marina & Boatyard

ANTIGUA



**NEW
HAUL OUT
DEPTH
22'**



Located at Crabb's Peninsula on the Northern coast of Antigua, this modern marine haul out facility is a purpose-built boatyard in the hub of the Caribbean with a vast area of clean concrete hard standing storage area with welded stands, tie downs and cradles to satisfy insurance company requirement during the hurricane season. This marina serves as a Port of Entry and Clearance into Antigua for vessels 24 hours a day, all year round.

The sea wall offers 500 feet of 'stern to' and alongside dockage

Their 150-ton Marine Travel Lift can handle boats with up to 31 ft beams and 22 ft drafts. The yard is also equipped with a 40 ton Hydraulic Trailer and a 40 ft reach telescopic handler.

Ashore services include water and an electrical supply that provides all voltages 120 / 240 / 480 (3 phase). Marina also has back up power.

Indoor storage also available up to clearance height of 50 feet for boats, tenders, sails, trailers, cars and other items. There is a huge refit shed measuring 100 ft. by 150 ft. (built to Cat 4 specs,) to enable specialized work to be completed out of the elements.

Workshops and store rooms available for long or short term leases and there is plenty of space for mast and container storage too.

Collection and delivery of tenders is also available and Fuel deliveries can be arranged.

Certified Diving Services, Pressure washing, hull scraping, painting, engineering, GRP, fibre glass repairs and steel work are all offered on site with additional approved outside contractors welcome. Crews are also welcome to carry out their own projects.

Engine repair is offered on all inboard and outboard engines including Mercury, Yamaha, Iveco, Suzuki, Mercruiser and Volvo.

With 24 hour manned security and CCTV, a Budget Marine Chandlery, an upholstery shop, a 24 hour customer lounge with free WIFI, 16 bathrooms and showers and an onsite Restaurant, this is the ideal facility to make your base in the Caribbean.



nsm
Antigua, WI

Crabbs Peninsula
St. Peter's, Antigua
Cell no: 268-729-3499

Office/Whatsapp: 268-562-3499
info@northsoundmarine.com
www.northsoundmarine.com



https://drive.google.com/file/d/1AE4ZBVg0kMdEsFKOtqg9_LnC6it8elaF/view

IGY Rodney Bay Marina & Boatyard

ST. LUCIA, W.I.



From routine maintenance to complete refits, our **full-service boatyard** is geared up to get you sailing swiftly and safely. Featuring a **75-ton Marine Travel Lift**, metal fabrication, fiberglass experts, and a **Sail Loft with skilled riggers and sail repair experts**, we're your go-to destination.

Endorsed by major **international insurance** companies, our boatyard is a top choice for **summer and hurricane season storage**. Nestled within the IGY Rodney Bay Marina complex, our **gated 4.5-acre haven** in a **protected lagoon** is a designated port of entry, ensuring a breeze for clearing in and hauling out in a breeze.

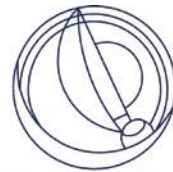
Once settled in, the **5 Gold Anchor-awarded** Rodney Bay Marina offers full support facilities. Explore further at Rodney Bay Village, a short distance away, with two shopping malls and a strip featuring bars and restaurants.

Our professionalism, friendliness, and affordable rates make us stand out. St. Lucia's central location makes us the perfect base for sailors exploring the Caribbean islands. With **daily flights** to major hubs in **Canada (Toronto) and the US (Atlanta, Miami & NYC)** as well as **Europe (London)**, we boast the best international flight connections in the Windward Islands.

Seeking a reputable boatyard in the southern Caribbean? Choose IGY Rodney Bay Boatyard for industry stalwart quality assurance. Your journey to maritime excellence begins here!

Onsite Amenities Include:

- Full-Service Boatyard & Technical Services
- Customs & Immigration
- 24 -HR CCTV Surveillance and Security
- Complimentary Wi-Fi
- Duty-free Fuel Station & In-slip Fueling
- In-slip Water & Electricity (US & European power)
- Floating and Concrete Docks
- 8 Popular Restaurants & Bars
- Extensive Provisioning- local, gourmet and international products
- Bank, Laundromat, Showers, Taxi & Tour Agency & Car Rental
- Hurricane Season Insurance packages through our Insurance Partners
- Saltwater Pool
- Special long-term contract deals year-round!



IGY: RODNEY BAY MARINA
ST. LUCIA

P.O. Box 1538,
Castries, St. Lucia WI
Tel: +758.458.7200
www.igy-rodneybay.com
rhm@igymarinas.com



Safe Harbor Puerto del Rey

FAJARDO, PUERTO RICO



Safe Harbor Puerto Del Rey in Puerto Rico is the largest and most complete marina in the Caribbean; their first-class facilities have seen significant improvements and plan to bring more amenities for their members in the upcoming years. Those improvements, combined with its strategic location (surrounded by mangroves and mountains), helped in their success over the past hurricane seasons and historical storms. The massive breakwater played a crucial role in saving hundreds of vessels in the water, and the steel and concrete foundations in the Hurricane Storage proved to be critical in saving hundreds of boats on land. The marina has a 1.5-Megawatt generator capable of running all the facilities and ensuring they are even more prepared for any future events. The marina has over 200 tie-down spaces that hook into 3 feet of concrete. Vessels are tied down with 10,000-lb straps, tested, and proven successful during the 2017 hurricane season. This program requires a 4-month minimum agreement. Spaces are limited! Call or write them today to ask about Hurricane Storage options.

The Safe Harbor Puerto del Rey Boat Yard is the only yard in the Caribbean with 5 travel lifts; the most powerful of which is capable of hauling out vessels up to 150 tons. There are also bull forklifts that can haul vessels up to 45' LOA and 32,000 lbs. You can rest assured that your vessel, regardless of size or service needed, can be taken in by Safe Harbor Puerto Del Rey.

Do you need to get some work done on your boat? They have you covered! Safe Harbor Puerto del Rey is home to 14 authorized contractors, some of them, have built reputations as the best in the region. This gives you the ability to select the contractor whose skillset matches your needs and whose prices come within your budget; all this without leaving the marina! Some of the areas the contractors excel in include propulsion systems, motor repair and mechanics, woodworking, welding and metal fabrication, electrical repair, fiberglass repair and finishing, and bottom maintenance and painting.

As if that was not enough, Safe Harbor Puerto Del Rey offers a wide variety of amenities to their guests and boat owners. Get gas or diesel at the Fuel dock and get some work done by connecting to the free marina Wi-Fi. Take a break from the water and stay in one of their on-premises apartments (1 and 2 bedrooms available). There is also a gym, golf cart service, jogging trail, a heliport, on-site car rental service, laundry facilities, and two of the best restaurants in town. Safe Harbor Puerto Del Rey is your one stop shop in the Caribbean for all your boating needs.

"Our range of services will make your visit more convenient and productive. Our excellent contractors, first class facilities, and dedicated staff will make it an unforgettable experience. We are more than a marina ... we are your gateway to the Caribbean."



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— PUERTO DEL REY —

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Saunders Yachtworks

GULF SHORES, AL



Centrally located on the Alabama coast of the Gulf of Mexico, Saunders Yachtworks provides our customers with outstanding boatyard, refit and repower services. With decades of combined experience, our management team and technicians can handle projects of all levels of complexity.

Our full-service boatyard and transient basin is located at mile marker 155 on the Gulf Intracoastal Waterway in Gulf Shores. It accommodates vessels up to 130 feet with a 27-foot maximum beam, provides robust dockage and long-term dry storage, and features the largest lift capacity for recreational boats in the northern Gulf. We designed our fully-enclosed works building to include a 50-foot door height that can handle custom tuna towers. Next to our works building, a 13,000-square-foot covered space allows us to stage a greater number of vessels in a weather-protected environment.

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For more information, please call 251.981.3700 or visit our website at saundersyacht.com. Whether you're docking in the States for an extended period of time or just passing through, let us put our tradition of performance and integrity to work for you!



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COLÓN, PANAMÁ



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Shelter Bay has the tools and the staff with over 2,000 haul outs and a much larger number of repairs of all types. Our staff has the experience and skills to service most of the routine repairs and maintenance on your vessel. We can do everything no one can. We've developed relationships and contacts to get the required technical support quickly and efficiently. Need a specialist? we have daily flights from all the yacht centers in the US and Europe.

Our technical and supervisory staff will work closely with you to provide the best course of action for your vessel. We offer a wide selection of services which are tailored to your needs from a simple boat watch program with a report once a month to an intensive refit schedule with daily reporting. Stay on the hard or in our very secure side tie berths while the work is accomplished.

100,000 square feet of stabilized yard space with an enclosed 5,000 square feet sheltered space for refits, plus long term secure storage space to accommodate up to 120 vessels, and 200 wet slips makes Shelter Bay Marina at the Panama Canal, the best option to leave your vessel this upcoming Hurricane Season. Our 100-ton travel lift, can haul vessels up to 28 feet wide and 10-foot draft. Our 30-ton crane with 115 feet reach will handle the mast and rigging of your sailboat and our 60-ton hydraulic trailer can move the vessel to the service position of your choice.

Our Chandlery is geared to support the work you require, we have relationships with all local suppliers and the key players in Fort Lauderdale. Panama has exceptional processes to expedite shipping of parts for ships in the canal at very reasonable prices, we use the same system to serve you.

Vessels stored in the water or in the secured dry storage can choose from several boat care options to ensure everything is kept in top shape. Inspections, dehumidifier installation, wash downs, checklist reports including photos are some of the options. Shrink wrap is also available for those that require good exterior climate protection for their vessels.

Let us take the worry away, contact us at SBM and we will be more than ready to attend your needs.

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South Bank Marina & Boatyard

TURKS AND CAICOS ISLANDS



Located on the south shore of Providenciales, the Caicos Bank offers a natural barrier to heavy wave action and storm surge. There is an easy approach from offshore through charted shipping channels which offer greater depth than the surrounding banks. At 9' full high tide, South Bank Marina and Boatyard offers the greatest depth entry on the south shore of the island.

A long face dock enables dockage without length restrictions. Due to our convenient location, the Turks and Caicos Islands Marine Police call us home. Our friendly dock master is waiting to receive your vessel and offer fuel, water, ice and a wealth of knowledge about the islands. South Bank Marina and Boatyard operates the only 75 ton Marine Travelift on Providenciales accommodating vessels with up to 25' beam. Our Taylor 20,000lb marine forklift aides stepping masts and hauling twin engine vessels up to 35'. A tractor provides the quickest haul and launch service available to our clients.

The South Bank boatyard crew are well versed in gelcoat matching and patching, large structural fiberglass repairs, bottom jobs and just about anything else your vessel may require to make your ownership experience effortless. Also on site is our certified Yamaha and Honda outboard mechanic shop, capable of servicing all brands of outboard engines. Our ship store carries products from leading brands such as Seahawk, International, Petit, AWLGRIP, Alexseal, Anchor, Seachoice, 3M, Miami Cordage and many more. Whatever we do not carry in stock, we can source for you swiftly. South Bank's on-site machine shop is also equipped for gear and propeller work. South Bank is now a dealer for Yamaha, Honda, Garmin, Seakeeper, Invincible, Sailfish, Boston Whaler and Axopar!

Caribbean Marina and Diesel, the local dealer for Yanmar, Cummins, MAN, Onan and others is conveniently located on an adjoining property. Don't miss our latest Caribbean cuisine restaurant, Sail Shades. It is the perfect place to lime the day away.

Whether you're passing through, looking for a safe haven for the hurricane season, or require repairs, South Bank Marina and Shipyard is not only your ideal boat service partner, but also ideally located to experience the islands from the water. Many of the cruisers which visit us, return year after year. Our team of friendly, professional staff will strive to make your experience in the Turks and Caicos unforgettable.



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Email: marina@southbank.tc



Spice Island Marine Services

GRENADA, W.I.



Spice Island Marine: Ready for the Season Ahead

Spice Island Marine has long been a trusted part of the Grenada boating community since 1984, known for dependable vessel care and hurricane storage solutions.

From the early days of introducing the Southern Caribbean's first Travelift, our work has always been guided by steady investment in capability and service. Today, our facility can accommodate vessels up to 75 tons, 85 feet long with a maximum 25 foot beam and 13 foot draft, supporting a wide range of refit and maintenance needs.

Our services include comprehensive repair and upkeep along with expert welding and custom fabrication, designed to keep each boat safe, seaworthy, and ready for the next passage. From paint preparation and marine carpentry to mechanical support and electronics upgrades, our team helps owners plan projects carefully and execute them with attention to detail.

During hurricane season, our storage program consists of securing all monohulls using a minimum of eight boat stands which are welded together after the boat is placed in its storage position. All vessels are strapped down using stainless steel cables which are anchored by concrete buried 6 feet deep. For an additional charge, cradles may be built around the boat using 6 inch I-beams, which is often an insurance requirement for monohulls. Haul-out, blocking, and yard preparation are handled with the same steady care that has defined our approach for decades, providing owners with confidence that their vessels are secured and carefully looked after.

A key part of what makes Spice Island Marine distinctive is our people. Many of our craftsmen have been with us for more than 15 years, bringing deep experience, pride in their work, and a personal approach to every project. That sense of continuity extends to our clients as well, many of whom return year after year.

We continue to strengthen our operations with practical improvements, including advancements in our solar program as part of an ongoing commitment to sustainability.

As the yard fills quickly during peak months, we encourage owners to book early for storage, maintenance, and refit planning. We look forward to supporting another season of cruising vessels here in Grenada.



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St. Croix Marine Center

ST. CROIX, U.S. VIRGIN ISLANDS



We're Here to Help You Enjoy Your Boating Experience!

ST. CROIX MARINE CENTER PROVIDES CLEAN, COMFORTABLE FACILITIES IN A FRIENDLY AND WELCOMING ENVIRONMENT. Located on St. Croix, Virgin Islands, it is your friendly, Caribbean boatyard that specializes in sales, restoration, refits and repairs. We strive to provide exceptional service for local fishermen and recreational boaters as well as well-travelled yachtsmen.

St. Croix Marine Center is located in Gallows Bay adjacent to the town of Christiansted and bordering Christiansted Harbor. There's gasoline and diesel available, haul and launch services, shower facilities and an on-site chandlery, which is stocked with parts and supplies, ice, beverages, and snacks. The marina is also walking distance from a store with a large array of gourmet foods, wine and liquor, butcher shop, and buffet style hot food. The full-service boatyard has a 50-ton Travelift capable of lifting monohulls and catamarans up to an 18ft beam. Welding, fiberglass, painting, and detailing are just some of the services provided by well-trained and experienced marine technicians. The boatyard also offers hurricane season haul-outs.

The marina has transient and permanent dockage slips and 10 mooring balls, capable of accommodating vessels up to 120ft. The marina also has free Wifi with marina-wide coverage. We monitor channel 6 and 16 from 8 am to 4:30 pm Monday to Saturday. Dockage and other services can be arranged by radio. In addition, the futuristic and innovative QE IV ferry that runs between St. Croix and St. Thomas Island is located next door.

St. Croix Marine is also a Mercury Marine dealer/distributor for St. Croix with Mercury Certified Mechanics on staff. If you love your boat, but need more power, better performance, improved fuel efficiency and the newest technologies, it's time to repower your boat at St. Croix Marine with a new Mercury V-8 or V-6 or V-10 outboard. Ranging from 175 to 400 horsepower, these new engines are designed, engineered and built to be small and light and to deliver great hole shot, top speed and fuel efficiency – not to mention amazing reliability. Let us get you a repower and then... **GO BOLDLY!**



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St. Kitts Marine Works

NEW GUINEA, ST. KITTS



Beat the Hurricane Season Rush!

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

SKMW boasts one of the largest boat yards in the Caribbean with over 27 Acres of storage space, we have been lifting boats safely for the last 20 years. In the last years we have expanded our line of equipment to include two (165 ton) Marine Travel lifts and one 25 ton forklift. This expansion was done to ensure speedy handling of your vessels.

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

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

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



www.skmw.net

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Varadero Aruba is the perfect place for your boat to be safe and keep you sleeping soundly.

Turquoise tranquility is thanks to the fact that Aruba is very close to South America and its mountains. This, combined with the Barcadera reef, makes our marina the safest in the Caribbean to store your vessel.

We offer you a full array of services that few match: safe storage, safest island in the Caribbean, full-service boatyard by highly certified and dedicated staff, brokerage service, guest house, restaurant and ship chandler on the grounds. Certified service for Cummins and Yanmar engines.

Boatyard: Experience and professionalism on your side. Our boatyard offers 300 dry berths, with cement bollards available if required by your insurance, multi service boatyard, hauling and storage, maintenance & repairs, mono & multi-hull, Roodberg hydraulic trailer 60 tons.

We are ready to handle any complicated jobs ranging from routine maintenance, soda blasting, anti-fouling (with a specialty in copper coat), mast rigging, engine overhauls and servicing and more.

Marina: our perfectly located marina provides electricity 110V, 220V, 360V, 70 wet slips, free internet, dock side restaurant, mega yacht facilities, on-site gas station Maso Petroleum (gas & diesel), on-site chandlery DeepWater Marine, security 24/7 and ship agents. We will make it easy for you.

Brokerage: leave your boat safe with us. Aruba has the best flight connections to the USA, Europe and South America in all of the Caribbean so seeing your boat is easy for potential buyers.

Varadero Aruba Marina & Boatyard—the Safest Marina and Boatyard in the Caribbean, period! www.varaderoaruba.com



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Virgin Gorda Yacht Harbour

VIRGIN GORDA, BRITISH VIRGIN ISLANDS



Virgin Gorda Yacht Harbour is the ideal destination for hurricane season storage in the Northeast Caribbean. Our two large boatyards provide many excellent storage options for vessels up to 9' draft, or 350 metric tonnes.

In addition to our trusted Hurricane Keel Pit service for keelboats, our South Boatyard now offers brand new steel cradles for which will provide extra peace of mind for yacht owners during hurricane season. For any of those bigger tasks that you cannot do yourself, there are several qualified, licensed, and insured sub-contractors available locally who specialize in all manner of shipwrighting, including electronics, rigging, carpentry, and more.

Our North Boatyard boasts the largest hauling capacity in the region, capable of hauling vessels up to 39' beam. Every haul out slip also comes with the option to strap down to helical sand screws, which are an excellent way to ensure the safety of your vessel.

Our facility is situated on 30 waterfront acres, and also offers a 90-slip marina and two retail centres including a Chandlery. Contact us today to see what we can do to protect your vessel!



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Ti' Punch, Big Impression: Père Labat 40 Opens Our Palate

RUM | BY CLINT AND TERRY BORAM



Looking back at the rums we have tasted, we find we've explored only one rum agricole, a rum distilled in the French Caribbean islands using freshly squeezed sugar cane juice rather than molasses. Rereading our 2017 review of Clément – Select Barrel Rhum Agricole, reveals our lack of knowledge about agricole and how much our palates have grown to appreciate the nuances of differing styles of

rum/rhum. Père Labat 40 opens up a whole new appreciation for rum agricoles.

Poisson Distillery produces Père Labat 40 on the island of Marie-Galante, a dependency island of Guadeloupe, a French territory in the Caribbean. The Poisson family founded a sugar refinery on the island in 1860, which was transformed into a

distillery in 1916 after Edouard Rameau bought it. He named his rum Père Labat in memory of the French missionary who settled the island in the 17th century.

While most rums are made from molasses or sugar cane honey, rum is made from sugar cane juice. Sugar cane is harvested at the peak of maturity, immediately pressed, and then fermented with organic yeast found on the leaf (or the sheath) that completely covers the sugar cane stalk. The fermentation gives the rum an earthy, grassy, and herbaceous taste rather than the traditional sweet, vanilla, and spice notes of rum. The other difference is that while rum typically is 40% ABV, rum varies between 42-45% ABV, providing an extra kick.

Père Labat offers a variety of rums ranging from blanc, requiring no aging, to special editions aged more than ten years. Père Labat 40 is a blanc made using the traditional methods from the 17th century and distilled in a 12-plate copper column still. The label suggests using the rum to make a Ti' Punch, but first, we tried it neat.

NEAT

The nose lives up to the earthy, grassy notes expected from an agricole. The sip warms the palate with a unique note that is not sweet, not earthy like the nose, and not spicy. It has a good mouth feel, which carries the rum to a warm, inviting finish.

TI' PUNCH

(Ti is the Creole/French word for petite.)

¼ oz Simple Syrup (or 1 ½ tsp)

1 ½ oz Rum

Wedge of Lime

Mix simple syrup and rum. Squeeze lime and mix. Then add ice.

There is an initial hit of sweetness, which complements the earthiness of the rum. While we smell the lime on the nose, it settles into the background on the palate, balancing the simple syrup and the rum. The petite cocktail goes down so smoothly that we were immediately left wanting more.

OVERALL

We were pleasantly surprised by the taste and feel of Père Labat 40 when sipped neat. Though not an everyday sipper, it could certainly stand on its own. We will add the Ti' Punch recipe to our repertoire of cocktails. Try playing around with the sugar component using Demerara simple syrup to give you more of a molasses note.

3.75 OUT OF 5



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Filming Reefs For Science

TEXT BY BIRGIT HACKL & TOM PUCHNER
PHOTOS BY CHRISTIAN FELDBAUER, TOM & SONJA PLANET -
OCEAN.ORG, THORSTEN SCHRADER

We love the underwater world and spend hours in the water every day whenever we're in an area with clear water and coral reefs. We've witnessed horrible bleaching events, cried over dead and overgrown reefs, but we have also found unexpected gems of super-resilient coral thriving despite record temperatures. We always take lots of pictures, mostly for our own records and also to share with friends and of course with you, dear *ALL AT SEA* readers! Quite often we thought that the masses of pictures and temperature records that we collect from different islands could well be useful for scientists, if only there was a way to find and contact those who are currently working on projects and papers about bleaching events and coral resilience. Tom and Sonja, Austrian cruiser friends, had the same thought, but being marine biologists and actively working for reef protection, they made the step from theoretical idea to practical implementation and set up a database where cruisers from all around the world can contribute footage from reefs to document their state, and make it accessible for science!

Are you interested, avid snorkelers and/or divers and want to contribute?

Then check out <https://planet-ocean.org/en/csi-coral.html> where Tom and Sonja introduce and explain their project.

To participate you don't need expert skills or scientific training, just:

- a waterproof action camera (e.g., GoPro or equivalent) capable of 4K recording
- a mobile GPS unit (e.g. a GPS-enabled watch, or a smartphone running a tracking application housed in a waterproof bag/case)
- a swim buoy with a tether or a waterproof bag to secure the GPS unit to the swimmer.

Then you simply pick a section of reef that seems interesting, because it's either a typical representation of the state of the coral in this area, or as it shows a bio-diverse stretch of







You can contribute no matter if you are anchored in a pristine paradise

reef or an example of badly struggling coral in contrast to the healthy colleagues on a coralhead nearby.

You start with a view above the water, so that observers without local knowledge get an idea of where you are (close to land, out on a reef, inside a pass, etc.), then you do a slow 360° circle to give an overview of the underwater landscape you're about to film, before you set out on a slow swim, pointing the camera down and slightly forward. After approximately 20 m (about 60 seconds) you do another sweeping view all around you and stop filming.

Sounds simple? It is, even though I found it quite challenging to hold the camera steady while swimming—especially in rough seas or with a current running. The first examples of my video-art likely would have made a viewer seasick, but with some practice the footage is starting to get better. Of course I'm using an old Olympus tough that we usually use for photographs instead of videos, so if you have a modern camera with proper image stabilization features it's much easier to get nice results. Watch Tom's and Sonja's explanatory video in the Q&A section of <https://planet-ocean.org/en/csi-coral.html> and splash into the water to give it a try!



Filming the transect

So, what happens to your video? It doesn't just disappear into a database. It gets uploaded to an interactive public map where scientists (and everyone else who is interested) can see what is happening in these remote corners of the world.

We all know the reefs are under pressure. We've seen the bleaching and the changes with our own eyes. But here is the problem: scientists can't be everywhere. Research expeditions to remote atolls are incredibly expensive and rare. Local communities often don't have the means to contribute data as they lack the necessary equipment to film and share high-resolution videos. This leaves massive blank spots on the global map—places that might be perfectly healthy or silently dying, and nobody knows.

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Bleached and overgrown reef



Getting ready to start a video transect

cruisers we visit remote tropical locations, anchor in exactly those areas where scientific data is most scarce. As we utilize the power of the wind instead of fossil fuels, we're not only in the place where scientific data is needed, we also arrive with the minimal carbon footprint associated with marine research and science tourism. So, if you are a concerned citizen of mother earth, enjoy spending time in the water and have the necessary hardware, become a sailor scientist and share your footage of the reefs you visit! 📷



GPX track editing

Birgit and Christian have been cruising aboard their S&S SY Pitufa since 2011. Check out their blog www.pitufa.at for more info about their journey and/or read their travel books and DIY advice: "Sailing Towards the Horizon", "Cruising Know-How" and "On Velvet Paws Towards the Horizon" are available on Amazon!

Tom, Sonja, and their son Keanu have been exploring the oceans since 2013 on their fully electric Wharram Catamaran "Pakia tea". They are now dedicating their non-profit Planet Ocean to bridge the gap between marine science and the sailing community. Learn more and join the initiative at www.planet-ocean.org/coral.

THE ONLY PLACE **SAFE** FROM HURRICANES IS ONE OUTSIDE THEIR PATH!



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South of the Hurricane Belt

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PHOTO BY JAN ROBINSON



Fresh, Light, and Full of Flavor For Spring

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

This March issue celebrates a menu that feels as good as it tastes. Fresh, lively flavors and beautiful ingredients come together in light, elegant dishes that yacht chefs do so well — vibrant on the plate, satisfying without being heavy, and leaving everyone at the table feeling simply marvelous.

ARUGULA, PEAR & PARMESAN SALAD WITH LEMON-OLIVE OIL DRESSING

Prep time: 15 minutes. Cooking time: 0 minutes. Serves: 4

6 oz fresh arugula (about 6 packed cups)

2 ripe but firm pears, thinly sliced

2 oz Parmigiano Reggiano, shaved

2 Tbsp extra-virgin olive oil

1½ Tbsp fresh lemon juice

½ tsp lemon zest

¼ tsp sea salt

¼ tsp freshly ground black pepper

1 Tbsp very thinly sliced red onion

In a small bowl, whisk together olive oil, lemon juice, lemon zest, salt, and pepper.

Place arugula in a large bowl. Add the sliced pears and red onion. Drizzle with the dressing and toss very lightly so the leaves stay airy and upright.

Arrange the salad onto plates. Finish with generous shavings of Parmigiano Reggiano over the top.

Simple, elegant, and beautifully balanced — peppery, sweet, salty, and bright. A classic European-style salad that looks stunning and tastes even better.

Per serving — Calories 180 | Protein 6 g | Carbs 14 g | Fiber 3 g | Fat 12 g | Sugar 9 g | Sodium 220 mg | Cholesterol 10 mg | Potassium 320 mg | Iron 1.2 mg | Calcium 180 mg

QUINOA STACK WITH SAUTÉED SPINACH, ROASTED POTATO, SWEET PEPPERS & ARTICHOKE

Prep time: 20 minutes. Cooking time: 35 minutes. Serves: 4

- 1 cup (6 oz) red quinoa, rinsed
- 2 cups vegetable broth
- 2 Tbsp extra-virgin olive oil, divided
- 1 lb Yukon gold potatoes, sliced into ½-inch rounds
- 1 large red onion, cut into thick rings
- 1 yellow bell pepper, sliced into ribbons
- 8 artichoke heart quarters (from jar, drained well)
- 4 cups fresh spinach
- 2 cloves garlic, minced
- 1 tsp sea salt
- ½ tsp freshly ground black pepper
- ½ tsp smoked paprika
- 1 Tbsp fresh lemon juice

Preheat oven to 400°F.

In a saucepan, combine quinoa and vegetable broth. Bring to a boil, reduce to a simmer, cover, and cook for 15 minutes until fluffy. Remove from heat and keep covered.

Toss the potato slices with 1 Tbsp olive oil, half the salt, pepper, and smoked paprika. Arrange on a baking sheet and roast for 25–30 minutes, turning once, until golden and tender.

While potatoes roast, heat a skillet over medium heat. Add the remaining olive oil and sauté the red onion rings and yellow pepper ribbons until caramelized and glossy, about 8 minutes. Add the artichoke hearts for the last 2 minutes to warm through and lightly brown.

In a separate pan, quickly sauté garlic and spinach just until wilted. Finish with lemon juice and a pinch of salt.

Continued on page 98



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| Antigua | Falmouth Harbour Marina www.antigua-marina.com | 268-460-6054 | 20' | 380' | 60 | ● | 110/220/380 3 phase | ● | ● | ● | ● | ● | ● | ● | ● | 68/10 | ● |
| Antigua | Jolly Harbour Marina www.jhmarina.com | 268-462-6042 | 13' | 200' | 160 | ● | 110/220 | | ● | ● | ● | ● | ● | ● | ● | 68 | FREE |
| Aruba | Renaissance Marina Aruba | 297-588-0260 | 13' | 200' | 50 | ● | 110/220 | | ● | | | | ● | ● | ● | 16/69 | ● |
| Aruba | Varadero Caribe www.varaderoaruba.com | 297-588-3850 | 8' | 120' | 75 | ● | 50/30 amp | | | | ● | | | ● | ● | 68 | ● |
| Curaçao | Curaçao Marine | 5999 465 8936 | 13' | 120' | 30 | ● | 110/220/380 | | ● | | ● | ● | | | ● | 67 | FREE |
| Curaçao | Curaçao Yacht Club www.curaçaoyachtclub.com | 5999-767-4627 | 16' | 160 | 120 | ● | 110/220 v; 50 hrz | | ● | ● | ● | | | | ● | 68 | FREE |
| D.R. | Casa de Campo Marina | 809.523.8646/ 8647 | 16' | 250' | 350 | ● | 110/220 v to 60 hrz | ● | ● | ● | ● | ● | ● | ● | ● | 68 | ● |
| D.R. | Marina Zar Par | 809-523-5858 | 12' | 120' | 110 | ● | 110/220, 308 | ● | ● | ● | ● | ● | ● | ● | ● | 5 | FREE |
| D.R. | Ocean World Marina | 809-970-3373 | 12' + | 250' | 104 | ● | 110/220 | ● | ● | ● | ● | ● | ● | ● | ● | 16/68 | ● |
| Grand Cayman | Barcadere Marina | 345-949-3743 | 8' | 150' | 83 | ● | 30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz | | ● | ● | ● | | | | ● | 16 | FREE |
| Grenada | Clarkes Court Boatyard & Marina | 473-439-3939 | 11' | 150' | 20 | ● | 110/220; 50hrz | | | | ● | ● | | | ● | 68 | FREE |
| Grenada | Grenada Marine | 473-443-1667 | 15' | 70' | 4 | ● | 110/220 | | ● | | ● | ● | | | ● | 16 | FREE |
| Grenada | Le Phare Bleu Marina | 473-444-2400 | 15' | 120' | 60 | ● | 110/220/480 | | ● | ● | ● | ● | ● | ● | ● | 16 | FREE |
| Grenada | Port Louis Marina | 473-435-7431 | 14.76' | 90m | 170 | ● | 110/208/220/230/240/400/480/630V | ● | | | ● | ● | ● | ● | ● | 14 | FREE |
| Grenada | Whisper Cove Marina www.whispercovemarina.com | 473-444-5296 | 15' | 100' | 18 | ● | 110/220, 50hrz | | | | ● | ● | ● | ● | ● | 68 | ● |
| Guadeloupe | Marina Bas-du-Fort | 590 590 936 620 | 15.5' | 210' | 1,100 | ● | 110/220/380 | | ● | ● | ● | ● | ● | ● | ● | 9 | FREE |
| Jamaica | Errol Flynn Marina & Shipyard | 876-715-6044 | 32' | 600' | 33 | ● | 110/220/480 1&3PH 50/60HZ | Cable | ● | ● | ● | ● | ● | ● | ● | 16/9 | FREE |
| Panama | Bocas Marina www.bocas-marina.com | 507-757-9800 | 20' | 150' | 83 | ● | 110 -220v | | ● | | ● | ● | ● | ● | ● | 68 | FREE |
| Panama | Red Frog Beach Marina redfrogbeach.com | +507 6726-4500 | 20' | 300' | 84 | ● | 50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase | | ● | ● | ● | ● | ● | ● | ● | 68 | ● |
| Panama | Shelter Bay Marina | 507-433-3581 | 20' | 320' | 192 | ● | 60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V | ● | ● | ● | ● | ● | ● | ● | ● | 74 | ● |
| Puerto Rico | Club Nautico de San Juan | 787-722-0177 | 31' | 250' | 121 | ● | 110 volts / 220 / 480 for megayachts | | ● | ● | ● | ● | | | | 16/10 68 | ● |
| Puerto Rico | Marina de Salinas | 787-824-3185 | 10' | 65' | 103 | ● | 120/220V, 30/50 amp | | ● | ● | ● | ● | ● | ● | ● | 16 | ● |
| Puerto Rico | Marina Pescaderia www.marinapescaderia.com | 787-717-3638 | 8' | 115' | 99 | ● | 30, 50, and 100 amp | | ● | ● | ● | ● | ● | ● | ● | 16 | FREE |
| Puerto Rico | Ponce Yacht & Fishing Club | 787-842-9003 | 20' | 150' | 169 | ● | 110/220V, 30A, 50A and 100A | | ● | ● | ● | ● | | | ● | 68 | FREE |
| Puerto Rico | Puerto Del Rey Marina | 787-860-1000 | 15' | 260' | 1,000 | ● | 120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz | Cable | ● | ● | ● | ● | ● | ● | ● | 16/71 | FREE |
| Scrub Island, BVI | Scrub Island Resort, Spa & Marina www.scrubisland.com | (284) 394-3440 | 30' | 160' | 55 | ● | 30, 50 & 100 amp | | | | ● | ● | ● | ● | ● | 74 | ● |

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| 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-rodneymarina.com | 758-458-7200 | 14' | 285' | 253 | ● | 120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz | ● | ● | ● | ● | ● | ● | ● | ● | 16 | FREE |
| St. Lucia | 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-americanyacht harbor.com | 340-775-6454 | 10' | 110' | 134 | ● | 120/208Y/240 VAC 30 to 100 amps, 60 Hz | Cable | ● | ● | ● | ● | ● | ● | ● | 16/6 | FREE |
| St. Thomas | 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-yachthaven grande.com | 340-774-9500 | 18' | 656' | 48 | ● | 120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire | Cable | ● | ● | ● | ● | ● | ● | ● | 16/10 | FREE |
| Tortola, BVI | 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 |

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| 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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| 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 | Clarks 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 | • | • | • | • | • | • | • |
| Panama | Bocas Yacht Services | 09° 17.3'N | 082° 23.06W | 507-6619-5601 | 10' | 65' | 20' | no limit | 120/220 | 7:30-3:30pm | 60 | • | • | • | • | • | • | • |
| Panama | Shelter Bay Marina | 09° 22' 12" N | 79° 56' 51" W | +507-6781-6631/ 6747-9118 | 11' | 100' | 28' | no limit | 60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase | 24x7 | 100 | • | • | • | • | • | • | • |
| Puerto Rico | Varadero @ Palmas | 18 04' 37" N | 65 47' 57" W | 787-656-9211 | 11' | 110' | 26' | no limit | 50/30 amp | 8-5, 7days | 110 | • | • | • | • | • | • | • |
| Puerto Rico | Puerto Del Rey Marina | 18° 17.3 N | 65° 38 W | 787-860-1000 | 15' | 150' | 33 | no limit | 120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz | 8am-5pm | 155 | • | • | • | • | • | • | • |
| Sint Maarten | Megayard | 18°02' 13.24 N | 63°05' 08.52 W | 1-721-5444-060 | 12' | 200' | 33' | 12' | 110/220 | 8-5 M-F | 150 | • | • | • | • | • | • | • |
| St. 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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|----------------------|-------|---|--------------|------|---------------|----------------|------------|-------------|--------------------------------------|----------------------|--------|-----|-------------|---------|--------------|------------------|----------|-------------|-------------------|
| Washington D.C. / MD | VA MD | National Harbor Marina www.igy-nationalharbor.com | 301-749-1582 | Call | 160' | | | ● | 30/50/100 single and 3 phase | ● | ● | ● | ● | ● | ● | ● | ● | 71/16 | ● |
| Beaufort | NC | Jarrett Bay Boatworks | 252-728-7100 | 10' | 135' | 30 | ● | | 30/50/100 Amp | | ● | ● | | | | | ● | 16 | FREE |
| Fort Pierce | FL | Fort Pierce City Marina | 772-464-1245 | 7' | 150' | 240 | ● | | 30/50/100 Amp | | ● | ● | ● | ● | ● | ● | ● | 16/78 | FREE |
| Miami Beach | FL | One Island Park www.igy-miami.com | 754-701-4020 | 40' | 150-800' | 8 | ● | | 100 single & 3 phase/200/480/600 Amp | | ● | ● | | ● | ● | | ● | 11/16 | FREE |
| Marathon | FL | Marlin Bay Yacht Club www.marlinbay.com/marina | 305-731-2207 | 7' | 60' | 28 | ● | | 30/50 Amp | | | | ● | | | | ● | 16 | FREE |
| St Petersburg | FL | Maximo Marina & Boatyard www.igy-maximomarina.com | 727-867-1102 | 8' | 110' | 300 | ● | | 30/50/100 single phase | ● | ● | ● | ● | | | | ● | 6/16 | FREE |

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Southeast U.S. Boatyards

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| | | | | | 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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2

CABARETE, DOMINICAN REPUBLIC. Located directly on Kite Beach, this 1,700 sq. ft. oceanfront condo offers front-row access to the Caribbean's premier water-sports beach. Situated within the sought-after Caba Reef, the renovated 2 BR/2 BA residence was extensively updated in 2022 and features a spacious layout, large ocean-view balcony, and turnkey furnishings. Proven rental income with Airbnb Superhost status adds investment appeal, complemented by recent upgrades to the complex and long-term value growth. Price: U.S. \$499,000

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3
VIEQUES, PUERTO RICO. Expansive north-coast ocean views set the tone at La Roca, a move-in-ready multi-unit property in Vieques' desirable Bravos de Boston neighborhood. Located just steps from the Caribbean Sea, this solid concrete, three-level residence features a proven rental history, pool, and easy walkability to beaches, town, and the ferry. Two mirrored one-bedroom units open onto an ocean-facing deck, complemented by generous storage below and a rooftop terrace above—ideal for sunsets, sea breezes, and relaxed island living. Price: U.S. \$625,000

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bgevinski@gmail.com | www.paraisorealtypr.com
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4
ST. CROIX, U.S. VIRGIN ISLANDS. Lovely and well-maintained, this unique, standalone 2 BR/2 BA condominium enjoys sweeping views of Buck Island and steady trade-wind breezes on St. Croix's east end. A spacious front patio overlooks the sea, while a private tiled rear patio with a grill offers added outdoor living. Fully furnished and move-in ready, the home includes access to The Reef amenities, including a large ocean-view pool, nine-hole golf course, tennis courts, and the waterfront favorite Duggan's Reef, plus a sandwich shop and pro shop. Price: U.S. \$375,000

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julie@teamsanmartin.com | www.teamsanmartin.com
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5
ST. THOMAS, U.S. VIRGIN ISLANDS. This 1-acre parcel is located in the private Sprat Bay neighborhood on Water Island. The neighborhood offers a boat dock, tennis court, gazebo, and a secluded beach away from the crowds—easy living within a short boat/ferry ride from St. Thomas. The lot faces towards the prevailing breeze, located near the top of the hill, offering spectacular orientation and value. Price: U.S. \$149,000

CARA HINTON, Real Solutions Real Estate | carajohinton@gmail.com
www.stthomasre.com | Cell: (702) 859-0864



6 **COLE BAY, ST. MAARTEN.** Overlooking the turquoise bay and marina, this hillside villa in Cole Bay offers expansive ocean views and flexible living. The main residence includes three bedrooms and three en-suite bathrooms, an open living and dining area with vaulted ceilings, and a fully equipped kitchen. Outdoor living features an infinity pool and a large terrace surrounded by tropical landscaping. A separate one-bedroom, one-bath apartment provides guest or rental flexibility. The property includes garden areas, parking, and a garage. Price: U.S. \$1,296,000

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7 **GOLDEN ROCK ESTATE, NEVIS.** Panoramic Caribbean Sea views stretch to Antigua, Redonda, and Montserrat from this secluded cottage perched high on Nevis's southern slopes. Set at approximately 1,200 feet elevation within Golden Rock Estate, the 2 BR/2 BA residence enjoys a naturally cool climate with no need for air conditioning. Lush gardens with flowering shrubs, mangoes, and coconut trees surround the half-acre property. At the same time, the quiet setting offers only nature's sounds—ideal for buyers seeking privacy, tranquility, and elevated island living. Price: U.S. \$599,000

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8 **PICCADILLY, ANTIGUA & BARBUDA.** Sweeping sea views define this elegant hilltop retreat overlooking Crawl Bay. Villa Aura is a luxurious 4 BR/3.5 BA villa set on more than 1 acre of landscaped tropical gardens, offering privacy, gated access, and relaxed indoor-outdoor Caribbean living. Just minutes from English Harbour and historic Nelson's Dockyard, the property features a 15 ft. x 42 ft. pool, sun deck, open-plan living, gourmet kitchen, and a charming guest cottage. Beach access, full air conditioning, a 60,000-gallon cistern, and a Generac generator are included. Price: U.S. \$2,350,000

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9 EGMONT, GRENADA. Marina Vista is a detached 3 BR/3 BA oceanfront home with a private dock, overlooking Le Phare Bleu Marina and Calivigny Island. Built circa 2014 on 11,770 square feet, the 4,557-square-foot residence features open-plan living, a verandah, a plunge pool, solar energy, a garage, and good storage. A lower-level studio apartment adds guest or rental flexibility. Within the covenant-governed Egmont Development, it's about 25 minutes to the airport and St. George's University, and 20 minutes to St. George's. Price: U.S. \$945,000
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10 KRALENDIJK, BONAIRE. Situated on the oceanfront at Sand Dollar Resort along the Caribbean Sea, this renovated condo offers easy, laid-back island living. Set on the second and third floors of Building F, it features a bright, open layout, a modern kitchen, comfortable living and dining areas, and a screened terrace ideal for ocean-view mornings and sunsets. Both spacious bedrooms include updated ensuite baths. Positioned directly on Bari Reef, with a pool, pier, dive shop, and restaurants nearby. Price: U.S. \$729,000
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11 KRALENDIJK, BONAIRE. Impressive, fully renovated penthouse on the boulevard at the edge of Kralendijk, offering sweeping views of the Caribbean Sea and Klein Bonaire. Located on the third floor of the exclusive Hausmann Follies complex, this residence shares the level with only one other penthouse. The layout includes an open-plan living and kitchen area, three ensuite bedrooms, a guest toilet, a pantry, a utility room, air conditioning, and a spacious covered terrace. Renovated in 2022 with premium finishes, plus access to a communal pool, sun terrace, and parking. Price: U.S. \$1,295,000
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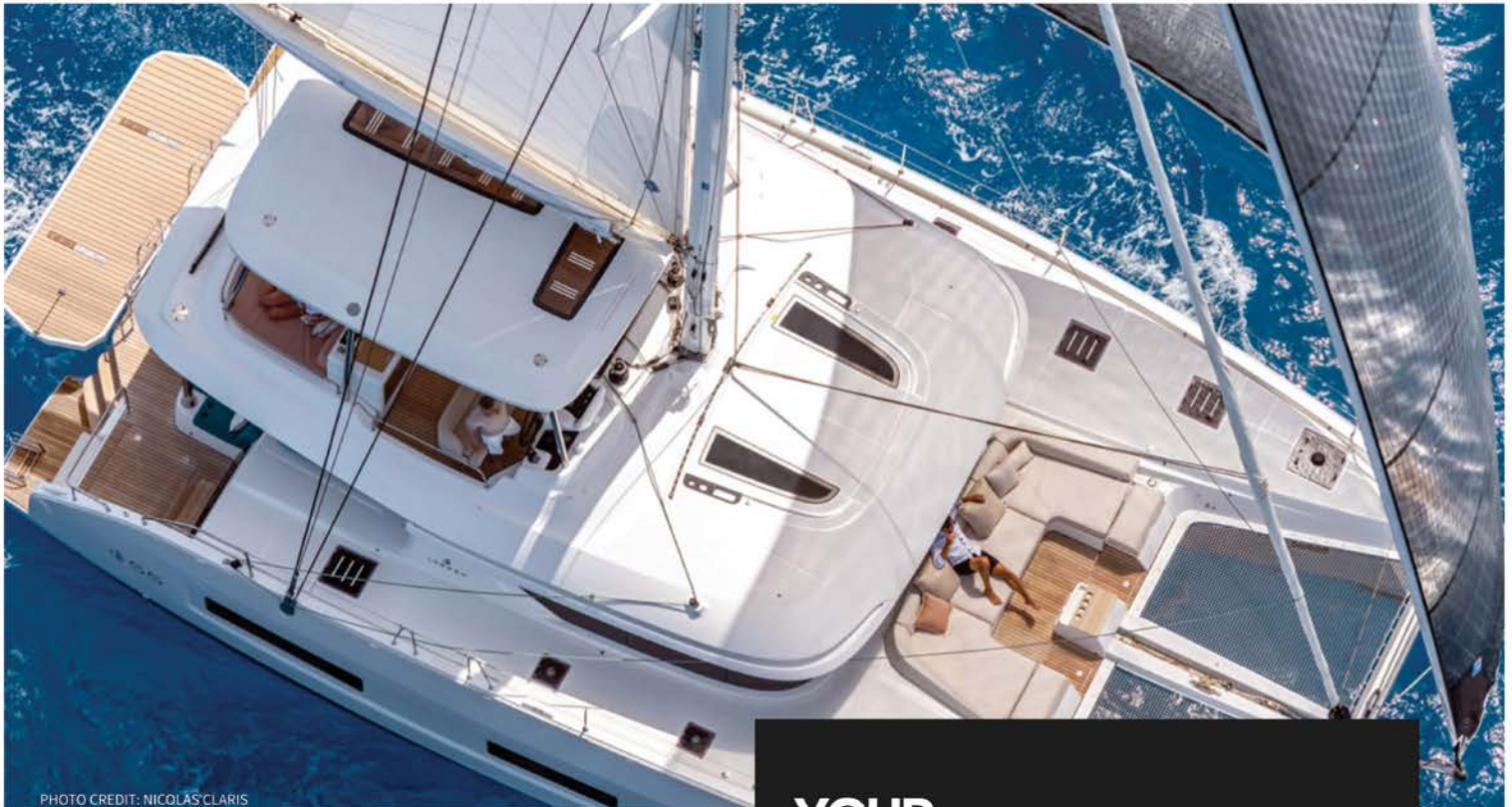


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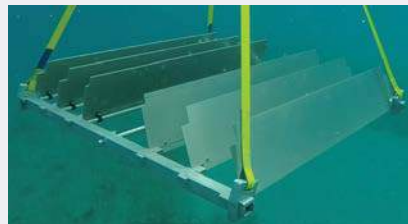


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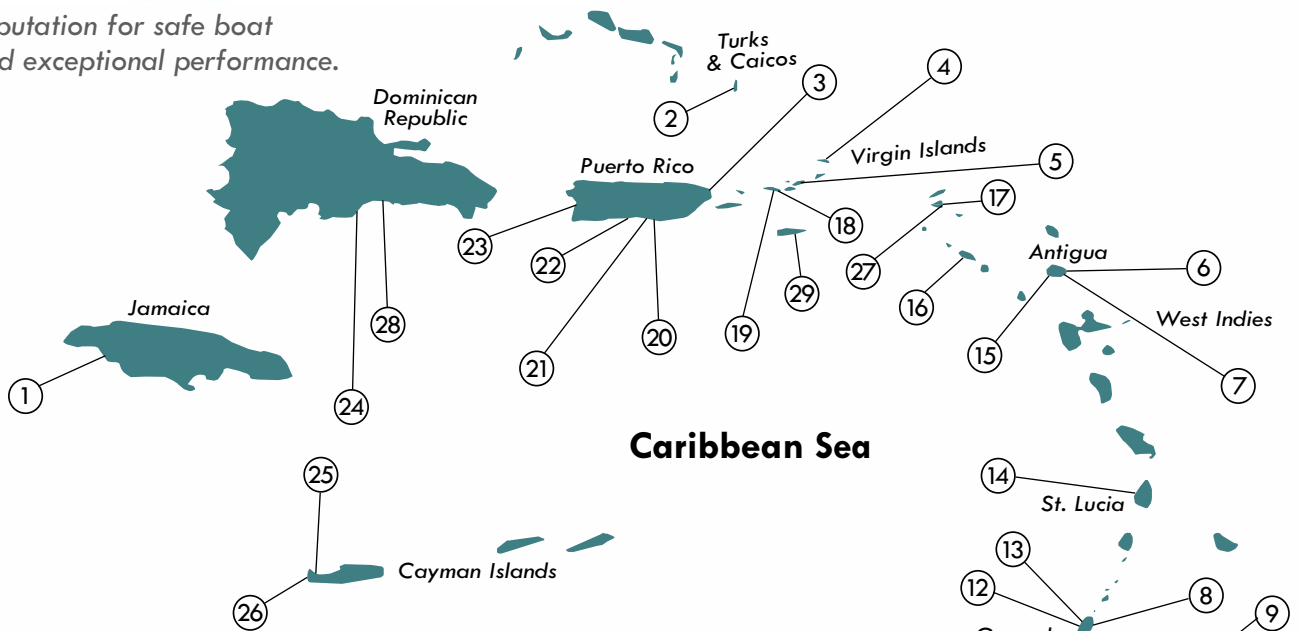
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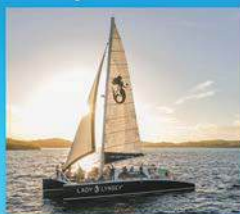
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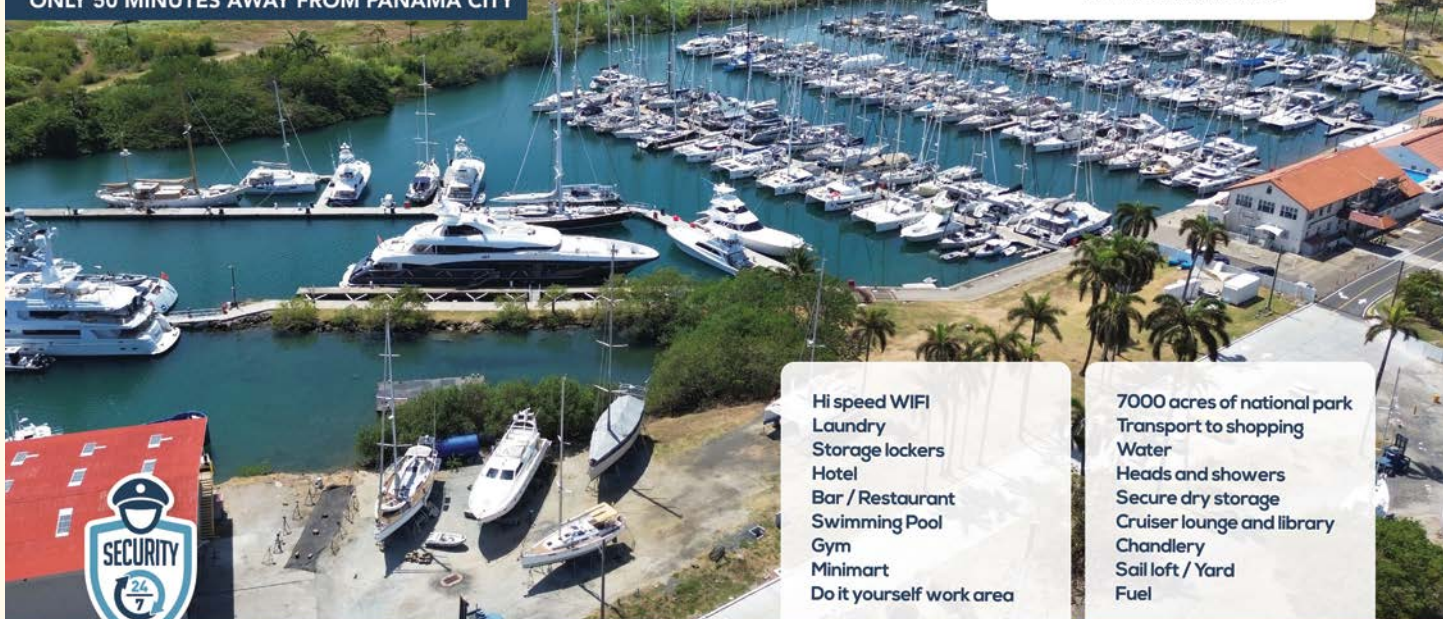
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|---------------------------------------|--|--|---|
| A&F Sails69 | Errol Flynn Marina & Boatyard.....46 | Lifeline Batteries, Inc37 | Roodberg42 |
| AC Cool Boat89 | Fajardo Canvas & Sail92 | Liferafts, Inc89 | Safe Harbor Puerto del Rey55 |
| Acquera Yachting41 | Flopstopper.....88 | Marigot Bay Yacht Haven 6 | Sail Caribe 17 |
| Aero Tec Laboratories89 | Gold Coast Yachts95 | Marine Travelift91 | Sailing Services.....88 |
| Antilles Power2-3 | Golden Hind Chandlery65 | Marine Warehouse42 | Saunders Yachtworks56 |
| Atlas Yacht Sales & Charters87 | Grenada Marine47, 73 | Nanny Cay Boatyard.....52 | Schafer & Brown Electronics, Inc.....95 |
| ATN Inc.92, 95 | GTurbos.....4-5 | North Sound Marina & Boatyard..53 | Seagull Inflatables.....69 |
| Bocas Yacht Club & Marina44, 88 | Horizon Yachts.....93 | Northern Lights.....96 | Shelter Bay Marina Boatyard57, 95 |
| Bonefish & Tarpon Trust99 | Hydrovane.....92 | Offshore Marine.....25 | Smart Marine Solutions.....92 |
| Budget Marine..... 11, BC | IBC Shipyard48 | Offshore Passage Opportunities..88 | South Bank Marina & Boatyard 58 |
| BVI Yacht Sales.....82-83, 85 | IMM SXM Shipyard.....49 | Outdoor World23 | Spice Island Marine Services 59 |
| Caribbean Marine Surveyors Ltd ..73 | Independent Boatyard & Marina..50 | Outland Hatch Covers37 | St. Croix Marine60, 65 |
| Caribbean Sailing Association21 | Intracoastal Yacht Sales.....84 | Palm Tree Marine97 | St. Kitts Marine Works61 |
| Clean Exhaust Systems.....69 | Isla Panga PR.....85 | Parts & Power 39, 71, 96 | The Business Point92 |
| Compass Point Marina50 | Island Marine, Inc.42 | Portland Pudgy94 | TurtlePac89 |
| Connections89 | Island Surf & Sail10 | PropGlide.....29 | Ultra Yacht Refit.....69 |
| Curaçao Marine Zone45 | Island Water World.....9 | Quantum Sails41, 97 | Varadero Marina & Boatyard...62, 71 |
| Dometic - Parts & Power.....96 | Jolly Harbour Marina & Boatyard 39, 51 | Ray's Marine Service.....88 | Virgin Gorda Yacht Harbour63 |
| Dominica Marine Center73 | Key Largo Cottages.com.....92 | Richard Shaffett-Island Art.....29 | Visar86, 90 |
| Doyle Sails.....7 | Leisure Furl.....39 | IGY Rodney Bay Marina & Boatyard..... 54 | V-Kool10 |
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Fresh, Light, and Full of Flavor For Spring

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 56

To plate, spoon a generous bed of quinoa onto each plate. Top with sautéed spinach, a roasted potato slice, and finish with the caramelized onion ring, peppers, and artichoke stacked on top for height and color.

This is a beautiful plant-forward, anti-inflammatory, high-fiber dish that is wonderfully simple.

Per serving — Calories 420 | Protein 12 g | Carbs 62 g | Fiber 10 g | Fat 15 g | Sugar 6 g | Sodium 520 mg | Cholesterol 0 mg | Potassium 980 mg | Iron 4.6 mg | Calcium 110 mg

LEMON RICOTTA MOUSSE WITH BERRIES & TOASTED ALMONDS

Prep time: 15 minutes. Cooking time: 5 minutes
Chilling time: 15 minutes, optional. Serves: 4

- 1 cup (8 oz) whole-milk ricotta**
- ½ cup (4 oz) plain Greek yogurt**
- 2 Tbsp raw honey**
- 1 Tbsp fresh lemon juice**
- 1 tsp lemon zest**
- ½ tsp pure vanilla extract**
- 1 cup mixed fresh berries (strawberries, blueberries, raspberries)**
- 2 Tbsp sliced almonds**
- 1 tsp extra-virgin olive oil (for toasting almonds)**

In a small skillet, warm olive oil over medium heat. Add sliced

almonds and toast for 2–3 minutes until lightly golden. Set aside to cool.

In a bowl, whisk ricotta until smooth and creamy. Fold in Greek yogurt, honey, lemon juice, lemon zest, and vanilla. Whisk until light and mousse-like. Spoon the mousse into small serving glasses or bowls. Top with fresh berries and a sprinkle of toasted almonds. Chill for 15 minutes before serving if time allows.

Per serving — Calories 240 | Protein 12 g | Carbs 18 g | Fiber 3 g | Fat 14 g | Sugar 13 g | Sodium 95 mg | Cholesterol 20 mg | Potassium 260 mg | Iron 0.6 mg | Calcium 220 mg

BERRIES WITH HONEYED GREEK YOGURT & MINT

Preparation time: 5 minutes. Serves: 4

- 2 cups mixed fresh berries**
- 1½ cups plain Greek yogurt**
- 2 Tbsp raw honey**
- 1 Tbsp fresh mint, finely sliced**

Stir honey into yogurt. Spoon into bowls, top with berries, and scatter mint over. Fresh, light, and the perfect sweet finish.

Per serving — Calories 160 | Protein 10 g | Carbs 18 g | Fiber 3 g | Fat 3 g | Sugar 14 g | Sodium 55 mg | Cholesterol 10 mg | Potassium 260 mg | Iron 0.3 mg | Calcium 180

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