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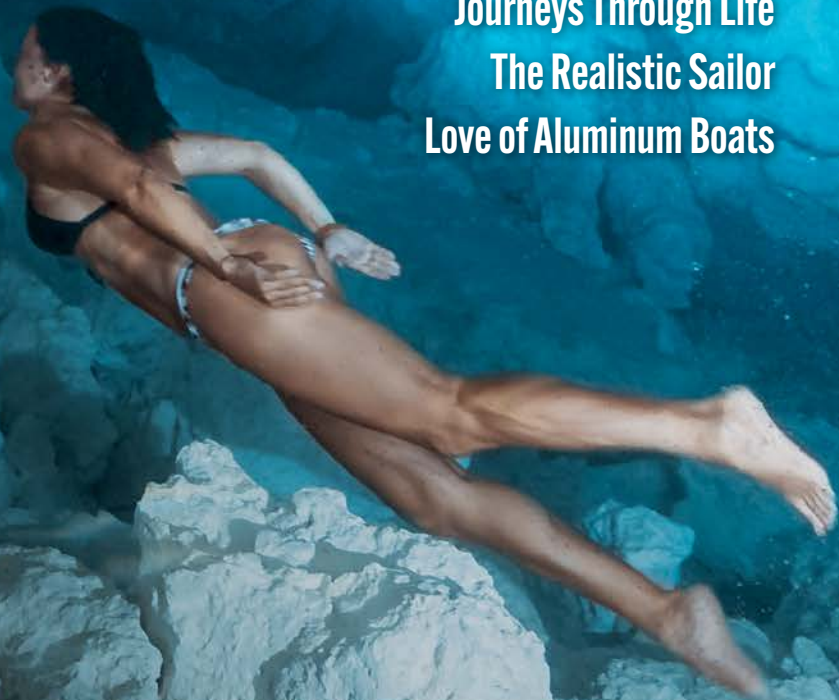
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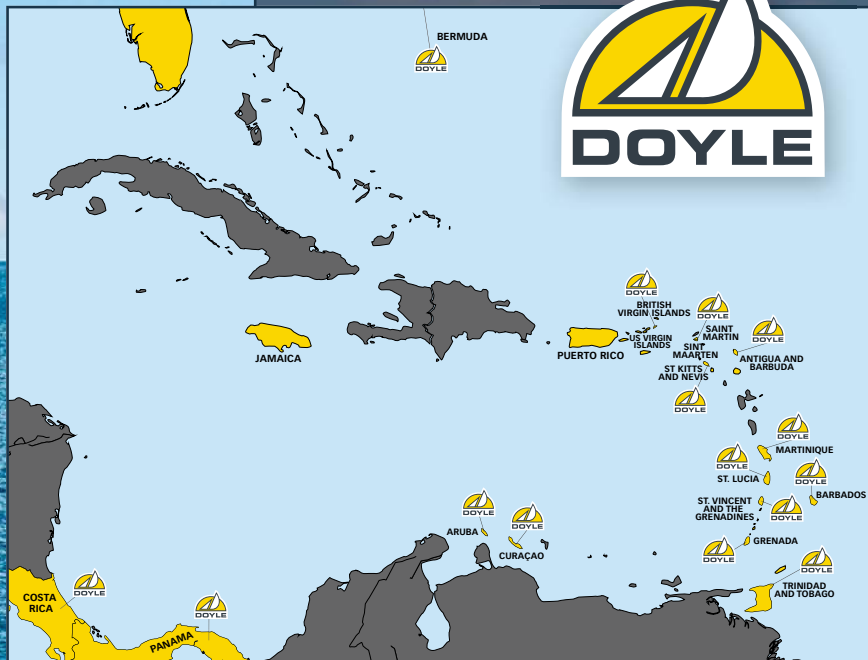
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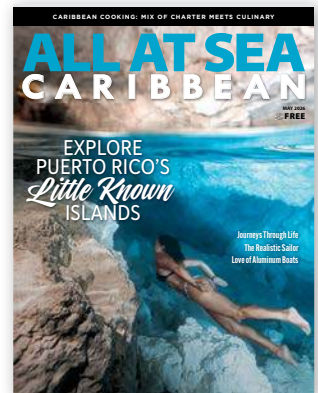
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Adventures in Cueva de Agua - Mona Island.
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Caribbean News

ALEXSEAL YACHT COATINGS EXPANDS ITS COLOR CONFIGURATOR

Make a strong first impression with a fresh coat—virtually. Alexseal Yacht Coatings has expanded its Color Configurator, introducing four new yacht models and three distinctive shades to its growing digital palette.

The Configurator allows yacht owners, designers, and shipyards to preview paint schemes on photorealistic 3D vessels before application, offering a more dynamic alternative to traditional color cards. Users can see how hues interact with hull shapes, light, and on-water conditions, helping refine decisions early in the design process.

New model additions include a large sailing yacht, a Dutch motor yacht, a motor catamaran, and a compact center console. For the first time, Alexseal collaborated directly with shipyards, incorporating real designs such as the Contest CS56, Boarncruiser 1440 Elegance, and the Two Oceans 555 power catamaran.

The update also introduces three new colors: SOUR, a bold yellow-green; TREE HOUSE, a deep brown; and ICE WATER, a soft blue-gray. Inspired by global color trends, these shades debut exclusively within the Configurator.

“With the extension to the Color Configurator, we wanted to



position it for our global yachting family, particularly for the Americas market. One focus was on the large sailing yacht and the motor catamaran, two yacht types that are especially common throughout the Caribbean,” says Thomas Schultz, Global Sales Director for Alexseal Yacht Coatings, a division of Mankiewicz Gebr. & Co., headquartered in Hamburg, Germany, with an office in Charleston, South Carolina, USA. www.alexseal.com/color-configurator

DOYLE GUIDES LAUNCHES THE CARIBBEAN PET

It's dog-gone useful. A new digital resource inside the Doyle Guides is making it easier for cruisers to travel the Caribbean with pets.

The Caribbean Pet Guide, now available within the app, offers island-by-island information for more than 30 destinations, including pet entry and export requirements, clearance procedures for sailors and air travelers, and listings for veterinarians, shelters, and pet supply shops. Interactive satellite maps highlight nearby pet-friendly attractions, restaurants, and services, while an in-app community feature allows users to share real-time tips and feedback.


"COVID really pushed people from the rat race toward more adventurous lifestyles and remote work, and I'm definitely seeing more young families in the sailing community these days, many of them with pets," says Lexi Fisher, the Grenada-based CEO for Chris Doyle Publishing.

Fisher says the guide was developed to address growing demand and confusion around regulations. "Even finding reliable and accurate info on pet regulations is challenging, so getting it all in one place was one of the major drivers of The Caribbean Pet Guide, along with helping readers decipher terminology and wade through bureaucracy."

Kathleen Gallagher, a pet travel consultant with decades of experience and knowledge transporting pets in the Caribbean, authored The Caribbean Pet in partnership with Doyle Guides. The Doyle Guides mobile app is free to download from the app stores, but most of the detailed guide content, including The Caribbean Pet Guide, is subscription-based. doyleguides.com, www.thecaribbeanpetguide.com



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ROCKSTAR MARINE REOPENS ST. MAARTEN YARD AT FORMER BOBBY'S AIRPORT SITE

Be a rockstar—customer, that is—at Rockstar Marine Boatyard & Marina. The recently relaunched yard at the former Bobby's Airport site is positioning itself as a full-service hub for maintenance, repairs, and quick turnarounds.

"I started Rockstar Marine in 2024 as a marine service company, offering outboard repairs, monthly maintenance programs, air conditioning service, and general boat works. Owning a full boatyard was always my dream, and when the opportunity arose to take over the former Bobby's Airport Road location, I jumped in, boots and all!" says owner, Brad Taylor.

A U.K.-native and St. Maarten resident, Taylor grew up sailing from South Africa to the Caribbean aboard his family's sailboat, an experience that inspired his lifelong career in the marine industry. He brings more than 30 years of Caribbean experience, including roles ranging from dockmaster to charter and private yacht crew. He has previously managed St. Maarten Shipyard for 7 years and Bobby's Mega Yard for 4.

"Our goal is to revitalize and organize the yard to provide efficient, reliable services for boaters, while creating an environment where customers feel like they're coming home to family," says Taylor. "Over the past three months, we have made significant improvements to the facility, with several projects still underway. We are known for our prompt service, fair pricing, and practical problem-solving. Having lived in St. Maarten for over 30 years, my team knows how and where to get things done quickly and effectively, ensuring a smooth experience for all our customers."

Rockstar Marine Boatyard & Marina currently provides bot-



tom jobs, zinc replacement, diesel and outboard engine repairs, gelcoat and spray painting, and carpentry.

"We are adding a DIY workshop with tool rentals, a small store stocked with essential marine supplies, a café for refreshments, and on-site accommodations for short-term rent. The marina offers 110V and 220V shore power with fresh water at every slip," says Taylor. "We are also planning to add a working/transient dock to the marina." rockstarboatyard.com

CONSTRUCTION UNDERWAY AT SABA'S BLACK ROCKS HARBOR

Steady progress is underway! Following the November 17, 2025, groundbreaking ceremony by the Public Entity Saba, the initial construction phase of the Black Rocks Harbor Project is progressing as expected. The breakwater, intended to become the island's primary port of entry for visitors, is scheduled for completion by year's end, with jetties and supporting marina infrastructure in place before the 2027 hurricane season. Shoreside buildings and landside facilities will follow.

Pivotal times, including the impact of Hurricanes Irma and Maria, made the need for a safer, stronger harbor unmistakably clear, according to Public Entity Saba Commissioner Bruce Zagers at the groundbreaking. This impact helped build momentum to get the required funding from the ministries in the Netherlands. Zagers explained that various design options were studied; however, due to the topography at Fort Bay, the island's only official port, constructing a truly hurricane-proof harbor there would be nearly impossible. This is where

the vision for the Black Rocks Harbor location began. Black Rocks is located just southeast of Fort Bay Harbor.

"This project is bigger than myself, the project team, or the island government," Zagers said. "This harbor will be a source of pride for Sabans today, tomorrow, and for generations to come."

The Black Rocks marina will serve ferries, small craft, luxury yachts, dive and fishing boats, and rescue vessels, with upgraded customs and immigration facilities. It will also accommodate cargo ships when conditions limit access to Fort Bay Harbor. www.sabagov.nl

MJM YACHTS EXPANDS CARIBBEAN PRESENCE WITH NEW DEALER

There's a new dealer for MJM Yachts in the Caribbean. The Washington, NC, luxury performance builder has appointed David Walters Yachts as its new dealer across The Bahamas, Turks & Caicos, and key Caribbean markets, including the British and U.S. Virgin Islands, Sint/St. Maarten, St. Barths, and St. Kitts & Nevis.

"For more than 40 years, David Walters Yachts has focused on representing yachts that embody enduring quality, refined design, versatility, and real-world performance. MJM's Crafted for Life philosophy aligns seamlessly with those principles. We're genuinely excited to welcome their yachts into our portfolio," said President Josh Mclean.

Founded in 1982 by yacht designer David Walters and his wife Betsy, David Walters Yachts has grown into a leading international brokerage specializing in bluewater cruising yachts. mjmyachts.com

COURTESY SABA GOVERNMENT



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Sunsail Shares Four Top Travel Trends in 2026



Trip planning? Expert vacation planners and Katrina Lawson, head of brand and acquisitions for Sunsail, a leading global sailing holiday company headquartered in Clearwater, Florida, have revealed top travel and tourism trends for 2026. These include blue health escapes, shorter vacations or minibreaks, last-minute bookings, and multi-generational travel.

“People are increasingly seeking vacations that offer meaningful, unforgettable experiences and a chance to reconnect with loved ones. Whether you’re looking to island hop between hidden gems in the Caribbean or seeking cultural experiences in the Mediterranean, sailing vacations tick all these boxes,” says Lawson.

TREND 1: Blue health escapes are one of the biggest tourism trends of 2026.

Searches for ‘quiet vacations in the sun’ are up 100%, and with wellness tourism topping \$1 trillion, ‘blue health’ escapes, focused on the mood-boosting benefits of water, are driving demand for sailing and island-hopping experiences.

TREND 2: Shorter vacations are still appealing.

Demand for shorter, value-driven ‘minibreaks’ is rising. While seven-night charters still lead, Sunsail reports 6-day trips up 38% and 5-day trips up 24% year over year, both outpacing overall growth, signaling a shift toward flexible, shorter getaways over longer vacations.

TREND 3: Last-minute bookings are on the rise.

Sunsail reports a surge in last-minute bookings for December and January, driven by remote work flexibility and younger travelers embracing spontaneity. Online searches mirror the trend, with ‘last minute winter sun’ up 555% and ‘last minute sun vacations’ rising 69% over the past three months.

TREND 4: Multi-generational travel is fueling the ‘Whycation’ travel trend.

Multi-generational travel is growing, with 71% of families taking these trips and 57% planning one next year. Driven by shared costs and connection, this ‘Whycation’ trend shifts focus from bucket lists to time together, including more young adults joining family-funded vacations. www.sunsail.com





The Caribbean

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*Compliant with the US Tax Code. Under the 2025 One Big Beautiful Bill Act (OBBBA), the vessel must spend over 50% of its time in U.S. waters, including the U.S. Virgin Islands & Puerto Rico.





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EVENTS TO SHARE,
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AFTER AN EVENT,
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May 2026 Events

MAY 1-3 | Samaná Bay Spring Regatta. Warm, protected waters on the Dominican Republic's east coast on Samana Bay set the stage for three days of racing and shoreside camaraderie at Marina Puerto Bahía. Cruising monohulls, multihulls, and dinghy fleets are invited to compete. The Dominican Sailing Federation sanctions the regatta. "This will be a fun, friendly regatta. It's all about enjoying time together with a healthy dose of competitiveness," says organizer Ana Bancalari. Shoreside highlights include a welcome meet-and-greet, Regatta Village with poolside DJ sets and local artisans, après-sail dock games, and a closing awards party. Two complimentary dockage nights are included for registered boats. www.puertobahia.do, or contact Bancalari at WhatsApp at +1 (809) 866-6925.

MAY 12-16 | Marlin Madness. Catch the biggest blue marlin over 500 pounds and win over \$50,000! Hosted by the Trinidad & Tobago Game Fishing Association, out of Charlottesville, Tobago, this tournament has a history of delivering massive fish. In the 2008 edition, 15-year-old angler Sean Mendonca reeled in the twin island nation's current record of an 890 blue marlin while fishing in the Marlin Madness. "Tobago's waters are rich with feed from the waters that eddy on the eastern side of the island, making it a great place for fish migrating through the Atlantic," says organizer Jonathan de la Rosa. "We are hoping for 20 boats in the international division and 10 boats in the local division, or what we call the Vil-



COURTESY WHITE MARLIN TOURNAMENT

First Place Sonar White Marlin Tournament is San Elias

lage Classic. In addition to the cash prize, we have a vehicle for anyone catching a marlin over 1000 pounds." Fishing days are the 13th, 14th, and 16th, with the 15th a layday. www.facebook.com/groups/9000681783/

MAY 14-16 | 3rd VIBE (Virgin Islands Boating Expo). IGY's Yacht Haven Grande Marina, St. Thomas, hosts this boutique, business-forward show spotlighting sail and power yachts, charters, and the full USVI marine lifestyle from diving to watersports. "VIBE was created to showcase the very best in boating against the unmatched backdrop of the U.S.



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VIBE 2025

Virgin Islands,” says Kennon Jones, executive director of the Virgin Islands Professional Charter Association (VIPCA), which hosts the event. Attendees can arrive seamlessly via commercial flights or private jet with Joyride Aviation, tour and demo vessels, and connect with industry leaders. Highlights include Captain Don Dingman’s Hook the Future youth fishing clinics and a fundraising gala for the Marine Rebuild Fund, which funds the Marine Apprenticeship Program, featuring America’s Cup commentator and keynote speaker Tucker Thompson. *For ticket information, visit: vibe.vi*

MAY 16-17 | BVI Dinghy Championships. Held at Nanny Cay, this popular Caribbean regatta returns as one of the region’s top youth and small-boat competitions. Hosted by the Royal BVI Yacht Club, the event attracts sailors racing ILCAs (4, 6 & 7), RS Fevas, Optimists, and Foilers in the breezy Sir Francis Drake Channel. Expect tight fleets, tactical racing, and shifty conditions that test skill at every level. In 2025, 31 entries and the return of international competitors added energy and depth,



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BVI Dinghy Championships 2025

with teams from St. Thomas and St. John raising the bar. Organizers anticipate an even stronger, more competitive turnout this year. *To enter, visit www.regattanetwork.com/event/30921, or contact regattas@royalbvicyc.org or visit www.royalbvicyc.org*



COURTESY SDSA

MAY 18 | Homeward Bound Rally. Cruisers returning north can join a supported offshore passage from the Caribbean to the U.S. East Coast, departing from the Bahamas or St. Maarten with landfall in Hampton, Virginia, or other ports. The rally, hosted by the Salty Dawg Sailing Association (SDSA), includes professional weather routing, position tracking, shoreside coordination, and 24/7 emergency medical support. An optional Bermuda stop, timed with the May 22 Bermuda Day holiday, offers organized activities, duty-free fuel, and transit permit waivers. VHF radio and offshore communications equipment are required, with limited tracker rentals available. www.saltydawgsailing.org

MAY 21 | The Mikie Pigott Jr. Memorial Classic. Named in honor of a legendary Antiguan sportfishing captain, this one-day billfish tournament carries a \$1,000 per team entry,



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with 80% of the purse awarded to the top points finisher. Last year, RUM'n'COKE secured the win with the first blue marlin release. Hosted by the Antigua & Barbuda Sports Fishing Club out of Falmouth Harbour Marina, the event is an official qualifying tournament for the 2027 Offshore World Championship in Quepos, Costa Rica. www.antiguabarbudasportfishing.com

COURTESY ANTIGUA & BARBUDA SPORTS FISHING CLUB



Rum 'n' Coke wins the Mikie Piggott Tournament in 2025

MAY 21-23 | Cap Cana White Marlin Tournament. Thirty teams, a mix of local and international anglers, took to the seas last year for this tournament held out of Marina Cap Cana in the Dominican Republic. The same number, or more, are expected this year. In 2026, San Elias earned Top Boat in the Sonar Division with 5 white marlin and 2 blue marlin releases, while La Polla finished first in Non-Sonar with 8 whites and one blue. April and May are the peak of the white marlin season here. *To enter, visit: marinacapcana.com/wmt/*

MAY 23-24 | 58th Annual Antigua & Barbuda Sports Fishing Tournament. Hosted by the Antigua & Barbuda Sports Fishing Club, this two-day weekend tournament follows a Lay Day after the Memorial Classic. There are two divisions to enter – Marlin or Sporting, or teams can enter both.

Last year, RUM'n'COKE won the Marlin division and received entry to the 2026 Offshore World Championship, and the Sweet T the Sporting. The host Falmouth Harbour Marina is near the prime fishing grounds in the southern part of Antigua. www.antiguabarbudasportfishing.com

MAY 25-26 | Foxy's Wooden Boat Regatta. Classic wooden hulls and Caribbean sailing tradition take center stage in Great Harbour, Jost Van Dyke, where this long-running regatta blends competitive racing with lively shoreside events. Centered at Foxy's Tamarind Bar, the event features multiple days of racing for traditional Tortola sloops, Spirit of Tradition entries, monohulls, and multihulls. Racing is managed by the West End Yacht Club, with courses set based on daily conditions. Onshore, expect coconut boat races, live music, and Foxy Callwood's calypso performances. "Last year saw one of the strongest turnouts in many years, including local sloops," says Steve Varrow, commodore of the West End Yacht Club. "At the same time, the classic fleet has been shrinking across the Caribbean, which makes events like this even more important." www.westendyachtclubbvi.com



CREDIT STEPHANIE STRADLEY



PHOTO BY KENNETH SEWELL KS PHOTOGRAPHY

MAY 23-24 | Vuelta a Culebra Regatta

A Memorial Day weekend fixture returns with a shift back to full regatta racing after last year's rally format. Hosted by Sagramoso Yachting, distributor of Axopar, Grand Soleil, and Pardo Yachts, the event will feature one day of competitive racing on Saturday, followed by a second day that combines additional racing with the traditional sail around Culebra, allowing boats to choose either format. Five monohull classes are offered: CSA Jib & Main, CSA Performance Cruisers, CSA Racing (spinnaker), RAYA (Race As You Are), and the debut of a Grand Soleil class, which introduces the new Grand Soleil Cup. All shoreside activities take place at Costa Bonita Villas, Culebra. "This year's format gives sailors more options to race or participate at their own pace while strengthening the competitive side of the event," says Enid Marie Reyes, regatta director. www.sailingpur.com/event-details/la-vuelta-a-culebra-1 or Email vuelta@sagramosoyachting.com



BEAT THE HURRICANE SEASON RUSH!



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

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.

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The \$10 boat, pre WWII, with mother in the companionway. Inset: James E. Goodlander as third mate and navigator in the Pacific during WWII.



Friendship

CRUISING | BY CAP'N FATTY GOODLANDER

I like the term *friendship*—someone you journey with through life that means a lot to you. And I've been fortunate to have many such friends—friends like George Z, Dave Lovik, and Carolyn Alleruzzo who have stuck with me through thin and thinner. Dave just passed away, I married Carolyn, and George just visited—the two worst 'bad boys' of Gage Park High—still hang'n with its lovely valedictorian. (George thought he had the highest IQ in the school, so he broke into the principal's office to confirm—only to discover that he was second; Carolyn was first.)

Yes, I like the word *friendship* and some other words—like Anthropomorphism. Because I not only love family and friends, but large, heavy objects that have worked their way into my

heart. I once wrote an article—not about what I've learned from boats, but rather what I learned from *individual* boats because of their *unique personality*.

Crazy? Sure, to a lubber. But not to a sailor who has survived a three-day full gale because of the realization of how much smarter the boat was than I. In fact, my father James E. Goodlander used to tell me as I grew up aboard our Alden (design #213, sistership to Yvonne) schooner *Elizabeth*, "...listen to the boat, son—she's smarter than you'll ever be."

Good advice—advice which I've followed for 66 years of living aboard and through numerous circumnavigations.

Speaking of my father, I inherited much of my passion for Mother Ocean from him—and from how he viewed the world so poetically. For instance, he would tell people that he paid ten dollars for the *Dorthea*—“five dollars for the boat and five dollars for the team of horses” to drag her to his yard at 57th and California on Chicago’s southside.

Martin, his father and my grandfather—and the man from whom I’ve inherited my middle name—took one look at the boat, blanched, and said, “...it will never float.”

It did—and the modern Goodlander clan had set its course seaward, each attempting to *Chase the Horizon* in their own watery way.

But I smile about how long ago this was—before iPhones, believe it or not. Just think of starting out for Tahiti by hiring a team of horses to transport your wreck-of-yacht back home. My childhood was spent sailing with Egyptian cotton sails, wooden planks, galvy & spliced standing rigging, tarred Manila anchor rodes, and kerosene running lights. All, of course, moved around the planet by compass, ship log, and sextant.

One of the first skills I mastered was caulking—by *sound*, not rote. For various reasons, seams widened and narrowed, and you wanted to keep one strand of caulking going—not put strand-over-strand. Thus, in order to fill the seam properly you ‘tucked’ and caulked by sound, with the rising pitch allowing the caulker to have enough-but-not-too-much cotton in the seam.


A properly caulked boat would, after many years, still have a hollow in the edge of its mahogany planks from the expanding cotton—a slight trough about three-quarters of the way in (to allow for the red lead and Woosley oil-based seam compound to be laid atop).

Anyway, I have lovely pictures of my mother and father (pre-WWII) courting aboard the *Dorthea*—after its resurrection.










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But, as sweet as the *Dorthea* was, she was only 22-feet and not a classic. And my father, post WWII, wanted a larger cruising vessel with a pedigree. After searching the Great Lakes for a couple of years, he found a dilapidated Friendship sloop for sale. Only problem—he couldn't afford her.

But he had to have her—love and lust is like that.

Now Friendship sloops were popular in Maine in 1890 as fishing vessels because of their low freeboard, speed, cargo capacity, stiffness, nimbleness, and their ability to stand up to hard weather (even loaded with fish).

Yes, they had a full keel for stability—plus, they hove-to like a dream. They were stiff in gusts—a nice trait if fish or lobster traps were carried on deck. Their wine-glass transom—combined with their graceful sheer, and long bowsprit—made them lovely beyond words.

...poetry in watery motion.

Because of these qualities, Wilbur Morse (who built the *Elizabeth*), George Starett, and Stanley Tupper built dozens of them, most from 22-to-38 feet LOD. Usually, they sported an oak deadwood, Eastern pine planking over oak frames—with

cedar decks. Sail area was usually between 600-900, depending on if a topsail was flown above the gaff or not. At 10 to 16 tons of displacement, they were light by the standards of the late 1800s—and crazily-heavy by today's standards.

Perhaps the most famous was the lovely *Rosinante*, built in 1916 from the pen of William Hand. While only 28-feet, her praises are still sung by the locals to this day in the State of Maine.

But *Pemaquid*, *Alice*, and *Adventure* were equally breathtaking.

Back to my story, my father (with the help of a rich dentist from the Burnham Park Yacht Club) managed to buy that wreck-of-a-*friendship*, which he renamed *Friendship*, just in case there was any doubt. She was, for years under his stewardship, a true goldplater—and famous throughout the Great Lakes.

How good of a job did he do rebuilding her in the late 1940s? Well, she is still afloat in the Orlando area—at the age of 120+ and counting.

Wait—there's more! When I was twelve years old my father was going to build a Friendship from scratch—and wanted me to build one with his son-in-law Joey Borges. So, we snuck into an unused floor of a downtown office building—and lofted her. This was my first exposure to lofting—a fascinating process of precisely drawing a life-size picture of the boat in two dimensions.

Anyway, I was too young and my father was too old—but Joey did, with our help, manage to build her in an old funeral home (go figure!) on Cleaver Street in Chicago. (She was last heard of in Grand Haven, Michigan.)

Thus, I'm intimately familiar with the design. My first offshore passage in the summer of 1952 was aboard one. (See picture of me in my sunglasses dad's lap.)





KERIDA

From Singapore we received the following letter: addressed to the secretary of the Society:

Dear Sir:

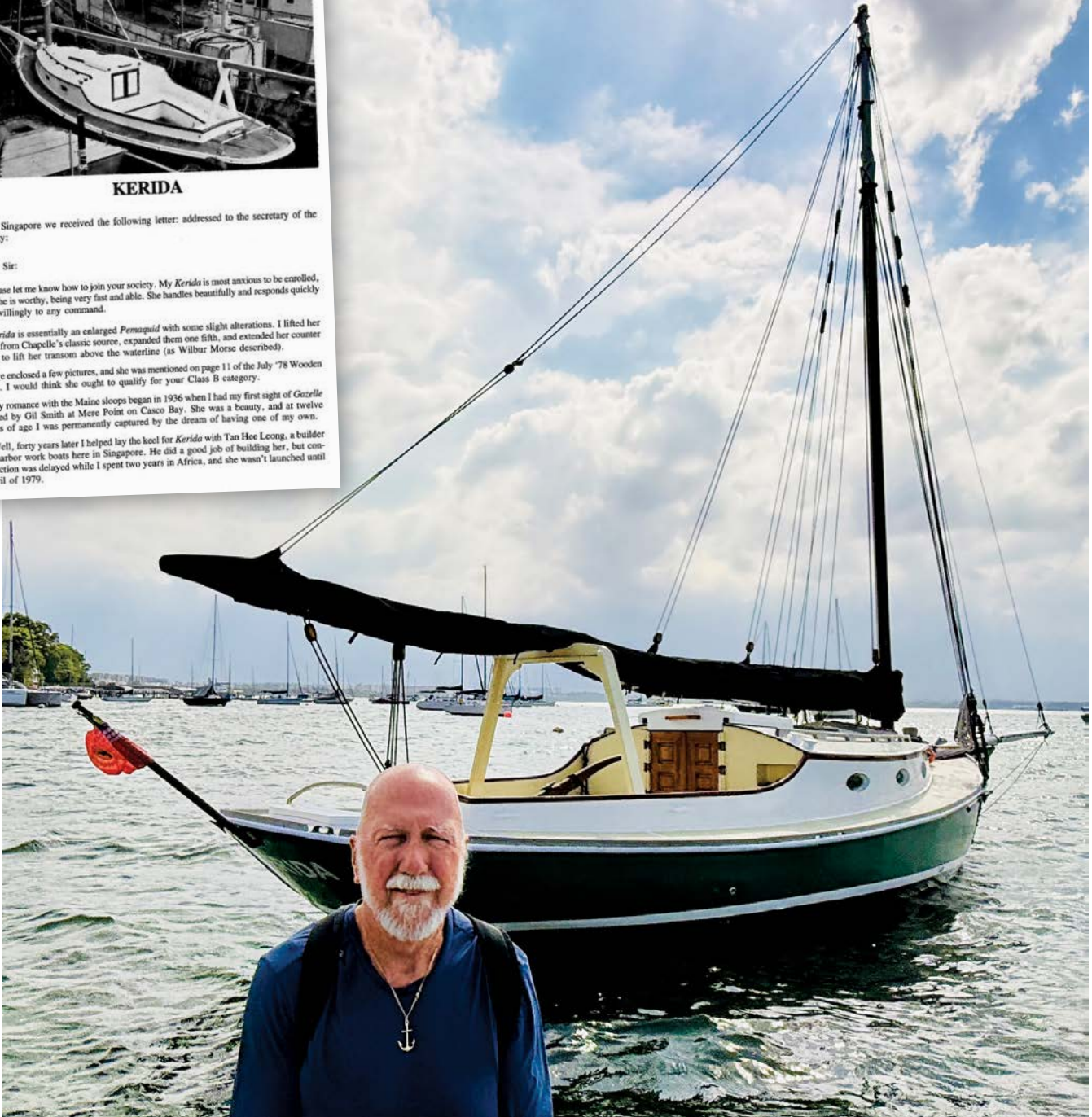
Please let me know how to join your society. My *Kerida* is most anxious to be enrolled, and she is worthy, being very fast and able. She handles beautifully and responds quickly and willingly to any command.

Kerida is essentially an enlarged *Fernaguid* with some slight alterations. I lifted her lines from Chapelle's classic source, expanded them one fifth, and extended her counter a bit to lift her transom above the waterline (as Wilbur Morse described).

I've enclosed a few pictures, and she was mentioned on page 11 of the July '78 *Wooden Boat*. I would think she ought to qualify for your Class B category.

My romance with the Maine sloops began in 1936 when I had my first sight of *Gazelle* owned by Gil Smith at Mere Point on Casco Bay. She was a beauty, and at twelve years of age I was permanently captured by the dream of having one of my own.

Well, forty years later I helped lay the keel for *Kerida* with Tan Hee Leong, a builder of harbor work boats here in Singapore. He did a good job of building her, but construction was delayed while I spent two years in Africa, and she wasn't launched until April of 1979.



Now, shifting to the present day, I recently got some rather bad news of a terminal friend.

Here's the reality of being 74—you're either watching all your friends die, or they're watching you do the same.

As I slumped onto my cabin top and tried not to cry... a lovely Friendship sloop named *Kerida* took the mooring next to mine at the Changi Sailing Club in Serangoon harbor.

Oh, that beloved sheerline *bewitched* me again! I hopped in

the dinghy and chatted up Malcolm Ragan, her proud owner. Malcolm's father (Dick Ragan, with the help of Singaporean Tan Hee Liong) had built her in Asia in 1976, alongside the Kallang River in Singapore.

So Dick and Tan were hewing her planks as I lofted my beloved *Carlotta*, half a world away. (The '70 were the last gasps of backyard boats in America—at least, as near as I can tell. But, evidently, it may have been global also.)

Dick Ragan fell in love with Friendships in 1936 when, at an



impressionable age, he caught sight of Gil Smith's *Gazelle* of Casco Bay.

You see, back in the day, each design was as unique as its owner—and all the builders, designers, and sailors knew each other—and respected each other.

I learned with pride that she was built with advice from Howard Chappel's book, "Boatbuilding," the same book I used to build *Carlotta*, my 36-foot Ibold ketch. *Kerida's* lines were slightly altered with advice from Wilbur Alden, who built my family's schooner (and Thatcher Lord's *Bounty* aboard which I've sailed many Wooden Boat Regattas in the '80s and '90s).

...see what I mean about 'small world' and what Bob Marley might call "one love?"

Kerida is 32 feet, with six feet of draft and 10 feet of beam. She's built of Chingah, a local Asian hardwood. And her life hasn't been easy—she's been almost sunk during the Big Tsunami of 2004 and then fully sunk in March of 2025.

Bob Turner owned her—with Gunther Nutt in the mix as well. And Maurice Ryall owned her too.

Gunter was a woodworker. He owned her for 30 years and vastly improved her interior. Alas, he left her anchored unattended for six years in Phuket—too long for a wooden boat not to be loved.

John Grendon rebuilt her as well.

At least once she was sold for one dollar.

...see how many sugar daddies it takes to keep an ole gal floating?

Anyway, *Kerida* lifted my spirits in my darkest hour. She perfectly embodied all my nautical knowledge within her lovely sheer. Some people have pets that talk to them—I have boats that whisper to me.

It's all a circle—all of us, boats and people who sail them, we all turn to dust. That's as it should be, as it *must* be. But friendships live on—in our hearts and in our harbors. Joshua Slocum still lives aboard *Ganesh*, tucked in a place of honor on our bookshelves. Is it too presumptuous to think that these very words on these sheets of paper that you're holding in your hand, dear reader—might someday inspire AI (or whatever comes next) to construct a boat so pretty and so well-suited to her noble purpose? I hope so. To me, a boat will always be a *she*—someone to love, to admire, to be nurtured by. My vessels aren't just containers of air—they're my private, personal seashells. They protect me—from both the seas and from the ravages of Father Time. And if we literary sailors write down our love—our lifelong passions—that makes them, to some tiny degree, eternal. At least, that's how *this* sailor views it.

And maybe there is God—and he knew what to send me to fight off those sorrowful tears... to chase away my blues... a Friendship sloop of stunning grace and tranquility. ☺

EDITOR'S NOTE: *Cap'n Fatty* and *Carolyn* are still living aboard—in each other's arms, basking within their smiles.



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Chub Cay Classic Delivers Big Fish, Big Energy

IMAGES COURTESY OF THE CHUB CAY CLASSIC AND ROBERT "FLY" NAVARRO

Twenty-six boats gathered at the stunning Chub Cay Resort & Marina for the 5th Annual Chub Cay Classic, and the action did not disappoint. With calm seas, blue skies, and steady bites, the event delivered exactly what anglers hope for in the Bahamas—great fishing and even better camaraderie.

Leading the charge was *Top It Off*, a 68' Viking captained by Hal Weaver, whose team wasted no time getting on the board with a double-header of blue marlin on day one. Owners Chris and Amy Dupree each released a marlin, with Amy earning Top Lady Angler honors. *Lit Up and Fins* rounded out the leaderboard, while a total of 23 billfish releases—including 10 blue marlin—highlighted the strength of this year's fishery.

But beyond the leaderboard, what makes this event special is the atmosphere. With one marina, one clubhouse, and a tight-knit group of teams, the Chub Cay Classic continues to feel more like a gathering of friends than a competition.

The good news? You don't have to miss out next time. With the Chub Cay Open and Invitational already on the calendar for 2026, now's the time to start planning.

Because at Chub Cay, it's not just about the fishing—it's about being part of it. www.chubcay.com







Flamenco Beach - Culebra

8 Top Puerto Rico Offshore Islands to Visit by Boat

BY CAROL M. BAREUTHER

By boat is one of the best ways to visit Puerto Rico. Not only does this nearly 3,500-square-mile Greater Antillean island boast some 248 beaches, but it also has 140 smaller islands, cays, and islets beyond the mainland. These are located to the east, south and west of mainland Puerto Rico. Some, such as Culebra and Vieques, are inhabited; others are small, uninhabited protected reserves where the natural beauty is preserved; and others, such as Mona Island, require a government permit to visit. Here's the scoop on 8 of these offshore islands:

1. CULEBRA. Reachable by a day trip from Fajardo or a 45-minute ferry from Ceiba, this 12-square-mile island is also an easy run by private boat. Anchor out or pick up one



Culebrita

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of roughly 20 moorings in Ensenada Dakity, conveniently near Dewey. The must-see is Flamenco Beach, a mile-long stretch of powdery white sand and calm, turquoise shallows ideal for swimming and snorkeling. Natural beauty meets history here, with graffiti-covered U.S. Navy Sherman tanks rusting along the shore. Beach kiosks sell empanadillas, burgers, and beverages. An anchorage off Flamenco is possible, though north swell can make it uncomfortable in rough conditions.

2. CULEBRITA. Located 5 to 6 miles northeast of Culebra, this uninhabited cay is accessible via boat charters, water taxis, or private boats. From Culebra, it's a 25 to 30-minute trip by sea. Tortuga Beach, on the island's west side, is the main anchorage area and gateway to explore ashore along the beautiful beach. Hike the 0.8-mile trail up to the Culebrita Lighthouse ruins for a panoramic view.

3. VIEQUES. Like Culebra, there are day charter and ferry trips to this 52-square-mile island located 15 miles south of Culebra and 7 miles from Puerto Rico's mainland. Or bring your own boat. The best anchorages are along the protected south



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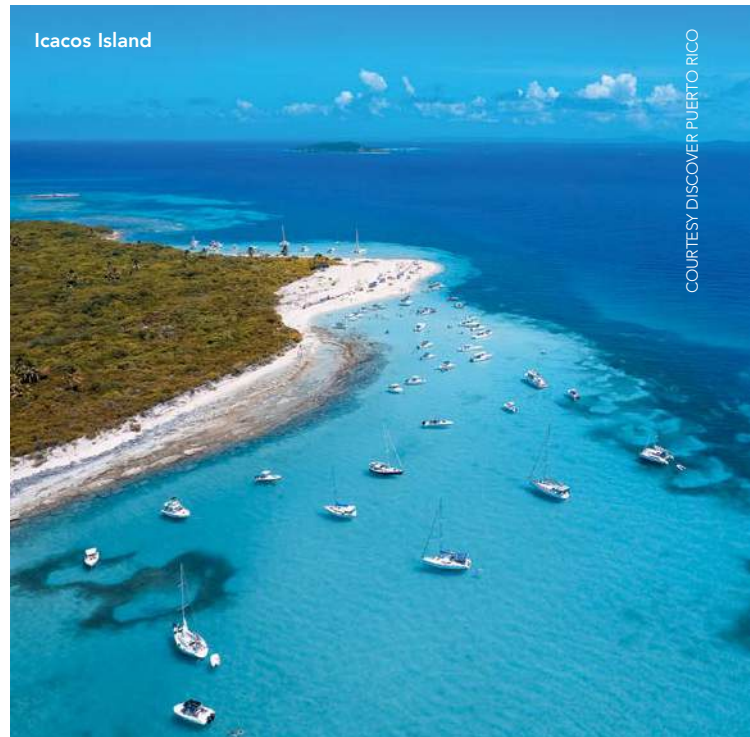
Lighthouse, Puerto Mulas - Vieques

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coast. These include Ensenada Honda, ideal for kayaking or SUPing around the calm bay, or snorkeling the coral reefs, and Sun Bay, with its beautiful beach and nearby restaurants in the town of Esperanza. The Esperanza Riding Company offers morning and afternoon beach rides on horseback.

4. CAYO ICACOS. This quarter-square-mile cay is reachable by charter boats or water taxis, both of which make the 15-to-20-minute trip from the docks in Las Croabas, Fajardo. Or anchor along the white sand beaches on the western side of the island, and plan to arrive before 11 a.m. or after 1 p.m., after the peak busy time for charter boats to arrive. for day trippers. The cay is protected and part of La Cordillera Nature Reserve. Snorkeling is superb, especially along the far-right side of the main beach, where there are fish, stingrays, sea turtles, and more.

5. ISLA DE CAJA DE MUERTOS (COFFIN ISLAND). Located 8 miles south of Ponce, this half-square-mile uninhabited nature reserve is popular for its beaches and the just under 1-mile hike to the ruins of the 1887-built lighthouse. Bird-



Icacos Island

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watching, especially for sea and coastal birds, is excellent. Boats depart from La Guancha in Ponce, which features food trucks, a playground, and a park. A one-way trip takes 20 to 40 minutes, based on sea conditions. Or drop anchor on the southwest end of the island where there's a small, protected cove. Be sure to bring your own fresh water to go ashore.

6. CAYO AURORA (GILLIGAN'S ISLAND). Reach this small mangrove island via kayak, SUP, small ferry, or private boat.

There's a small pier to tie up to. It's about a mile offshore the town of Guanica, on Puerto Rico's south coast. Exploring the natural mangrove channels here is a blast, as is swimming and snorkeling in the clear waters. Pack a picnic and bug spray to ward off mosquitoes.

7. ISLA DE RATONES (RAT ISLAND). Once a garbage dump, this 1-acre cay is a Cinderella of natural beauty today. It's also listed as Isla Pinero on nautical charts. At

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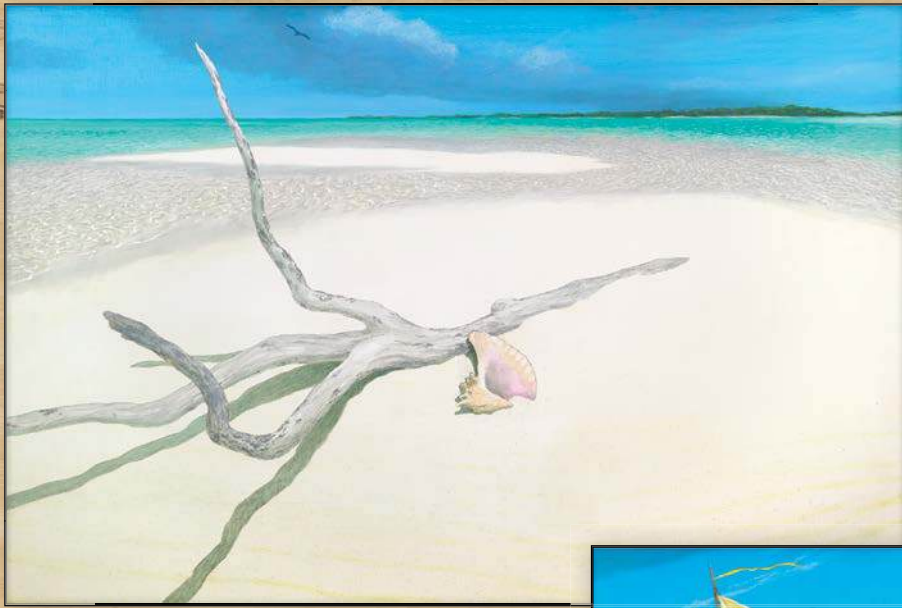
only one-quarter mile off the coast of Cabo Rojo, its easy-to-reach location makes it a great way to get away from civilization for the day. Boat trips are available from the Joyuda area, or you can go by private boat, kayak, SUP, or jet ski. There's a small boat dock. Facilities like picnic pavilions and BBQ pits have been storm-battered over the year. So, pack in your own picnic blanket, food, and drink. There are several restaurants in Joyuda where you can pick up takeout.

8. MONA ISLAND. Puerto Rico's third-largest island, after the mainland and Vieques, is called the Galapagos of the Caribbean for its endangered species, such as the Mona Island Iguana, the endemic Mona boa, and the unique Mona Yellow-Shouldered Blackbird. Located in the Mona Passage, a little over 40 miles west of Mayaguez, it's a trip that needs a lot of planning, including getting a permit in advance to visit. Only 100 people are allowed at any one time; there are strict ecological rules to protect the wildlife, and no facilities of any kind. Yet the isolated, rugged terrain, with its pristine beaches, thick forests, and caves with ancient Taino drawings, makes it one for the bucket list. 



Playa Mujere - Mona Island

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A good vessel will take you far

The Realistic Sailor

Optimism, Pessimism, and the Middle Ground Between

BY CAPTAIN ALEX DUFF

If you want to buy a boat—first of all, if you can, you should. If you're on the fence, do it anyway. There's something transformative about stepping aboard a vessel that's yours. A sound hull beneath your feet. Time that belongs to you. A sunrise at sea with a mug of coffee in hand. An afternoon in a peaceful anchorage fixing X, Y, or the mysterious leak that definitely wasn't there yesterday. A dinghy ride ashore to explore the island you delivered yourself to.

Buying a boat is not just a purchase.

It's a pivot point.

A financial decision wrapped in fiberglass and optimism.

I was one of the lucky ones. I was born and raised on a sailboat. It wasn't easy for my old man, but he made it happen. We lived and breathed sailing. When we wanted to sail, we sailed. When we had to sail, we sailed. When the weather said we shouldn't sail... we had a family meeting and sailed anyway.

My parents flipped boats and did what people said couldn't be done—they sailed away. For years. They went far enough that there was no choice left but to keep going.

That's one way to commit. Burn the dock lines and hope you packed enough 10mm sockets and electrical tape.

A vessel is a commitment.

To voyage aboard is a commitment to your dream.

And occasionally, a commitment to learning diesel mechanics at the worst possible moment.

Over time, I've owned a dozen or so boats and operated dozens more. I've bought them, sold them, repaired them, and in one case, donated one to a hurricane. Lessons were learned. Mistakes were made. Miles were covered. Insurance deductibles were discussed.

And somewhere along the way, a question formed:

Is it a blessing or a curse to be addicted to sunrises at sea and soggy bilges, moonlit sails and cramped engine rooms?

The answer is simple:

It's both.

Buying a boat—your new chariot of dreams—is never easy. There are boats to run toward, boats to run away from, “deals of a lifetime,” and boats you should run, run, and please—for the love of your cruising kitty—run away from.

Here's the truth: most deals require work.

You can buy a boat capable of circumnavigating for the price of a new pickup truck. A lucky buy—a solid 32-foot cruiser for \$35,000—could take you anywhere.

A bad buy at the same price, purchased passionately and inspected casually, might not take you as far as the next haul-out without demanding your savings, your weekends, and your remaining faith in hose clamps.

Meanwhile, beautiful six-figure boats sit abandoned after dreams quietly fade—until the delivery skipper arrives to take her somewhere a sale can be made and optimism can be reinstalled.

Boats aren't easy. Nothing about them is free. The best deals appear when you're not ready. The worst ones show up when you are, wearing the fresh lipstick of a recently painted bottom and engine.

Every vessel is a labor of love and a chore of accomplishment. Sometimes both before noon.

If you're shopping for your dream boat, look at all of them.

Then look again.

Then bring someone who is emotionally detached and suspicious by nature.

If you can buy an abandoned boat in a yard, rebuild the engine, refit the rig, overhaul the systems, and make her self-sustaining—well done. That voyage is yours.

But understand this: a full refit is not a project. It is a lifestyle choice. I have seen hardworking, skilled dreamers spend years in a yard explaining to friends that they are “almost ready.” Time given to a vessel is best spent voyaging—unless you truly enjoy sanding fiberglass in July.

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If what you want is a boat ready to move—a clean and tidy platform where you can change the oil, service the heat exchanger, tune the rig, unpickle the watermaker, monitor solar, turn on the SSB, and fire up the nav instruments without first whispering a prayer to Poseidon—then a turnkey boat is often the safest and most efficient path forward.

It costs more. A lot more.

But paying more upfront is often cheaper than bleeding your lifestyle slowly in time, stress, and the quiet erosion of ambition while you Google “marine-grade devices to fix my marriage” at midnight.

The dream of cruising is available to anyone.

But not everyone is ready to cruise.

Leaving the dock takes guts. Sailing onward takes practicality. And - occasionally, a willingness to admit you misread the forecast.

I once met a sailor ready to cross the Pacific in a battered

30-footer. He’d made it from the Gulf Coast to Panama with a handheld GPS and a road atlas with latitude and longitude.

Years later, word came from Tahiti that he’d made it across. He upgraded his navigation gear along the way—but he went, and he made it. And onward that salty sailor sailed.

On the other end of the spectrum, I’ve seen sailors depart on gleaming new boats with carbon everything—only to end up aground not far from home because confidence outpaced chartplotter zoom level.

Somewhere between those extremes is the sweet spot.

If you have the budget, buy the boat and go. Know how to handle your sheets. Reef your sails, not your boat. Navigate with sea room on Plan A—but be ready for Plans B through Z, including the one where you pretend this was intentional.

If your savings don’t match your ambition, it’s still possible. It just takes harder work, steeper learning, more creativity—and a brutally honest assessment of your boat and yourself.

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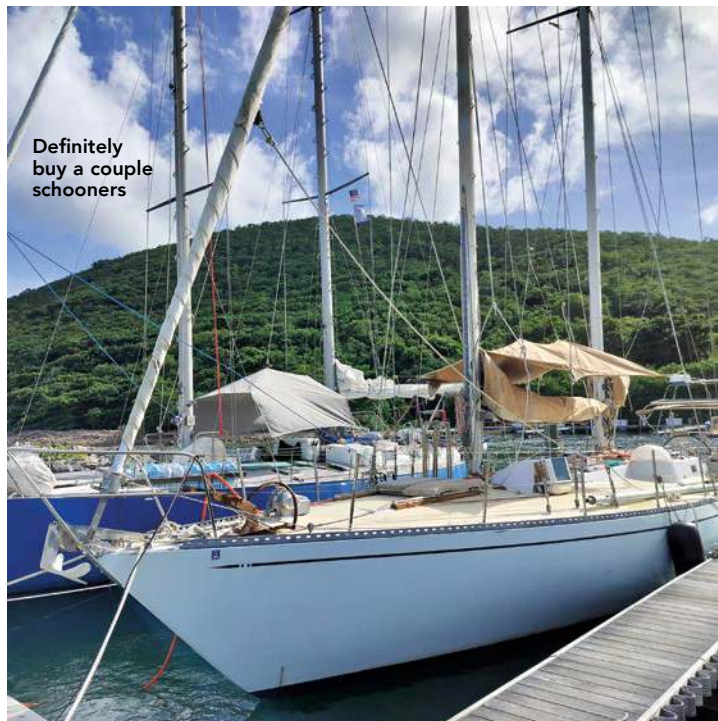


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And most importantly:
A bit of optimism—with a little pessimism.

After fifteen years of vessel ownership, I had begun to understand the balance between these. What an old salt once called “the realism of a successful voyage.”

Passion can put you on a reef—or carry you around the world. Optimism gets the journey going. Pessimism will get you at least as far as optimism—but it won't be nearly as enjoyable.

The goal is balance.
What you can count on is what gets you from one port to the next. And to count on the boat, you first need to count on yourself. And occasionally, on that one friend who actually knows electrical systems.

Living aboard—whether cruising, preparing to cruise, or saving to return to the ship and sea—isn't a phase.

It's a lifestyle.

Yes, there are frustrations. I remember them clearly. Mostly because they were expensive.

But there are also departures. Border clearances. Ocean crossings. Friendships forged in anchorages. Regattas. Rallies. Troubleshoot repairs that actually worked. Stories that

only make sense to sailors.

Life afloat is projects that improve your ship—these improve your confidence. Great days sailing. Bad days sailing. Learning from everyone you meet. Teaching those willing to listen. And occasionally being humbled by a \$12 part that cost \$100 to ship to San Cristóbal.

Every sailor has experiences that define them. And every sailor has something to learn.

The realistic sailor listens.

- Be humble.
- Appreciate success.
- Laugh at failure.
- Stay within your budget. Choose well-designed boats. Sail when, where, and with whom you want.

This life can offer decades of fulfillment—without constant stress—if you approach it with eyes open and a sense of humor.

Be optimistic.

But remember: every successful voyage costs something—time, sacrifice, effort.

Keep a little pessimism alongside your optimism. And maybe a spare impeller.

That's when you become a realistic sailor.



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Superyacht Challenge Antigua: Big Breeze, Bigger Moments

PHOTOS BY RODDY GRIMES GRAEME / ACQUAFILMS / @RODDYACQUA

The 15th edition of the Superyacht Challenge Antigua delivered one of its most memorable—and windiest—events in years, with a spectacular fleet racing off Antigua’s south coast and gathering each evening in historic Nelson’s Dockyard.

From modern performance machines like *Prevail* and *Hummingbird* to the record-setting giant *Hetairos*—which shattered the course record—and the iconic three-masted schooner *Adix*, this year’s fleet was as diverse as it was impressive.

Four days of racing in strong trade winds and shifting squalls pushed crews to their limits, delivering tactical, high-energy competition on the water.

But as always, the Superyacht Challenge is about more than

results. Shoreside, the atmosphere matched the intensity offshore, with unforgettable evenings of food, music, and camaraderie among owners, crews, and guests. It’s this balance—serious sailing without the pressure—that continues to define the event.

Set each year just ahead of the St Barths Bucket, the Superyacht Challenge has become a cornerstone of the Caribbean racing calendar.

Looking ahead, the 2027 edition (March 8–14) is already shaping up to be another standout week.

If this year proved anything, it’s that Antigua remains one of the world’s great stages for superyacht sailing—and one you’ll want to be part of next time.





Even such a weight is no problem



For a sturdy construction
like our *Pitufa*



Aluminum Boats

TEXT/PHOTOS BY BIRGIT HACKL & CHRISTIAN FELDBAUER

When we decided to go cruising we had read lots of books, were brimming with theoretical knowledge, but had zero practical sailing experience. We wanted a sturdy boat that would keep us safe. While doing research we quickly got convinced that only a metal boat would offer that extra strength and reliability we craved. We looked at a wide range of used yachts, different designs and materials and in the end we decided on our *Pitufa*: a cutter-rigged Sparkman & Stephens 41, built in 1988 using 6 mm aluminum plates. Despite some initial hick-ups with corrosion issues we have never regretted our decision and would always go for aluminum again.

STRENGTH

Out on the ocean, strength means safety—especially if you meet “things that go BONK at night”. We read that phrase in John Vigor’s “How to choose a cruising boat” and it kept ringing in my head as we were inspecting a dozen used yachts. Hitting a floating object like a container or an aban-

doned wreck at night is every cruiser’s nightmare. A sturdy metal boat has the best chance of surviving such an incident. Steel is of course even stronger than aluminum but then it is also much heavier. Aluminum plates need to be 50 % thicker to achieve the same ultimate tensile strength, but such plates are still only half the weight of what you’d use for building a steel boat, so aluminum simply has a much better strength to weight ratio than steel. Average GRP polyester laminate has roughly only less than a third of impact strength per square weight compared to aluminum and it does not have the elastic range to absorb impact energy.

We have been lucky so far in our 14 years of cruising on *Pitufa* around half the globe and have never bumped into floating objects bigger than a log. We once hit a reef though: We were just doing a daysail, had neither properly prepared the boat nor really studied charts and SAT images as we were just hopping from one bay to the next on a route we had done several times before. I had just made banana smooth-



DIY jobs are not a big deal on a metal boat

ies, Christian was polishing stainless parts and Pitufa was sailing 5 knots downwind in a light breeze—goosewinged under full sails—and none of us paying attention to the fact that it was low tide and we were slightly off our GPS track. Christian looked up and yelled “The water looks lighter ahead!”, I jumped to the wheel and disengaged the autopilot, but too late. When she hit the rock we came from 5 knots to an immediate stop, the boat bowed forward, bounced back, slid sideways along the reef—and we were underway again!

Checking the keel thoroughly once we were at anchor again, we found nothing but a deep scratch in the anti-fouling. Of course we felt horribly reckless and guilty, but the incident also gave us some extra confidence when doing narrow passages and exploring uncharted, shallow waters. Knowing that this collision caused no damage, we feel fairly safe maneuvering slowly in tricky conditions and we certainly don’t worry about failing keel bolts or losing the keel as the whole hull is welded solidly.



And the non skid paint quickly finished

CORROSION RESISTANCE

Aluminum alloys are among the few materials able to withstand the harsh marine environment without any protective coating, so many aluminum boats have bare top sides. The material protects itself with an oxide layer. A clever boat-builder should use aluminum for stanchions, cleats, etc. as well and weld them directly to the deck, alas, on Pitufa way too many stainless parts were screwed into the aluminum deck and that's where corrosion blooming starts and the paint won't stick long term, but fortunately as soon as the paint is off the corrosion stops and it's purely a cosmetic issue.

But of course there's a different threat: Galvanic corrosion. This occurs when more noble metals are connected with the aluminum by an electrolyte, e.g. seawater. The proverbial dropped copper coin in the bilge does no harm as long as the bilge remains dry and the same is true for lead ballast in the keel: no worries as long as it's properly sealed off and dry. In the case of our Pitufa the resin seal on top of the lead ballast was cracked when we bought her in 2008 and the previous owners must have left seawater standing in the bilge after some leakage. The surveyors we had inspect the boat before the purchase overlooked the issue and once we discovered the deep pitting corrosion that had eaten into the hull, we were in for major repairs. As it was unclear whether the prob-



Pitting corrosion where the lead ballast ate into the aluminum hull

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Using sand from a nearby beach

lem was limited to the area on top of the ballast or maybe somewhere down in the keel as well, we opted to have additional 5mm plates welded around the whole bilge and keel area, extra strength that adds to our feeling of safety underway.

Of course aluminum also has disadvantages. Painting aluminum is not a simple task and finding an antifouling that is copper-free (which is a no-go because of the metal component), but still scares off barnacles, isn't an easy task either. The problem of galvanic and electrolytic corrosion is of course an issue as well. Last but not least let me mention the high price of even elderly aluminum boats—especially in comparison to series-production boats made of fiberglass. But of course that also means that aluminum yachts maintain their value—a well-cared for aluminum boat can easily outlive a captain. ☺

Birgit and Christian bought their S&S 41 Pitufa in 2008, set out in 2011 and have been cruising all-year-round ever since. Find out more about them and their journey by visiting their blog www.pitufa.at or check out their books on Amazon! <https://www.amazon.com/stores/Birgit-Hackl/author/B094NY9QHY>



Sacrificial anodes are extra important on a metal boat

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Captain Hugh and
Chef Vivi



PHOTO BY VIVIANNE SWIETESKY



Where Charter Meets Culinary: Serena Villa & Voyage

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

What if your yacht charter didn't begin at the dock—but instead with a relaxed arrival at a private Caribbean villa, a cocktail in hand, and not a schedule in sight?

That's the thinking behind **Serena Villa & Voyage**, a seamless pairing of island living on Water Island and time aboard the 62-foot sailing yacht *Serena*. Created by Vivianne Swietesky and Captain Hugh O'Brien, the experience reflects decades of life at sea, travel, and a shared passion for hospitality done right.

Guests can begin their journey ashore at Villa Serena—unwinding by the pool, settling into island rhythm, and easing into vacation mode—before stepping aboard for the sailing portion. It's a thoughtful shift from the usual charter rush.

"We aim to have guests onboard within about 30 minutes—cocktail in hand and completely relaxed," they say.

While the setting is beautiful, it's the food that quietly defines the experience.

"We don't use processed food—everything is fresh. Guests today are very conscious of what they're eating."

Menus are shaped well beyond a preference sheet. Each charter begins with a conversation—understanding tastes, expectations, and how guests want to feel. Vivianne brings a global culinary perspective, while Hugh focuses on simple, well-executed flavors.

In a compact galley, they work as a team.

"People can't believe what we cook in there," they laugh. "We split responsibilities and anticipate what the other needs."

From perfectly timed breakfasts to elegant dinners under the stars, the approach is consistent: thoughtful, fresh, and never rushed.

Some moments require precision.

"One time I tasted a dish just before serving and realized it wasn't right—so I threw it out. You simply can't take that risk." That attention to detail is what guests remember—and why they return.

Because in the end, guests may come for the sailing...but they leave talking about the food.

YACHT SERENA CRAB CAKES

Preparation time: 20 minutes. Chilling time: 30 minutes

Cooking time: about 12 minutes. Serves: 4 - 6

- 1 lb. jumbo lump crabmeat, drained and picked clean**
- 2/3 cup mayonnaise**
- 1 tbsp Dijon mustard**
- 3 large eggs, lightly beaten with a pinch of salt**
- 1 cup plain dry breadcrumbs (or gluten-free / almond flour)**
- 1 cup finely sliced green onions (including green part)**
- 1/3 cup diced, very small, red bell pepper**
- 1/3 cup diced, very small, yellow bell pepper**
- 1/3 cup diced, very small, orange bell pepper**
- 3 Tbsp minced fresh flat-leaf parsley**
- 3 Tbsp minced Thai or Italian basil**
- 1 tsp lemon or lime zest**
- 1 Tbsp Worcestershire sauce**
- 1 tsp hot pepper sauce (to taste)**
- 1 tsp crab boil seasoning (Old Bay)**
- 1-1/2 tsp Maldon salt (to taste)**
- 1/2 tsp freshly ground white pepper (to taste)**
- FOR FRYING: 6-8 tbsp clarified brown butter or ghee**

Continued on page 82



PHOTO BY VIVIANNE SWIETESKY

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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
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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	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
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Trinidad	Peake Yacht Services Marina	868-634-4420/3/7	20'	90'	17	●	110/220			●	●	●			●	69	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-499-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

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

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Caribbean Boatyards

ALL AT SEA'S CARIBBEAN BOATYARDS GUIDE

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	Diy Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26° 31.189 N	78° 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' & 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	+1 284-499-5501	10'	180'	37'	no limit	110/120/220	7am-6pm	70 350 CIMOLAI	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarkes Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F, 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Panama	Shelter Bay Marina	09° 22' 12" N	79° 56' 51" W	+507-6781-6631/ 6747-9118	11'	100'	28'	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Maarten	Rockstar Marine	18° 02.51' N	63° 06.79' W	+1 721 559-1545	8'	65'	17.5'		110 / 220 V	7:30-16:00	45	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina	14°04 '32.72" N	60°56 '55.63" W	758-458-7200	11'	75'	28'	no limit	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	18'	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-4:30, Mon-Sat	40	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17°- 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Trinidad	Peake Yacht Services Boatyard	10.4' N	61.38' W	868-634-4420/3/7	14'	130'	30.5'	no limit	110/220	8-4 Mon-Sat	150	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

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Southeast U.S. Marinas

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

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

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Southeast U.S. Boatyards

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

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

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

The map shows the Caribbean Sea region with 11 numbered locations: 1. Turks & Caicos Islands; 2. Puerto Rico; 3. U.S. Virgin Islands; 4. St. Kitts & Nevis; 5. British Virgin Islands; 6. Anguilla; 7. St. Maarten/St. Martin - St. Barthelemy; 8. St. Eustatius - Barbuda; 9. St. Vincent & The Grenadines - Bequia; 10. Bonaire; 11. Curaçao. Other islands shown include Cuba, Great Inagua Island, Little Cayman, Cayman Brac, Cayman Islands, Grand Cayman, Haiti, Dominican Republic, Jamaica, Montserrat, Antigua, Guadeloupe, Marie-Galante, Dominica, Martinique, St. Lucia, Barbados, Carriacou, Grenada, Tobago, and Trinidad.

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1 SOUTH CAICOS, TURKS & CAICOS ISLANDS.

Set on 3.1 acres, this 4 BR/4.5 BA oceanfront villa within the exclusive Sail Rock community offers privacy and sweeping sea views. The 4,100-square-foot home is offered pre-construction, allowing stamp duty savings on land value. Designed with travertine floors and an open-plan great room, it flows to expansive terraces, an infinity pool, and outdoor living areas. Lush landscaping and a winding drive enhance seclusion. Owners enjoy resort amenities, fine dining, and watersports. Just a short hop from Providenciales. Price: U.S. \$10,025,000

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



2 ST. CROIX, USVI.

Scenic views of Buck Island and the British Virgin Islands define this 4 BR/4 BA estate set on 3.2 private acres. Spanning 6,205 square feet, the home blends craftsmanship and indoor-outdoor living with mahogany doors and windows, seashell tile floors, and a chef's kitchen with a BlueStar range. Expansive terraces and a saltwater infinity pool capture the trade winds. A Bali-inspired outdoor shower and soaking tub elevate the primary suite, while solar, a generator, a large cistern capacity, a 2,000-square-foot workshop, and an orchid house complete the offering. Price: U.S. \$3,950,000

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



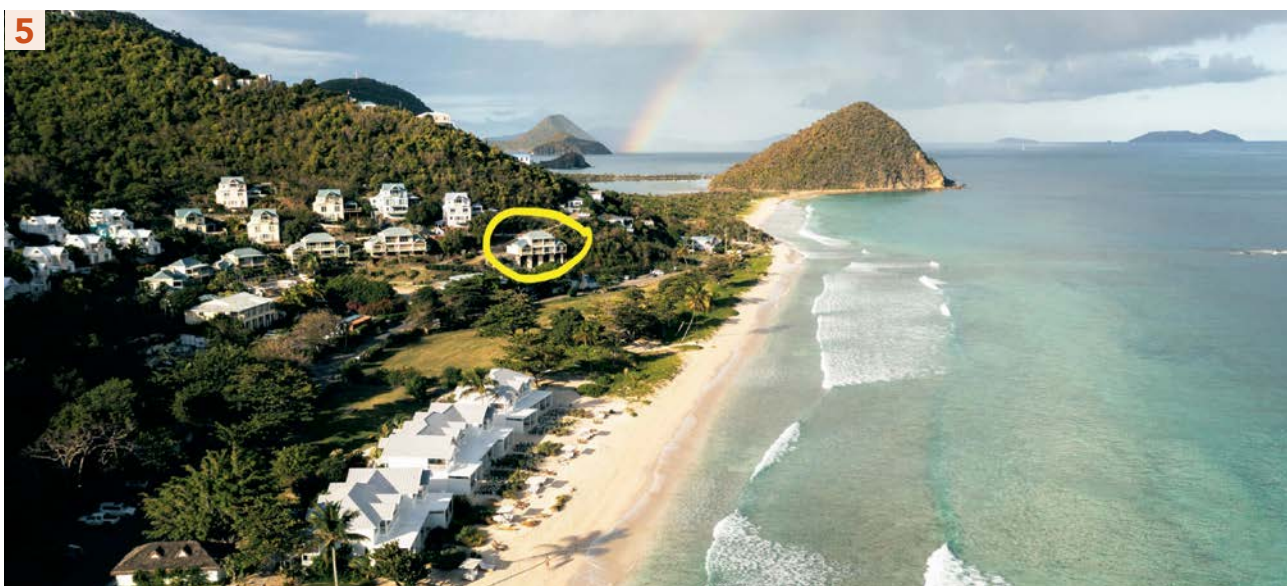
ST. THOMAS, USVI. High above the Northside shoreline, this 8 BR/13.5BA estate in Mahogany Run spans 20,434 square feet on one acre, designed for privacy and uninterrupted sea views. Built in 2008, the multi-unit layout offers flexibility for residential or income use. Arched windows and open living spaces frame the ocean, sky, and neighboring islands from nearly every room. Outdoor access and proximity to the water support an active lifestyle, from diving and paddleboarding to fishing and seasonal whale watching. Price: U.S. \$14,000,000

KERSTIN MCCONNELL, Sea Glass Properties
Kerstin@seaglassproperties.com
www.seaglassproperties.com | Cell: (340) 998-5737



ST. THOMAS, U.S. VIRGIN ISLANDS. Direct ocean access defines this 8 BR/7 BA, 6,500-square-foot property at Coki Point on the East End. Positioned just steps from the shoreline, it spans 0.95 acres (W-1 zoning) and includes an adjacent waterfront lot with an existing dock. While the residence requires renovation, it offers strong potential to create a custom retreat or income-producing property in a highly sought-after coastal setting, with panoramic views and daily sunrise exposure. Price: U.S. \$1,700,000

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



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

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



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

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



PELICAN KEY, ST. MAARTEN. Perched above Pelican Key, this 9 BR/9 BA contemporary villa spans approximately 9,770 square feet, delivering panoramic Caribbean views just five minutes from the beach. Open-plan interiors with soaring ceilings flow to expansive terraces and a private infinity pool. Nine en-suite bedrooms, multiple dining areas, a modern kitchen, gym, and entertainment spaces create a resort-style setting—ideal as a private retreat or luxury rental investment. Price: U.S. \$6,500,000

**JONATHAN SCHAEDE, Sunshine Properties
jonathan@sunshine-properties.com
www.sunshine-properties.com
 Office: (590) 690 51 06 63 | Cell: (721) 520-5445**



RED HAWK RIDGE, NEVIS. Expansive views of the Caribbean Sea, St. Kitts, and Mount Nevis define this newly built 3BR 3BA home on Red Hawk Ridge. Two finished bedrooms sit upstairs, while the lower level offers flexible space for additional bedrooms, a guest apartment, or a gym. An infinity pool, landscaped grounds, and a full-length deck enhance outdoor living, cooled by steady trade winds. Conveniently located for dining and island activities, this modern residence blends comfort, versatility, and exceptional scenery. Price: U.S. \$1,125,000

**CATHY YEARWOOD, Oualie Realty
Cathy.yearwood@oualierealty.com
www.oualierealty.com
 Office: (869) 469-9403 | Cell: (869) 669-6930**



9
ISLE A QUATRE, ST. VINCENT & THE GRENADINES. Sweeping 360-degree views across Bequia, Mustique, and Canouan define this 376-acre uninhabited and undeveloped private island. Located just 1.5 miles from Bequia, the island features rolling terrain, secluded beaches, and lush subtropical vegetation. Offered freehold, it presents a rare opportunity for low-density, high-end development inspired by neighboring Mustique. Ideal for an exclusive resort or private estate, this is a chance to shape a one-of-a-kind Caribbean destination. Price: U.S. \$54,000,000
PRIVATE ISLANDS INC. | info@privateislandsinc.com
www.privateislandsonline.com
Office: (705) 444-0681



10
SABADECO, BONAIRE. Caribbean Sea views take center stage at this 4 BR/3.5 BA oceanfront villa. A spacious great room with soaring ceilings opens seamlessly to a covered terrace designed for indoor-outdoor living. The exterior features a saltwater pool, expansive sundeck, and seaside gazebo. A separate guest studio adds flexibility, while the garage offers storage and laundry connections. A dedicated rinse area for diving, snorkel, windsurfing, and kite gear enhances the property's appeal for active island living. Price: U.S. \$4,350,000
CORINE VAN DER HOUT, Sunbelt Realty
corine@sunbeltbonaire.com | www.sunbeltbonaire.com
Office: (+599) 717-6560



11
JAN SOFAT, CURAÇAO. Waterfront views over Spanish Water and Jan Sofat Marina define this 4BR 4.5BA Mediterranean-style villa spanning approximately 5,175 square feet on a gated community lot. The three-level home features open-plan living, a covered terrace, a wet bar, and a chef's kitchen with premium appliances. Outdoor spaces include multiple terraces, a private beach, and a pier with power and water for yachts. Additional highlights include a game room, central A/C, a two-car garage, a guest suite, and a workshop—ideal for luxury island living and entertaining. Price: U.S. \$3,495,000
RUDOLF DE JONG, Curacao Sotheby's International Realty | Rudolf.dejong@sothebysrealty.com
www.sothebysrealty.com | Office: (599) 9 7370104 | Cell: (599) 9 5268549



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USD \$54,900**



45' 2011 JEANNEAU 44i

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**SAINT MARTIN
USD \$137,000**



REG BATES Career Yacht Broker St. Martin/Sint Maarten Location

In 1977, a life-changing invitation to sail in the Bahamas sparked a lifelong passion for boating. This led to the purchase of a Shark-class sailboat and enrollment in Humber College's Yachting Studies Program. A pivotal refit project on a Sparkman & Stephens 48' Yawl led to offshore sailing and a charter business in the USVI. With decades of brokerage experience in the Caribbean and Canada, expertise spans yacht valuation, sales, and guiding clients through life-changing sailing adventures. A resident of St. Maarten, an active sailor, and a longtime industry professional, he shares knowledge to help buyers and sellers alike.

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



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



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



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



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



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



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



2018 Jeanneau 51.
Extensively upgraded, optimized for cruising. Well-equipped. BVI. USD \$449,000



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



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



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



2019 Bali 5.4 - 54'
Entertainer's dream. Open space concept. 6 cabins. USVI. USD \$875,000



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



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



2020 Leopard 50.
4-cabin owner version. Ready for Immediate hand-over. BVI. USD \$649,000



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



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



2017 Voyage 480.
Superior build quality. Performance, comfort, & simplicity BVI. USD \$375,000



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



2023 Jeanneau 65.
Excellent performance, security, control, efficiency. St Martin. USD \$1,500,000



2016 Alibi 54.
Single owner, fully-customized, maximum performance. BVI. USD \$1,690,000



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



2023 Excess 14.
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2021 Fountaine Pajot Tanna 47'. Ample space, well-equipped for large groups. USVI. USD \$950,000



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



2016 Hanse 575.
Beautifully maintained. Never chartered. Antigua & Barbuda. USD \$399,000



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



2023 Hanse 510.
No expense spared in outfitting and upkeep. Like new. BVI. USD \$899,000



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



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

HAREL YACHTS



2018 HCB 42 SIESTA

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

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Length: 12.80m

Price: \$495,000 USD HT

Located: Saint Martin

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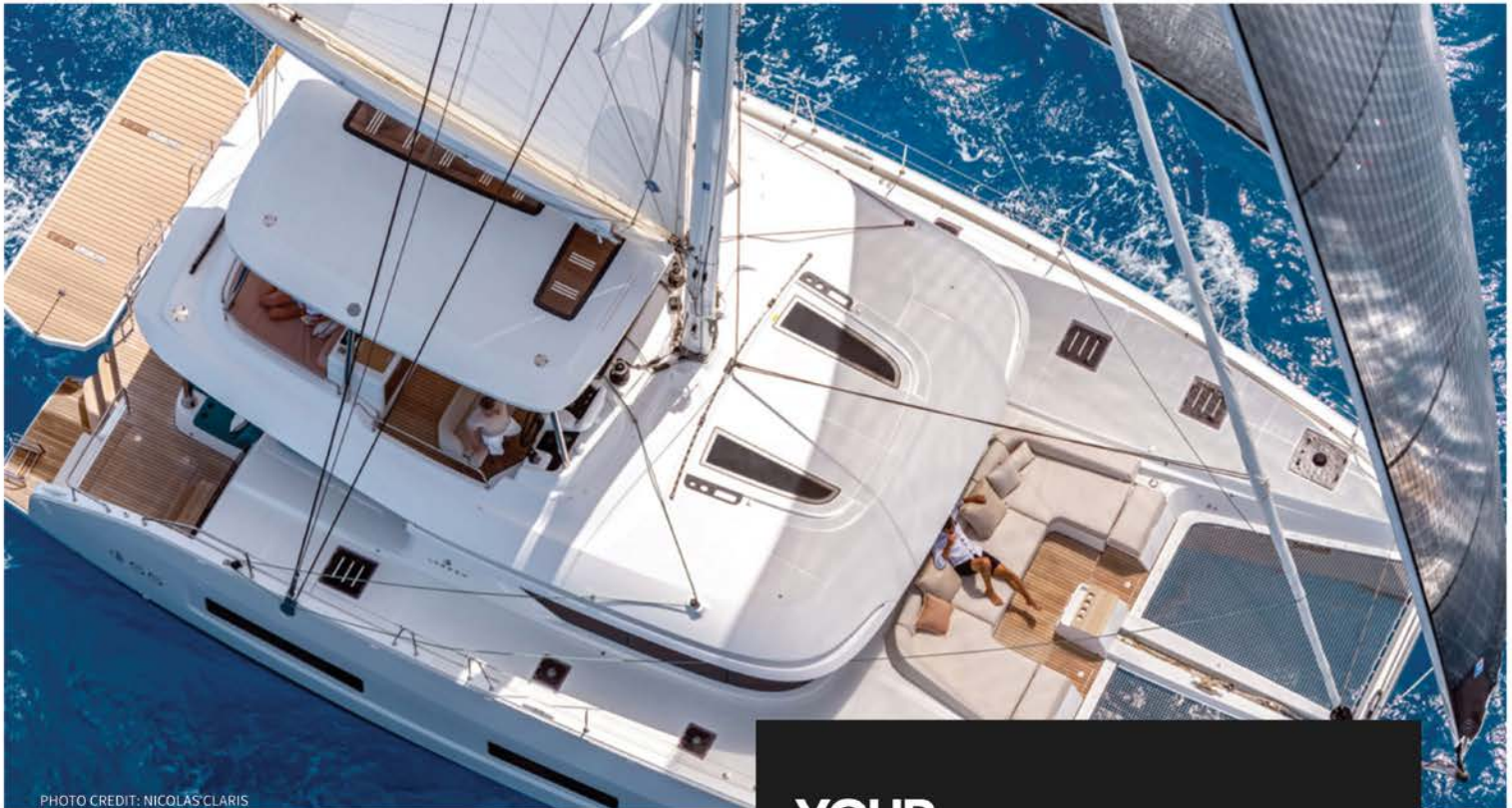


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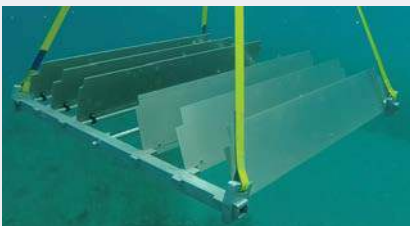


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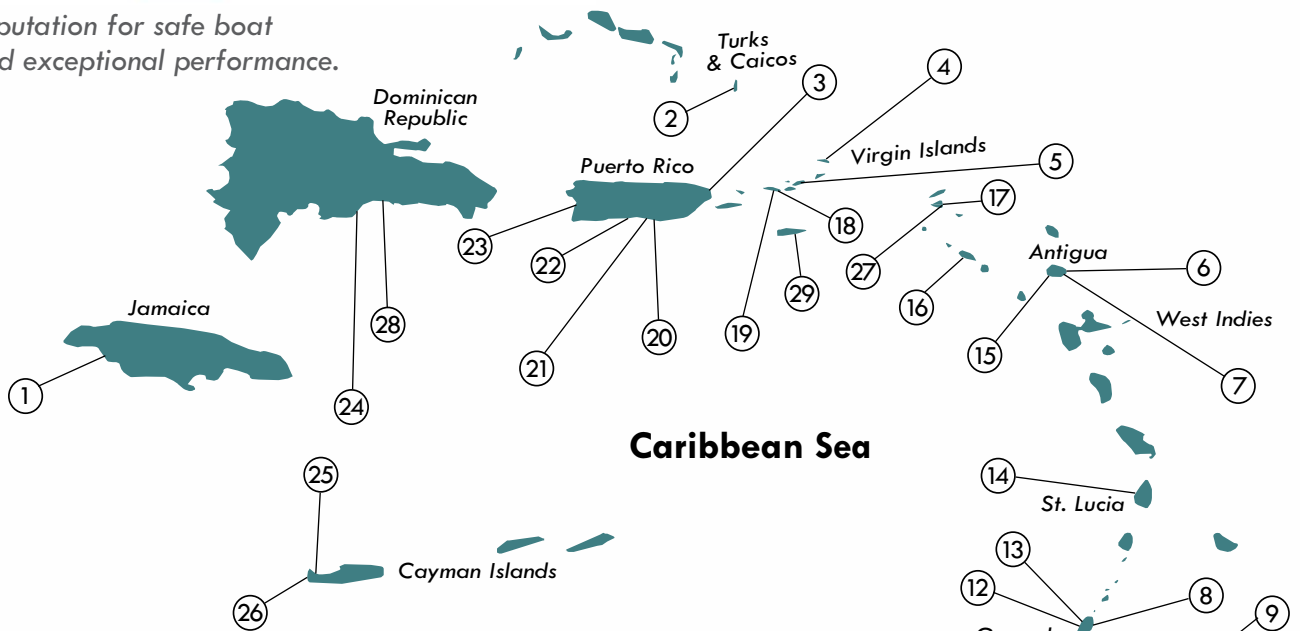
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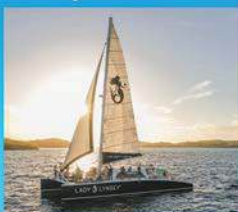
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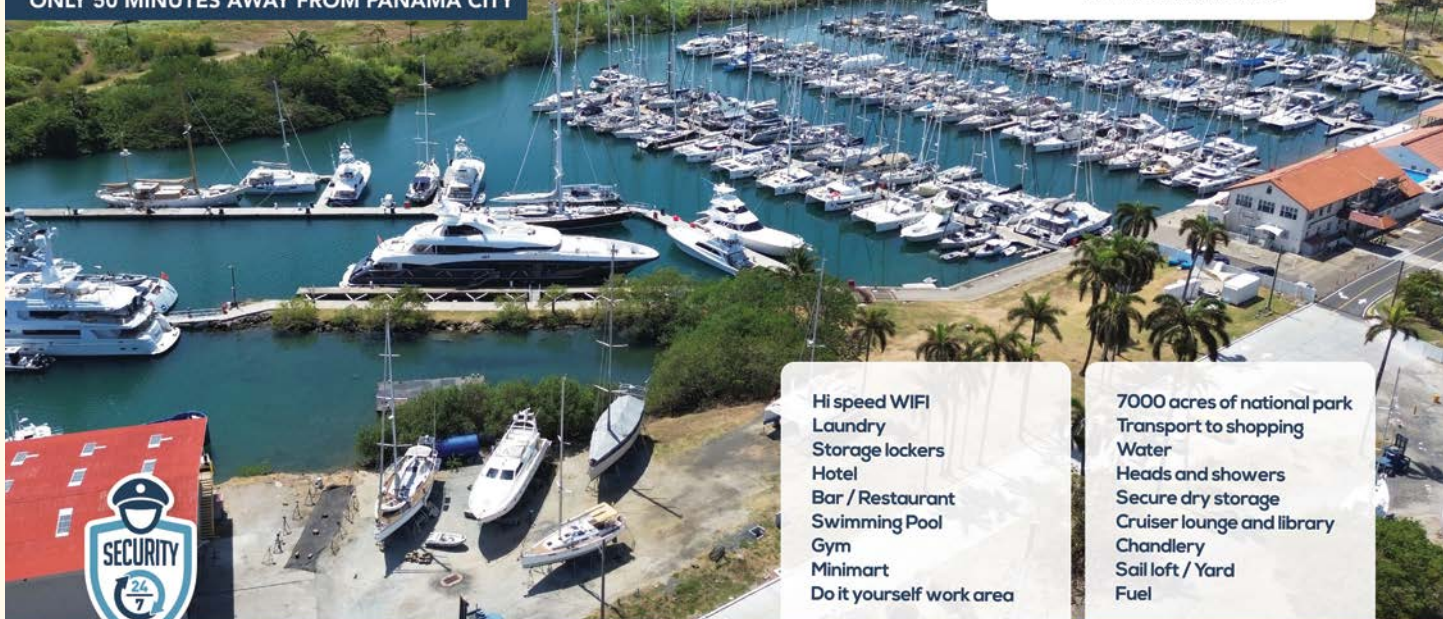
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Where Charter Meets Culinary: Serena Villa & Voyage

CARIBBEAN COOKING | BY CAP'N JAN ROBINSON

Continued from page 55

Prepare the mixture: Gently break up the crabmeat. Add mayonnaise, mustard, eggs, breadcrumbs, and remaining ingredients. Mix gently—do not overmix.

Cover and refrigerate for 30 minutes. Taste and adjust seasoning if needed. Form into crab cakes, place on a parchment-lined tray, and chill again.

Heat butter or ghee over medium heat. Cook crab cakes 6–8 minutes per side or until golden brown. Flip only once a crust forms. Serve immediately or keep warm in a 225°F oven.

Quick Tips

- Handle crab gently to keep from falling apart
- Cook slowly so peppers soften inside.
- Can be adapted using cooked fish (like flaked salmon or grouper).

LEMONGRASS CITRUS SHRIMP SALAD

Preparation time: 20 minutes. Chilling time: 30 minutes

Cooking time: about 12 minutes. Serves: 4 - 6

1 lb. raw jumbo shrimp, shell-on

1 stalk lemongrass, lightly crushed

3 Navel oranges

3 Ruby Red grapefruits

Spring salad greens

Watercress

Lemon olive oil

Extra virgin olive oil

Mango or white balsamic vinegar

Maldon salt

Fresh ground white pepper

Fresh Thai basil, chiffonade

Bring a pot of water to a boil with the crushed lemongrass and a generous pinch of salt. Simmer for about 10 minutes, allowing the broth to become fragrant and infused.

Add the shrimp to the simmering liquid and poach gently for



PHOTO BY VIVIANNE SWIETISKY

about 3 minutes, until just cooked through. Transfer, immediately to an ice bath to stop the cooking. Peel the shrimp, leaving the tails on, and refrigerate until ready to use.

Do not discard the lemongrass poaching liquid—it makes a beautifully aromatic base for soups, broths, or cooking grains.

Peel the oranges and grapefruits, removing all pith. Segment the fruit and carefully remove the membrane from each segment (supremes). Refrigerate if preparing ahead.

Whisk together extra virgin olive oil, lemon olive oil, mango or white balsamic vinegar, Maldon salt, and fresh ground white pepper. Balance to taste—bright and lightly sweet with a citrus-forward finish.

In a bowl, gently toss the spring greens and watercress with part of the vinaigrette and the Thai basil chiffonade. Arrange the citrus segments and shrimp on each plate. Place the dressed greens just behind or alongside the citrus and shrimp. Lightly drizzle the remaining vinaigrette over the shrimp and citrus.

Chef's Notes

- Keep the shrimp slightly undercooked to maintain a tender, juicy texture.
- The lemongrass broth can be reused as a base for soups, broths, or cooking grains.
- This dish is all about balance—sweet citrus, aromatic lemongrass, and fresh, peppery greens. Ideal as a refined starter or light main for warm-weather menus.





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