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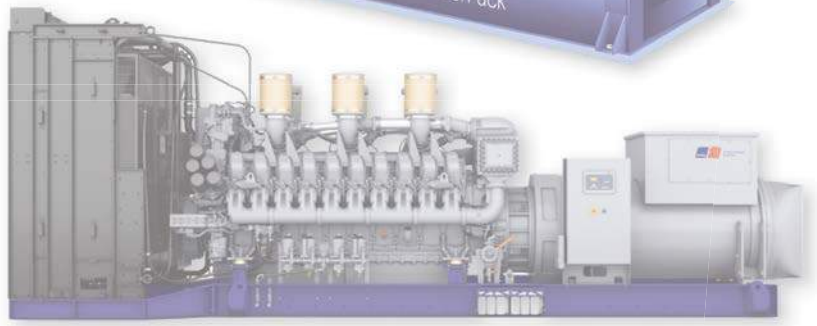
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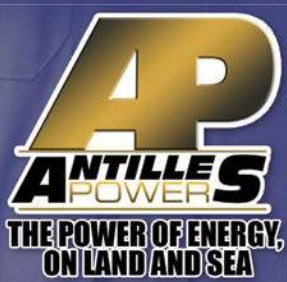
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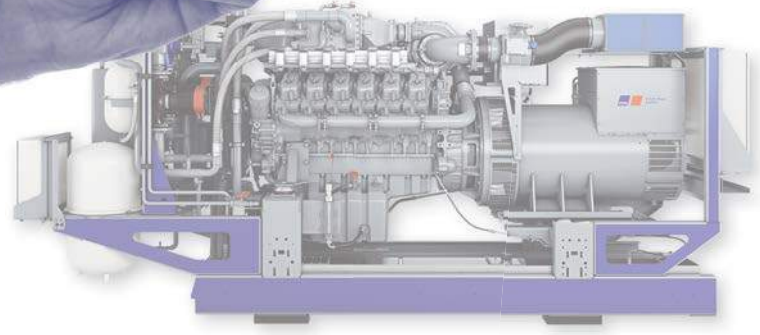


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ON THE COVER: Captain Ryan Higby with a client on his Lioness Charters





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Caribbean News

FREEDOM BOAT CLUB ANNOUNCES PUERTO RICO EXPANSION - FIRST LOCATION IN FAJARDO

Go boating for a day without owning a boat. That's the beauty of membership in boat clubs. In March, Freedom Boat Club, the world's oldest and largest boat club operator and a division of Brunswick Corporation, announced its expansion into Puerto Rico. Freedom's first and flagship club on the island is in Fajardo. Members have unlimited access to its Puerto Rico-based fleet as well as fleets globally across Freedom's 380 locations in 34 U.S. States, Canada, and Europe, through its reciprocal access program.

Puerto Rico has many world-class beaches and endless small islands to explore making it a boater's paradise," says Mike Centeno, a native of Puerto Rico, successful entrepreneur, and water sports enthusiast who owns and operates the island's Freedom Boat Club franchise. "Currently we are located at Puerto Del Rey Marina. We plan to open 7 to 10 other locations throughout the island of Puerto Rico. The plan is to give members access to navigate anywhere on the island, covering the North, East, South, and West coasts. Moving forward,

and I can't give details yet, however, we will be looking to plant the Freedom Boat Club flag in the surrounding islands of Puerto Rico and the Caribbean.

The present fleet includes 10 boats, from 21- to 27-foot in length representing brands like Bayliner Trophy, Sailfish, Release, and Sea Ray. Centeno projects he'll have about 100 boats in Puerto Rico within the next year or two contingent on the volume of the membership sign-up. Additional makes, models, and sizes will be introduced as locations on the island expand to more marinas. www.freedomboatclub.com/franchises/fbc-of-puerto-rico/fajardo.html

SUPERYACHT 'ABANDONED' IN ANTIGUA BOUGHT BY EX-GOOGLE EXEC

It's sold! Former Google CEO Eric Schmidt is the new owner of the 267-foot superyacht, Alfa Nero, after he successfully bought the vessel at a live-streamed auction in June for \$67.6 million. Built in 2007 by the Dutch shipbuilder Oceanco

Yachts, the yacht was most recently owned by Russian billionaire, Andrey Guryev, who was sanctioned by the U.S. Treasury because Russia invaded Ukraine last year. The Alfa Nero was blocked from leaving Falmouth Harbour, Antigua, in February 2022. A year later, its ownership was transferred to the Antigua & Barbuda government. Maintenance costs of over \$110,000 per month have made it an albatross for the island government. It was finally in June when Ronald Sanders, Antigua & Barbuda Ambassador to the U.S. got Washington to remove the superyacht from the Specially Designated Nationals and Blocked Persons List of the U.S. Department of the Treasury's Office of Foreign Assets Control and it could be sold. In the nail-biting few hours before the auction, news reports broadcast that Guryev's daughter filed an emergency application to stop the sale and keep the boat in the family, but this was rejected by the Eastern Caribbean Court of Appeal.

The incredible private superyacht should prove a lot of fun for Schmidt, who was Google's CEO for a decade in the early 2000s and rates a \$25 billion net worth as valued by Bloomberg's Billionaires Index. Striking amenities on the Alfa Nero include a baby grand piano and staircase that wraps around a glass lift shaft inside and a swimming pool that converts either into a dance floor or helipad on the outside.



Yacht Alfa Nero in 2008

CARIBBEAN SAILING ASSOCIATION LOOKS AHEAD TO 2024 AT CONFERENCE

The past, present, and future of Caribbean regatta season are what 25-plus Caribbean Sailing Association (CSA) members discussed at the organization's Annual General Meeting and Conference held the last weekend in May at the Antigua Yacht Club in Falmouth Harbour, Antigua. Members represented more than 10 islands either in person or virtually. The date change from October served to give the organization and its members a jump-start on planning and preparing for the 2024 season. Key topics on the agenda were the CSA rating rule, how to better accommodate the different classes at events, race committee development, sailing development, inclusivity in sailing, foiling developments, and marketing of the region.

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"I think all the regattas are looking at catering more closely to the needs of our sailors. I think the quality of racing is on everyone's agenda, especially when it comes to courses and communications. We are also all looking to add that fun factor, when the racing is done, to offer the full Caribbean experience," says Michele Korteweg, CSA president. "One key point for participants is that we will be sending out a survey to collect feedback on their Caribbean racing experiences. This allows us to better accommodate those who come to the region, and their race needs, and to develop our overall product."

Looking ahead, more regattas and sailing programs are focusing on inclusivity, youth, women, and the lesser abled, Korteweg adds. Giving back to the community has always been important, and it will intensify.

"What's important to note is that the CSA is working on the rating rule, making it easier to get an appointment for measuring boats and getting the payment process online. It's all about the ease of participating, so we will continue our efforts there," she says.

A separate training session alongside the Conference was held by CSA measurers, including potential new measurers from Barbados and Antigua. Information about the rating rule was shared so attendees could better understand the challenges and opportunities they are facing while developing the rule.

Looking ahead, says Korteweg "foiling is developing rapidly and with stand-alone foiling events in St. Maarten, Marti-

nique, and several other islands, it's now growing with foiling classes being added at regattas like Antigua Sailing Week did this year. We had discussions with those prominent in the field of foiling to see how we can bring more foiling to the Caribbean. It's not a matter of if, but when." caribbean-sailing.com

PUERTO RICO'S MARINA PUERTO CHICO SECURES \$1.1 MILLION TO BOOST ITS TRANSIENT MARINA PROJECT

Niceties like great sightseeing, shopping, and dining, plus necessities such as chandleries, boat yards, and airports with easy airlift to the mainland make Puerto Rico a popular destination for cruisers. Soon, it will also be easier to find slip space in the popular east coast boating community of Fajardo. Marina Puerto Chico, in partnership with the Puerto Rico Department of Natural and Environmental Resources, has received a Boating Infrastructure Grant (BIG) of \$1.137 million for the construction of new docks to increase transient dockage. This grant is part of the U.S. Fish and Wildlife Service's BIG program, which was recently awarded over \$20 million for 2023. The BIG initiative facilitates states and territories in developing, refurbishing, and maintaining marinas and other boating infrastructure to boost outdoor recreation.

The grant will facilitate the construction of 41 slips, including 19 transient slips, via a floating wave attenuator. The slips will accommodate various boat sizes up to 50 feet. There will also be amenities such as a restroom/shower building, sanitary

Charter a Historic Brigantine in the Caribbean

She's back! *Florette*, the 131-foot brigantine launched in 1921 by Italy's famous Picchiotti Shipyard and one of the last wooden windjammers that still sails actively, will return to the Caribbean this winter. She'll arrive in Barbados in December and offer one-week and multi-week charters for up to 22 guests in her 11 cabins while sailing between the islands of St. Lucia, St. Vincent and the Grenadines, Grenada, and Martinique until May 2024. The cost per berth or cabin is less than typical skippered charters where guests hire the whole boat, making this chance to blast into the past an affordable opportunity.

"*Florette* has sailed the Caribbean before and was stuck there during COVID but has not been back since. Unlike other charter vessels, she does not go to the Caribbean every winter. The family who owns and lives on the *Florette* want guests to experience different locations with them, so that is why they are now planning new adventures and destinations for 2024/25," says Jo Downie, managing director for VentureSail Holidays who works with *Florette*.

Florette boasts a fascinating history. One particularly interesting chapter is her time spent as a Q/guard ship for the Italian Navy during World War II where she took part in the battle of Taranto. In September of 1943, she was stopped by the Germans who ordered her captain to return to the Port of Livorno where she would be loaded with ammunition for transport. Rather than help the enemy, the captain scuttled her the evening before during an air raid. Her masts were still showing in the fall of 1944 when the American military raised and restored her. In 2007, Ron Haynes Jr and his wife Nicole formed Historical Tall Ship Sailing Ltd and conducted a major rebuild. Today, *Florette* is home for the Haynes family, which includes two daughters they 'ship school' onboard, as they sail around the world with charter guests. www.svflorette.com





Captain Ryan Higby with a client on his Lioness Charters

pump-out facilities, an ADA-compliant gangway, and a fuel dock. Moreover, the construction of the docks and floating wave attenuator will aid in mitigating the impact of waves and storms. This marina investment aims to entice both local and out-of-state boaters for short-term stays, thus not conflicting with local marinas catering to long-term tenants.

Marina Puerto Chico, which is owned by Grand Caribbean Marinas, has pledged to contribute an additional \$968,582, to assure the project's successful completion.

Marlon Mellado, CEO of Grand Caribbean Marinas, the largest marina company in Puerto Rico, disclosed that the project's total estimated cost stands at \$4.5 million as of January. He says this transformative project signifies a significant stride

in enhancing boating infrastructure and promoting tourism in the Fajardo community. www.gcmarinas.com

USA TODAY RANKS ST. CROIX FISHING CHARTER #3 ON ITS TOP 10 LIST

He's the son of a sailor, but St. Croix's Ryan Higby's ability to bend a rod has earned him recognition. Specifically, Higby, born and raised on the U.S. Virgin's 'Big Island', and his Lioness Sportfishing charters ranked #3 on USA Today's Top 10 Fishing Charters in the U.S. Lioness is the only charter operation outside of the continental U.S. to be included on this list.

"Unbeknown to me, we had one of their editors out on charter and hooked him or her up with some great fishing," says Higby, whose resume includes commercial fishing in Alaska. "I can't say that I do anything special. But, over the years, I learned from the best from some of the old timers here on St. Croix like Bobby McKay and Mike Fuller. I just soaked up all they taught me and dialed in my own operation."

Lioness, a 42-foot Viking, offers 4-, 6- and 8-hour deep sea fishing charters, and is based on the Christiansted Boardwalk. www.fishinginstcroix.com

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COURTESY CARRIACOU REGATTA FESTIVAL

If you have any **EVENTS TO SHARE**, please email the editor: editor@allatsea.net

August 2023 Events

AUGUST 4-7 | Carriacou Regatta Festival.

This three-day celebration of sailing, first started in 1965 and the Caribbean's longest-running regatta festival in the region, takes place annually on the first weekend in August. On full display are the island's world-famous wood-build Carriacou sloops, as well as other classes including Optimist and Sunfish sailing. Winners receive prizes and bragging rights. The fun continues ashore with a Queen Show, Donkey Racing, and a Greasy Pole competition. www.facebook.com/CarriacouRegattaFestival/

AUGUST 19 | The Great Race.

Some 25 high-speed vessels are expected to compete in this event, one of the world's longest-running offshore powerboat races. Drivers and crews depart from the Gulf of Paria in Trinidad and cross the finish line in Store Bay, Tobago, or some 80 miles. Classes are Cruiser, Spec, 60mph, 70mph, 80mph, 95mph, 120mph and 130mph classes. "We have introduced a new class this year called the Spec Class, which consists of boats of the same make, model, length, and engine, along with configuration. This class is the only class that is not governed by speed," says Jonathan Tardieu, president of the Trinidad and Tobago Powerboat Association (TTPBA). "The Cruiser class will also be brought back to allow anyone that



COURTESY ANGIILLA POKER RUN

AUGUST 12 | Anguilla Poker Run.

Part boat cruise, part poker game, and all party is the way organizers describe this 7th annual event. Over 100 power boats are expected to launch from Sandy Ground and head around the island with stops at places like Crocus Bay, Rendezvous Bay, Little Bay, and Meads Bay, to pick up a card and enjoy live music, food, games, and a party. The prize for the top poker hand is US \$5000. The event enjoys a spotless safety track record. www.facebook.com/anguillapokerrun

has a vessel and that meets the TTPBA's safety requirements to take part." Follow the action via live updates on Facebook during the race. Or spectators can view parts of the race along the course from Maracas Bay, on the north shore of Trinidad, and the finish in Store Bay. www.thettpba.com

COURTESY OF TRINIDAD AND TOBAGO POWERBOAT ASSOCIATION



AUGUST 21-26 | International Billfish Tournament (IBT).

It's the 70th anniversary of this longest consecutively run big game fishing tournament in the world. Hosted by Club Nautico de San Juan, in Puerto Rico, over 60 sportfishing boats and 250-plus anglers, including more than 50 international guests, are set to fish for Atlantic Blue Marlin in 'Marlin Alley' a deep natural trench where anglers can start fishing and catching within 20 minutes of leaving the dock. "The IBT has a system that allows international anglers to get acquainted with Puerto Rico's culture: The IBT rotation system. It assigns a different visiting angler every day to different competing boats, so they get to fish with different groups, a unique practice that visitors appreciate," says Richard Henry Christiansen, tournament chairman. In 1999, Marlin Magazine listed the IBT as one of the 'Ten Favorite Tournaments in the World.' sanjuaninternational.com/



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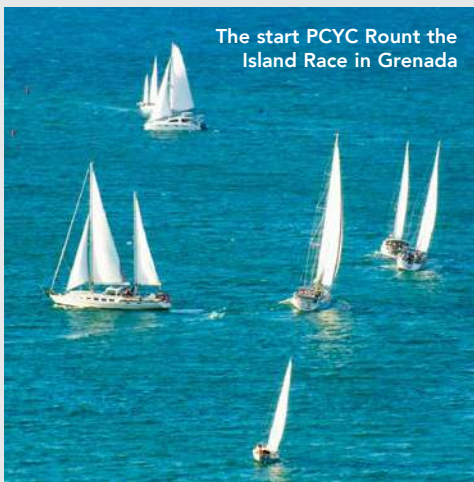


AUGUST 25-27 | Aruba International Regatta.

Two action-packed days of sailing take place on the 26th and 27th, with a Regatta Party on the 25th. of August. The regatta attracts participants and spectators from around the world and features a diverse range of sailing classes to cater to all skill levels and interests. This includes Optimists, Quebes, F11, Beachcats, Sunfish, Lasers, Racing and Cruising Yachts, Liveaboard Yachts, Multihulls, Kiteboarders, and Windsurfers.

In addition to sailing, there’s food, beverages, and entertainment by local reggae bands. The Regatta places a strong emphasis on the region’s youth sailors and promotes the conservation of the marine environment. “This is an event that brings together sailing enthusiasts, the local community, and visitors alike for an unforgettable experience,” says Rik van der Vaart, organizer. www.aruba-regatta.org

The start PCYC Rount the Island Race in Grenada



COURTESY PCYC

AUGUST 26-27 | Round Grenada Regatta.

Whether you sail a cruising monohull or catamaran, a sporty performance yacht, or a Caribbean classic, there’s room at the start line of this annual event hosted by Grenada’s Petite Calvigny Yacht Club (PCYC). Day one begins at Le Phare Bleu on Grenada’s southern coast and finishes in Tyrell Bay, Carriacou, where there’s dinner and drinks on shore. On day two, the fleet sails out of Tyrell Bay for a dash back to the finish at Le Phare Bleu for the final awards ceremony and after-party. “The number one goal we have for the Round Grenada Regatta is that everyone has fun. The event is a great way for resident racers and cruisers who have settled in Grenada for the season to get together for some casual, off-season fun,” says Richard St. John, PCYC’s Commodore. “Protests are highly frowned upon and the camaraderie between past yachts and their crews often extend beyond the weekend.” pcycgrenada.com

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The Plane Truth

CRUISING | BY CAP'N FATTY GOODLANDER

“Never trust a man who leaves his wood plane on its sole,” my father often told me. I grew up covered in wood chips and sanding dust in shipyards during the 1950s. Our medium was wood. We had no power tools—our extension cords were primarily for light bulbs. We were our own source of energy; our bodies, our brawn, our sturdy backs. And our vessels were the direct products of our muscles and, well, perhaps a few brain cells as well.

Take the lowly block plane, as example. We were careful with its blade, especially around used timber. If we hit a nail and nicked the blade, it would take a long time to grind, polish, and sharpen out.

Planes were all about the blade. That’s why we never set a plane on its sole—because continuously setting it on its fragile, thin cutting edge soon dulled it. And, of course, increased the chances of the blade getting nicked.

And, yes, nomenclature was important. Planes had soles, not bottoms or downsides. We knew that if we wanted to do precise work, we needed to have precise words to nurture it.

Sharpening the blade of a block plane was an art for two reasons. First, the blade had to be sharpened at the precise angle it was machined so it would be parallel with the sole. Second, it couldn’t be sharpened with a circular motion because that would, eventually, slightly round-the blade—making it more difficult to plane a truly flat surface.

Silly? These tools-with-blades weren’t throw-aways. I still have planes I used with my father on the schooner *Elizabeth* (mid-1950s) and chisels my father used on the sloop *Dorothy* (late-1920s), nearly a hundred years ago.

We were so protective of our plane blades back in the day, that we carried in our toolbox a *second* plane with a damaged

blade in case we had to plane some used timber that *might* have a hidden fastening lurking within.

Up until now, we've only mentioned small block planes—but there were also bench planes, jack planes, jointer planes, and more. Molding planes, intended to make multi-surfaced trim pieces often had numerous blades.

Want to shape your round spar? Then a compass plane with a curved blade (oh, what a bitch to sharpen!) was just the thing. Bullnose planes could be finely adjusted and were great for delicate trim work. Rabid Filister planes had adjustable fences. If you wanted to prepare the edges of some Sitka Spruce for a glued box mast, a jointer plane was just the thing. And we haven't even mentioned dovetail, router, chisel, or plow planes. Bench planes were called that because every shipwright had one on his work bench, within easy reach.

Even the lowly block plane came in two versions—a 20-degree angle blade for general application, a 12-degree blade for hardwoods like teak.

And some wood butchers (an affectionate name for a master carpenter) scoffed at metal. They had a whole tool chest of wooden-bodied planes with metal blades, but wood bodies. These were said to be 'kinder to the surface' and 'less sticky.' Yes, the soles of planes were sometimes waxed, especially if you were planning sappy, just-cut timber.

The wood itself was of utmost importance—the elm you'd steam for a deck beam was different than the oak you'd steam for a frame. (Boats don't have ribs—and you'd be tossed out of a shipyard for such blasphemy.)

Mahogany was just soft and stable enough for planking—but not too soft, like the spruce that was perfect for spars.

Other considerations were: strength and rot resistance. Did the wood split at the fastenings? Did it warp? Could it hold paint? If the vessel was headed for the tropics, how did it stand up to teredo worms? Or, even worse, in some waters were the boring gribbles? (Great name for a marine rock group: the Boring Gribbles!)

For example: teak is wonderful because of its sturdy oils—which, alas, makes it a poor wood for laminating.

Everything on a boat is a compromise.

And we haven't even talked about chisels. I still carry over a dozen on *Ganesh*—which is about half the number of differ-



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Building a 36 foot 20,000 pound ketch from scratch isn't easy

ent types in regular use when I was a child. Nowadays buyers at Walmart are usually limited to the flat chisel—good luck finding a firmer, mortise, paring, or construction chisel.

Yes, of course, paring chisels were used to gently pare joints. (Sounds quaint, doesn't it?)

And we haven't gotten to a cold chisel yet—those were usually used on metal.

Shapes of chisels were important: flat, cross cut, side cut, round nose, diamond point, and cow mouth were common.

A close cousin to the chisel to a 1950s shipwright was a caulking iron.

Both chisels and caulking irons weren't hit by hammers but rather hardwood mallets. These came in different varieties and weights. For carving, I used a large, round wooden shape—if made of *Lignum Vitae*, all the better. Rubber tipped hammers and bumping hammers were okay for chiseling, if the head was big enough.

Caulking mallets and irons were a 'hole 'nother story. I was

taught to caulk seams by professionals at Rentner's Boat Yard, every one of which had a large portable wooden bin with a long bar handle that he'd carry up onto the scaffolding with him while caulking. Inside were dozens of irons and at least six mallets.

Each seam varied in width. You caulked by sound, not sight and the wider the seam, the shorter the 'tucks' or 'nips' of cotton were. You didn't fill the entire seam with cotton. You made the cotton into a tight ball towards the rear of the seam and used Woolsey's seam compound to flush it out. (I still smell that seam compound in my dreams!)

That's right—strands of cotton caulking were never laid upon each other. A single strand of cotton was used and the trick was getting the 'packing' tight yet not blowing out the inside edge of the seam.

If done right, the wood would squeeze around the cotton. When you removed a well-caulked plank, you'd be able to clearly see the round indentation of the cotton in the plank edges.

Caulking is nearly a lost art now in the West. Luckily, I can occasionally still hear the sound of mallets from Malaysia, where wooden boat building still thrives.



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Bill Edinger



Fatty still has tools used to build this boat in 1930s. Aboard is his mother, Marie Goodlander

There's a problem with wood—it is milled straight and flat but nothing on a boat is. I've Spanish-windlassed (wound two strands of wire with an inserted stick) my planks onto my frames. However, in the area where the garboard meets the horn timber, not only must the planks bend *in*, they must also *twist*.

Luckily, most shipyards in the 1950s had an old discarded metal/porcelain bathtub hanging around just for this purpose. We'd haul it near our vessel, fill it with water, then build a raging fire underneath. Next, we jammed heating ducts just above the water—and cover the whole mess with a tarpaulin, careful not to allow the tarred canvas to ignite.

Complicated? Difficult? Time-consuming?

You bet!

Then we'd slip our planks into those heating ducts and 'cook' them for just the right amount of time. Then we'd snatch them out and bend/twist them into place before they cooled.

On *Corina*, my 1932 Atkins double-ender, I steam-bent all my deck beams using a heavily constructed frame that was two

inches greater than the crown of my deck. Once off the frame, the beams relaxed into the perfect crown. (Deck crowns are a whole different subject—just be aware that they are not a fair curve, even to this day.)

All this stuff wasn't easy. It was fun to learn in the abstract but difficult to master in the practical. In fact, paying the deadwood seam on a wooden carvel vessel was so *extremely* difficult that the seam became widely known as the Devil.

This is where we get the saying, "...the devil to pay!"

And if a sailor falls overboard and starts drowning, he might be saved if still splashing on the surface—but he's a goner if he's '...between the Devil and the deep blue sea.'

I could, of course, go on and on. Drawspokes, anyone? Do you know how to swing an adze? Both were common in my day—as was splicing your own rigging wire, arming your own sounding lead with wax, and rocking the lower limb of the sun in your sextant mirror.

But if you added all of the skills above together, you could



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Fatty's first vessel. *Corina* was built in 1932 out of Port Oxford cedar

take on the second biggest challenge—to build a vessel from scratch.

I'll never forget in 1971, after sending in my \$25, unrolling the blueprints of a ferrocement Endurance 35 ketch, designed by Peter Ibold. Here were a dozen pieces of thin paper—and all my hopes and dreams within. Just paper. Nothing else. Just paper, mixed with dreams and irrigated with sweet sweat and grim determination. Three years later, we splashed. Three years after that, we sailed *Carlotta* across an ocean.

There's nothing like that feeling. The poet John Masefield expressed boatbuilding best, "...built out of chaos, brought to law!"

If the Good Lord had taken me as I luffed up into Long Bay on St. Thomas, I'd have died a happy, fulfilled man.

So, dear reader, allow me the occasional secret smile of an old man.

Yesterday while dock strolling, I met an earnest young fella standing in the companionway of a Westsail 32. The Westsail is an extremely seaworthy design. Eight hundred and thirty were built during the '70s—from a discarded mold purchased cheap from the defunct Kendall Boat Corporation.

"Nice boat," I said, being a great admirer of both William Atkins and Colin Archer.

"Thanks," he said.

I started to move on but stopped when he said, "I built her." I wanted to keep going but could not.

"Really?" I said, and resisted the temptation to ask if he'd built her in the womb.

"Well, the original bare hull was built in California," he said, "and a previous owner slapped together the interior—but when we got the ole gal she was a *total* mess! She needed new curtains, new chart plotter, new Bimini—hell, we even had to replace the refrigeration system!"

I looked at him. And nodded.

"Good on ya," I said as I sauntered away, "Good on ya!" 🍷

Editor's note: Cap'n Fatty has penned many books about cruising—ten of which are still in print.

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Top 10 Must-Visit Places in Barbuda

BY CAPT. SHANE McCLELLAN

Back in the spring of 2017 I was fortunate to sail to the rarely visited island of Barbuda. Sadly, a few months later the island was hammered so hard by Hurricane Irma that every resident was evacuated to its sister island of Antigua. This was the first time in hundreds of years that the island was uninhabited. As we approach the six year anniversary of their hardship I want to focus this month's Top 10 on Barbuda to celebrate the strides the locals have made in their recovery.

10 George Jeffery – Mr. George was my contact on the island and helped in every way possible. When we needed a water taxi across the lagoon from the anchorage off 11 Mile Beach to the town of Codrington, he was there. Frigate bird colony tour, check. A guide to the sinkhole, yep. Just general information, again he was the man. He can be reached at phone # 268-788-7067 or on the VHF with Garden of Eden call sign.

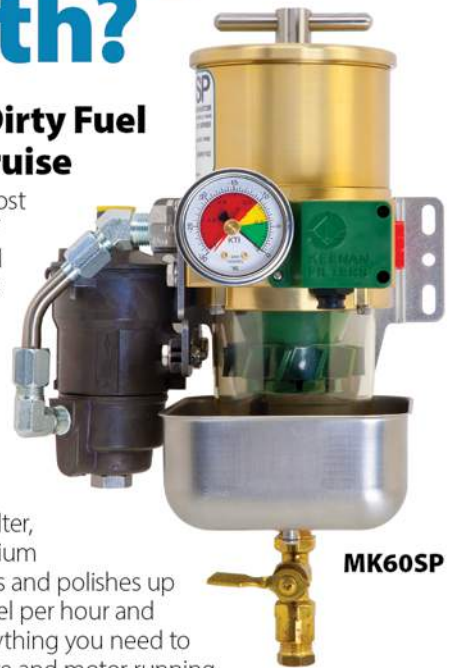


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9 Codrington – This is the only settlement on the island and it sits on the lagoon instead of the ocean, making it impossible to get to it with the big boats. This is why a water taxi across the lagoon is needed. The cool thing about Barbuda is that the entire island is communally owned and has been since the day of emancipation. There is an elected council that everyone must get approval from before doing any improvements on the island, which in turn helps keep the island from being over developed.

8 11 Mile Beach – As the name implies this beach goes on forever and it is absolutely gorgeous. When I was anchored off of it there might have been four boats all along the entire 11-mile stretch. The one caveat is not to be here if the north swell is rolling!



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Biking With Goats

7 Bike Riding – There are several dirt roads around this flat island and a bike is the best way to explore the various sites. Besides a couple cars passing you, the only thing you have to worry about is the herds of goats getting in your way. :)

6 Highland House Ruin – From 1685 until the local slaves were emancipated in 1834, the entire island was owned by the Codrington family and used as a hunting retreat, to grow food for plantations on Antigua, and to sell slaves. Their great house is now the Highland House Ruins and it is worth poking around the foundations of the various buildings in this compound.



Gravenors Bay

5 Gravenors Bay – Another beautiful bay on the southern coast due to the coral and reefs. This is a great bay to weave your boat in behind some patch reefs and find even more seclusion. The bay is protected from the north swell and wind from the southeast and north. If you want to take the dinghy a mile or so further south there is a large reef to explore. Otherwise hop ashore and walk the trails among the scrub bush and wild sage.



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4 The Highlands – A few paragraphs ago I said Barbuda is flat and that is true...except for the Highland, which is a large oval area that is jugged up around 115 feet. From a distance I simply found the geology and topography very interesting. On top it is as flat as the rest of the island and home to the next two entries.

3 Two Foot Bay Caves – A couple miles along the road heading east from Codrington you will come to Two Foot Bay. The beach is nice, but wild. Due to it being on the windward side of the island, my favorite part of this area is the caves. There is one cave called the Indian Cave that has a sand bottom, holes in the ceiling for light, and some cool rock formations. One of the formations looks like a giant skull you can enter. Another cave is a bit higher up the cliff forming the Highland and provides a great view out to sea. My favorite of the caves is an angled shaft that takes you from the beach up to the top of the Highland. Incredible!

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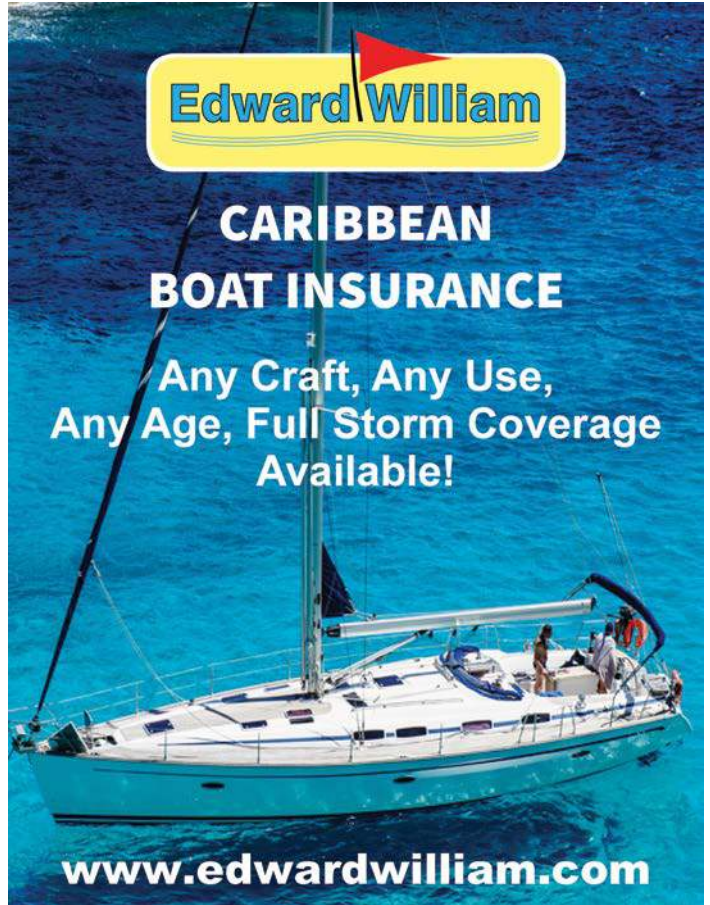
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Frigate Birds - Red Male

2 Darby Sinkhole – The Highlands is a hot and scrub brush filled arid plateau, but in the middle is a sinkhole filled with palm trees. There is no way you are going to find this gem without a local guide, but it is worth it for the view across the hole. Going down into the sinkhole is otherworldly and feels as if you are entering The Lost World. All around the rim is a 60+ foot cliff protecting this oasis.



Darby Sink Hole

1 Frigate Bird Colony – When you add the largest frigate bird colony in the Caribbean with a remote island you get a must-see location. It is against the rules to go without a local guide, so we had Mr. George take us to the far end of the lagoon to see these amazing birds. He informed us of several facts. First, the males have a large football size red sack under their throats they use to court mates. Second, the young males and females are indistinguishable until their second year when the males' heads change from white to black. Third, they cannot land on the water, so they usually steal fish from other species of birds.

Captain Shane & Lily are currently in the Western Caribbean checking out the north coast of Panama from the canal to historic forts to the San Blas Islands. Join the adventure at svGuidingLight on the web or social media!

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Happy Cruising

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER

There is no general recipe for a happy cruising life. Everyone has different predilections: a lonely anchorage that seems a pristine paradise to one sailor may appear as a desolate wasteland to another. Some enjoy racing and being out on the ocean, others prefer to linger in anchorages or marinas. Therefore it is difficult to give advice to would-be-cruisers, but cruising all-year-round for eleven years, talking to fellow sailors and watching some crews succeed while others quit in frustration (or get a divorce or both), we have concluded that there are some general pillars on which a happy cruising life-style is based.

Realistic expectations

The cruising life is more than daysails with a warm breeze on the beam, happy snorkeling in crystal-clear waters and cocktails on a sandy beach. It also means spending 24/7 confined in a small space, dealing with mechanical failures just with your onboard resources, facing foul weather, tricky anchorages and often unhelpful officials. Sometimes the challenges may feel overwhelming, but the beautiful sides of this alternative life-style make up for the annoyances (at least for us). Setting out with too high expectations can only end in disappointment.



Prepare yourself

Doing sailing courses and accumulating miles is certainly a good idea for all crew members. But boating life requires more than just sailing skills. We need to be able to fix things or at least improvise solutions until a professional repair is necessary. Getting some knowledge about engines, electri-



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cal and electronic systems, plumbing, sewing, cooking—it's not always necessary to do courses, but at least doing some reading and watching experts before setting out raises the self confidence immensely.

Know you can do it

Having the right mindset is even more important. Sailing on an ocean, doing long passages as a short-handed crew means relying on each other. Out on the ocean we're on our own and

have to deal with whatever might come up. Reading tales of the cruising pioneers helps to put things into perspective: Hal Roth and his Margaret calmly tackling hair-raising emergencies. Lyn Pardey describing how they faced hurricanes in their tiny, engineless boat. The Smeeton's didn't panic just because their boat had lost the mast and was full of water in the Southern Ocean after doing a somersault. We are capable of much more than we think.

Make the dream yours

Christian and I were lucky as we discovered sailing together and shared the dream of setting out towards the horizon. We have met many couples where only one partner was a sailor, while the other one was (reluctantly) dragged along without ever having the chance to gain more experience and confidence, resulting in general disharmony on the boat and finally deserting crew. Of course it's hard for a skipper to watch the other one try a clumsy attempt at a maneuver, but nobody has ever learned without trying! On *Pitufa* each one of us has specialized tasks and duties the other one respects. E.g. I'm the helmswoman, so Christian wouldn't try to take the wheel in a tricky situation, while I wouldn't question his choice of an anchoring spot when he's the lookout on the bow.



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Sail work is men's work on *Pitufa*



Nasty projects in remote places

Keep learning

We're always eager to hear how other cruisers deal with situations and learn new techniques to enhance our system. A different way to store the dinghy or just a more energy-efficient method to cook rice—we're open for improvements. We get the impression that some old salts are too stuck in their ways to contemplate new (and maybe quicker or more efficient) ways. For us cruising means learning that never ends, tackling new challenges and growing with them.


Keep busy

Often people ask whether we don't get bored living all-year-round on a boat. On the contrary, the days are never long enough to fit everything we want to do on top of what we have to do. We prefer to keep constantly up with maintenance instead of doing a repair-marathon once a year in a marina or boatyard. Firstly, it's nicer to jump into turquoise waters after a dirty, sweaty project than to just dive straight into the next one without a break. Secondly, many issues turn from minor to major when ignored, e.g. a small seam repair can prevent major damage to a sail.

Many of the amenities we enjoy (fresh bread, yogurt, sprouts, a boat garden, self-brewed beer and ciders, etc.) are rather labor-intensive, but they enable us to spend lots of time autonomously in remote areas.


Of course life can't be all work and no play: we try to do at least one fun activity per day—going for a hike, taking the dinghy out for a snorkel or a sundowner on the beach. Being flexible and spontaneous is the key: in perfect weather and conditions we don't hesitate, drop a project and head out to play with the fishies, as there are always enough gray days to keep up with tasks. We don't mind the day of the week: any sunny day can be declared a lazy Sunday on *Pitufa* whereas a rainy Sunday may be the perfect time to change the seals on the toilet! 🐾

Birgit and Christian have been cruising on their S&S41 Pitufa for 11 years from the Med via the Atlantic and Caribbean to the South Pacific. Visit their blog www.pitufa.at for more info, follow SY Pitufa on facebook or order "Sailing Towards the Horizon," the book about their journey, on amazon.com!




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Gretchen Ortiz, above and far right on rail - Smile and Wave - STIR

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Women on the Water: Puerto Rico's Gretchen Ortiz

BY CAROL M. BAREUTHER, RD | PHOTOS COURTESY TEAM OCEAN GROWN

There are not many sports where you can move from beginner to Olympian in a decade. An even bigger feat is a woman doing so in what has long been the male-dominated sport of sailing. Yet, that's just what Puerto Rico's Gretchen Ortiz has accomplished, getting her feet wet first on a Beneteau

40.7 in local and Caribbean regattas and then reaching the pinnacle of the sport as crew in the Mixed Nacra 17 representing her home island at the 2020 Summer Olympic Games.

"I started sailing later in life, at age 24," says Ortiz, who lives

in San Juan, yet had never tried any water sports despite being surrounded by sea. "I used to play soccer and in one of the games I had an ACL (knee) injury. While I was recovering from surgery, I read many of my boyfriend's books. These were about rogue waves, being lost at sea, sailing around the world, and these types of topics. Somehow that translated into 'I want to learn how to sail'.

Learning to Sail

Ortiz studied the basics of sailing by book. However, it was sailboat racing and a real love of the sport that she learned from Jaime Torres. It was 2011 and Torres had purchased a Beneteau 40.7, called her Smile and Wave, and was putting a team together to compete in the Caribbean regatta circuit.

"I asked him if I could join. I told him straight up, 'I don't know much about sailing, but I can put in the time, and I learn fast,'" Ortiz tells.

Her first regatta, the 600 nautical mile Caribbean 600 around 11 Caribbean Islands, was a long-distance baptism by sail. She got seasick. The entire three days and nights of sailing she spent on the rail. Eating, sleeping, everything on the rail. All the while Ortiz was sick, she looked out and the ocean was comforting. The sound of the water rushing by the boat when going downwind, the pounding of the boat with the waves when going upwind, the sparkling water at night, the dolphins, the turtles, and a shark or two were all part of the scene. Ironically, between her sailing tasks and being sick, and with everything else going on out on the sea, as Ortiz says, "I just fell in love with the sweet and sour of it all."

She continued crewing onboard Smile and Wave for a half dozen northern Caribbean regattas – including the St. Maarten Heineken Regatta, Puerto Rico Heineken Regatta, St. Thomas International Regatta, and BVI Spring Regatta – over the next three months. She started midbow, learned from the bowman, and soon took over the bow position. A decade later, with Torres trading in his Beneteau for a Melges 32 along the way, it's safe to say that Ortiz has been on the podium every year in almost every regatta she's sailed in the Caribbean.

"One of the most important things I learned while sailing on Smile and Wave is the importance of the joy of sailing on a 'Drama Free Zone' boat. No yelling, other than because of wind noise, no cursing at others, and we all do our best at all times and in whatever way it means that day," she says.



Gretchen Ortiz
on the bow,
St Maarten
Heineken Regatta

CREDIT LAURENS MOREL



Gretchen Ortiz
in the front

CREDIT NACRA 17 SAILING



Gretchen Ortiz, far right on
rail 2, Smile and Wave - STIR

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Gretchen Ortiz and Jaime Torres, at left, of Smile and Wave at the podium at the St Thomas International Regatta

Olympic Opportunity

Ortiz's path to the Olympics came via mutual friend and fellow Puerto Rican sailor, Enrique 'Keki' Figueroa. The two knew of each other but hadn't sailed together. Ortiz raced keelboats while Figueroa, a five-time Olympian, raced multihulls. Half-way into Figueroa's 2020 Olympics campaign, he found himself in need of crew.

"The sailing director where I teach sailing (Club Nautico de

San Juan) recommended me. We did a tryout, and the rest is history," she says.

One big difference between racing one hull versus two, Ortiz tells, is that "Everything is so fast. I used to joke that I would hoist the spinnaker at the windward mark and by the time I finished getting out on the trapeze it was time to put the spinnaker away again. It took me a while to get used to the pace, but it is doable."



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Caribbean Sailors in 2020 Olympics. Gretchen Ortiz is kneeling second from left.

The Nacra 17 class for the 2020 Summer Olympics was mixed, meaning one male and one female crew. It was also full foiling. Figueroa, whose competed-on Tornados, Hobie Tigers, Hobie 16s, and Formula 18's, only had a one-month head start on Ortiz when it came to getting the foiling aspect down pat. Training, on the water, at the gym, running, reading up, sailing seminars, and more proved a full-time job.

"The greatest part of the Olympics is to be able to represent your country against the best of the best of other countries. It fills you with pride and puts your game in a gear that you don't even know you had. You can get a real high, but you also can get a real low if you don't perform as you thought you should," she says.

Looking Ahead


Since the Olympics, Ortiz has been teaching youth sailors, especially beginners, in the Optimist, Laser, 420, Open Bic, and IC24.

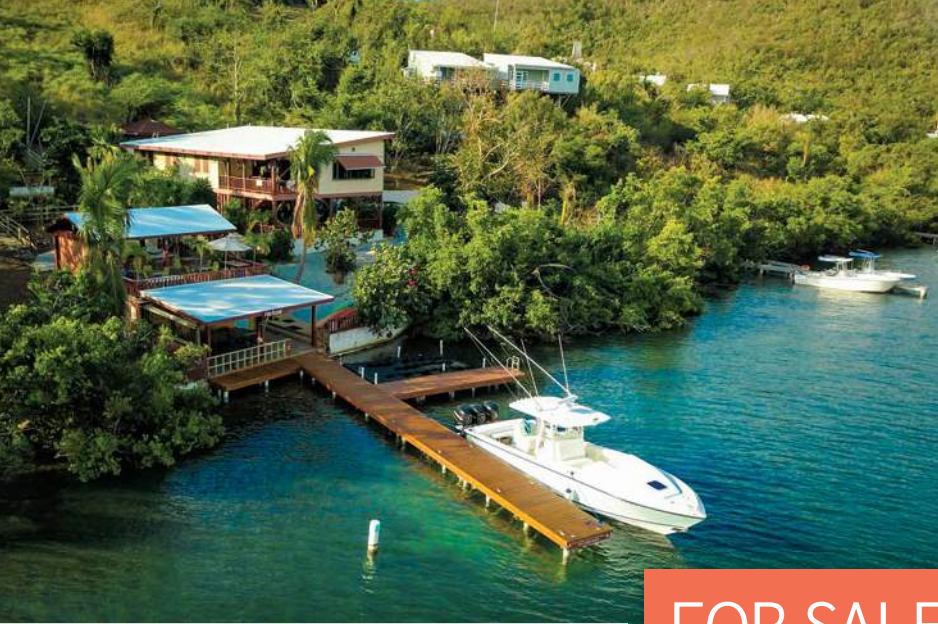
"I love teaching the kids. I love seeing their progress from being attached to their parents to being able to rig their boats,

launch them, sail them, and de-rig them all by themselves and take pride in doing so," she says.

Ortiz continues to race keelboats. In 2023, she raced with fellow Puerto Rico sailor, Sergio Sagramoso, on his Melges 32, Lazy Dog, which won its class at the St. Maarten Heineken Regatta. With Torres and the Smile and Wave team, she enjoyed podium-placing finishes at the St. Thomas International Regatta and BVI Spring Regatta, and Antigua Sailing Week.

Looking ahead, Ortiz plans to keep racing keelboats, teaching sailing, and practicing wing-foiling. Off the water, she enjoys completing mini building projects on her house and garden, and taking care of her chickens and her 17-year-old dog, Almendra.

For women who would like to follow in Ortiz's footsteps, her advice is this: "Just get out there and sail. Sail, meet people, and sail some more. No matter where you start, or what boat position they put you in, you can always learn and prove your worth in the other positions you aim for. Just sail and meet people." 



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Don Q Signature Release Single Barrel 2009

RUM REVIEW | BY CLINT AND TERRY BORAM

We always say yes when friends tell us they have a unique rum and ask us to share it with them. It allows us to share our love of rum tasting with others while discovering new rums. Don Q Signature Release Single Barrel 2009 was a rum we've been looking forward to tasting.

In a past Don Q article, we highlighted the Serrallés family's arrival in Ponce, Puerto Rico, in 1820, and the production of the family's first cask of rum using an imported copper pot still. The rum was distributed privately until 1934, when the Don Q brand, named after Don Quixote, was launched for general consumption. The company produced aged rums until 1978, when the popular Don Q Cristal was introduced.

Don Q is distilled from boiled sugar cane, producing molasses that retains 50% of the sugar from the cane juice. The unique 75-year-old yeast is used in fermentation to transform sugars into alcohol.



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The liquid is distilled five times in a continuous still to remove any impurities, then aged in oak barrels for up to a year per Puerto Rican law.

In 2005, Don Q created a Signature Release Single Barrel using rum from their private stock, which is blended by the master distiller before going into charred American barrels to rest for 10 years. They continued the same in 2007, releasing nine years later and again in 2009, which was released in 2019.

What began as a teaching moment with our friends led to discovering nuances our friends never knew rum had.

REVIEW

For a rum aged 10 years in charred oak barrels, we expect a deeper hue than the golden liquid that clung to the glasses, creating tiny lacing. On the nose, we immediately picked up caramel, with our friends noting a slight alcohol note. As we continued to explore and discuss, Terry noted golden raisins, while Clint noted vanilla. We all felt there was another fruit on the nose that we couldn't define.

After a long, contemplative first sip, our friends noted how smooth the rum was, even with a slight alcohol burn on the palate. Clint liked that the notes on the palate were the same as the nose but with a hint of oak. As we took additional sips, Terry identified the mysterious fruit as dark cherries, and there was a debate about the ever-present spice. We concluded the char of the barrel created it.

But it was the finish where we greatly differed. Some had a harsh experience with the spice burning the throat, while Terry said the finish was a non-event, and Clint enjoyed the smooth and lasting finish.

OVERALL

Don Q Signature Release Single Barrel 2009 is a great rum to share and experience with novice and seasoned rum drinkers. The character and complexion allow everyone to notice the subtleties a fine rum can offer. At \$50/bottle, this is definitely worth finding.

4.5 OUT OF 5



ABOUT CLINT AND TERRY: We have sampled many a dram over our 33 years of marriage and quite often we don't fully agree. Could be the difference is male/female taste buds. Or, somebody is just wrong.

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2

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5 **ST. CROIX, USVI.** The gated beach neighborhood of Enfield Green is where this beautifully constructed is on the market for the first time. Completed in 2017, with 19-foot-high cypress ceilings, an oversized custom kitchen, a grand open living/dining space, a large, covered gallery in the back, a spacious yard, and huge ocean views; Big is an understatement. Some noteworthy features of this 4 BR/3 BA residential property include a convenient indoor laundry room, rust-resistant Galvalume roof, impact-resistant windows, a hi-tech security camera system, and a 22kw diesel generator with auto transfer switch in a matching concrete house. Price: US \$949,000

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6



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7



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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	
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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	
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Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●		120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE	
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	●		30, 50 & 100 amp				●	●	●	●	74	●	

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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-rodneybay.com an IGY destination™	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 an IGY destination™	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 an IGY destination™	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 an IGY destination™	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 an IGY destination™	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	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+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 an IGY destination™	+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 an IGY destination™	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	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
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° 23.06 W	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	507-6813-5327	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 <small>an IGY destination</small>	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'	13'-8"	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 / W/C	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an IGY destination™	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 an IGY destination™	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 an IGY destination™	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	●	●	●	●	●	●	
Key Largo	FL	Catamaran Boatyard & Storage	305.852.2025	5'	80'	27'4"			220V, 100 Amp	M-F	80 tons		●	●	●	●		
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 an IGY destination™	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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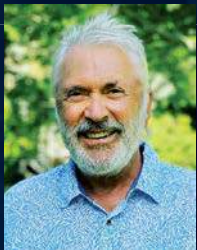
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STEVE VARROW takes the natural progression to a professional yacht broker after spending the last 17 years in the Caribbean as a well known Charter skipper and RYA Instructor. His experience sailing, running and managing crewed yachts has given him a unique insight into the industry, he holds an RYA 200T Ocean license and is an RYA Instructor. He has 5 transatlantic catamaran deliveries as skipper and numerous European, Caribbean and East coast USA trips on his extensive sailing resume including 100,000+ miles of blue water experience, he has a deep technical understanding of all yacht mechanical, hydraulic, electrical and electronic systems and specializes in helping clients navigate through the path to become a yacht owner and owner operator in the charter yacht industry. **He is based between the London and the Caribbean and can be contacted by email Steve@virginislandsyachtbroker.com or phone +1 786 246 0809**



GEORGE DECSY started his life at sea with a brief spell in the Merchant Marine, learned the ropes sailing the busy waters of the English Channel, he has extensive transatlantic experience as well as thousands of miles logged US coastal waters, Caribbean and the Bahamas, he currently holds an MCA 200T Unlimited and 100T USCG license as well as being an IYT instructor and examiner. Licensed and bonded by the state of Florida as a Yacht Broker, whether you are a seller or looking for your next adventure he is ready to handle your transaction with a professional touch. His specialist fields are classic monohulls and performance cruisers. **He is based out of the Fort Lauderdale office and can be contacted by email George@virginislandsyachtbroker.com or phone +1 954 909 3536**



CHRISTIAAN LIEBENBERG grew up in a small surf town called Jeffreys Bay in South Africa. Having sailed more than 100,000 NM around the world delivering, running, and managing Luxury Catamarans and Monohulls anywhere from 30 feet to 150 feet. Living aboard in the Caribbean, Mediterranean, and the Bahamas for the past 12 years providing memorable experiences for his guests. His experience has created a vast knowledge of live-aboard yachts and the equipment needed to make life a pleasure at sea. Having worked alongside the builders of Lagoon in Bordeaux and La Rochelle, France, he has the understanding of what goes into creating a safe and comfortable vessel. **He is based out of the Wilmington, North Carolina office and can be contacted by email Christiaan@virginislandsyachtbroker.com or phone +1 954 257 6567**



GLEN HURD is a Canadian born, American expat who has been based out of the Virgin Islands as a professional USCG Master Captain for 25 years, and calls his world circumnavigating sailing yacht home. Extensive charter yacht management, design, refitting, and outfitting has developed exceptional insight and skill set with intimate knowledge of all boats systems, on a broad range of vessels from power to sail, including most major brands of catamarans from Lagoon, Leopard, Fountaine Pajot, Voyage, to Sunreef's. His diversity ensures an ability to understand and identify particular features and attributes that meet client's individualistic needs and desires. **He is based between the US Virgin Islands office and the Mediterranean, and may be contacted directly: glen@virginislandsyachtbroker.com or phone +1 340 474 1759**

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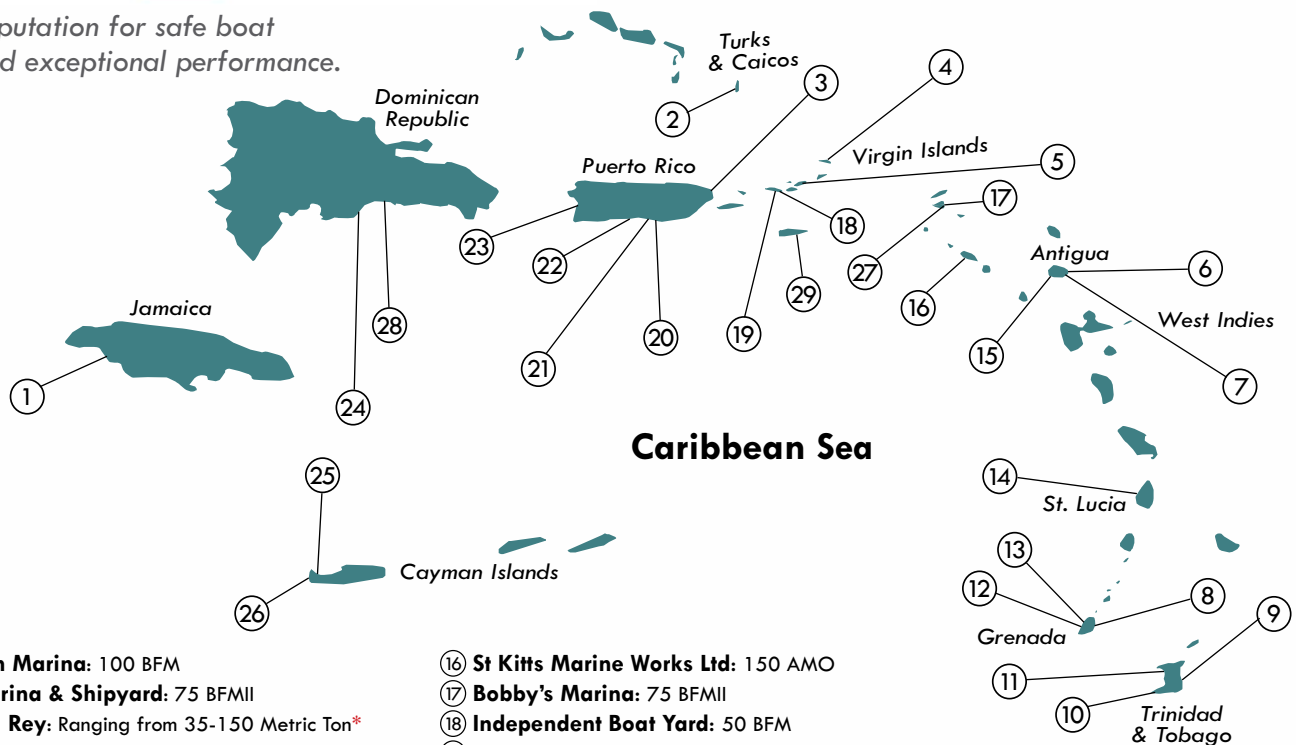
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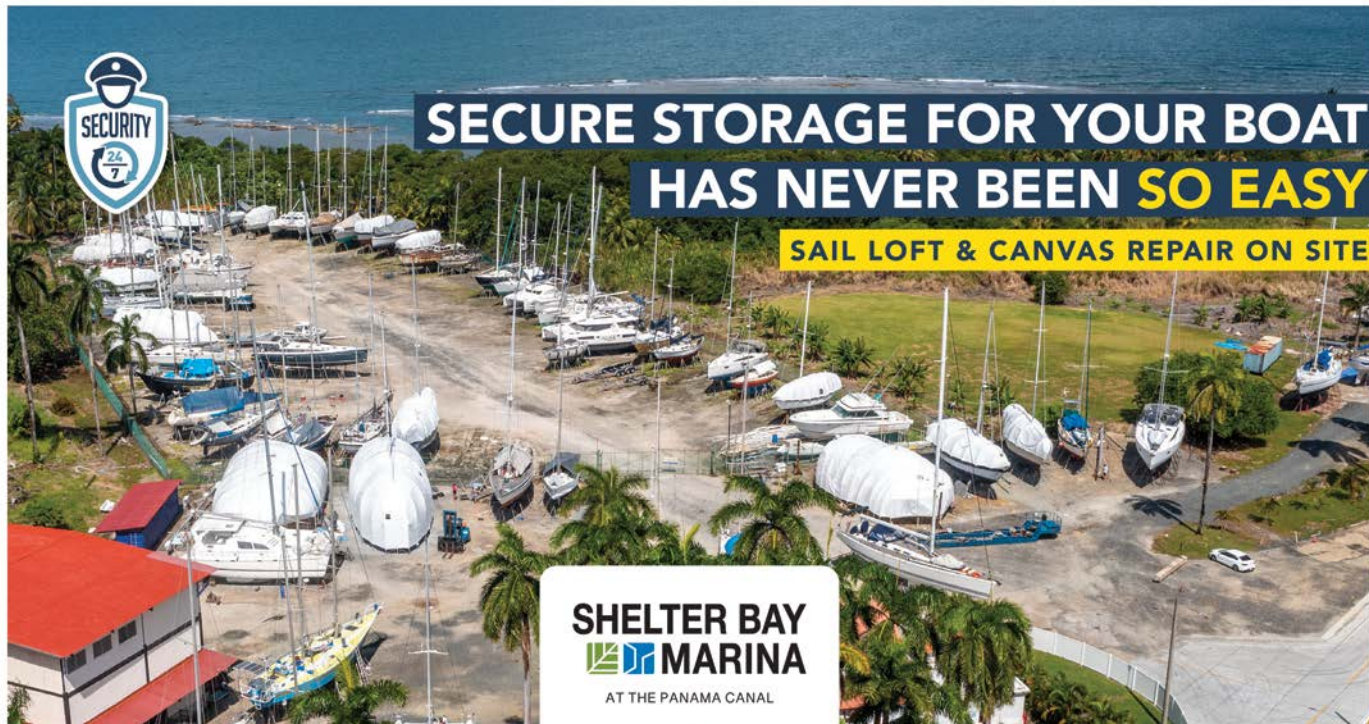
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BOW TIE PASTA WITH CHERRY TOMATOES, PEPPERS, AND BASIL

Prep time: 10 min. Serves: 4

- 4 cups cooked bow tie pasta**
- 4 cups halved cherry tomatoes (about 2 pints)**
- 1/3 cup thinly sliced basil**
- Red, yellow, or orange bell pepper, diced**
- 2 Tbsp. extra-virgin olive oil**
- 3/4 tsp. freshly ground Himalayan salt**
- 1/2 tsp. crushed red pepper**
- 1/4 tsp. freshly ground black pepper**
- 2 garlic cloves, minced**
- Red wine vinegar (optional)**

In a large bowl, combine first nine ingredients. Toss well. Serve into individual dishes and sprinkle with the red wine vinegar.

ONION AND TOMATO SALAD

Prep time: 10 min. Marinating time: 30 min. or longer. Serves: 4

- 2 large ripe tomatoes, sliced**
- 1 sweet white onion, thinly sliced**
- Fresh chopped herbs, oregano, basil**
- Apple Cider Vinegar**
- Olive oil**
- Salt and pepper**

Layer onions and tomatoes in flat shallow dish, sprinkle with sugar. Add herbs. Pour over a little vinegar and oil, sprinkle with salt and pepper.

SHREDDED CARROTS WITH CILANTRO AND FRESH LIME JUICE

Prep time: 10 min. Serves: 4

- 6 medium size carrots (about 1 lb)**
- 1/4 cup extra virgin olive oil**
- 3 Tbsp fresh lime juice**

Sea salt and freshly ground pepper

1/2 cup coarsely chopped fresh cilantro

OPTIONAL: Cooked shrimp

Peel and grate the carrots. Use either the large holes on a box grater or a medium fitting on a food process. Put the grated carrots in a large bowl. In a small bowl, whisk the oil and lime juice and season to taste with salt and pepper. Add the dressing and chopped cilantro to the carrots and toss.

CORN SALSA

Prep time: 10 min. Cooking time: 15 min.

Cooling time: 20 min. Makes: 4 cups

- 2 cups fresh corn kernels (from about 4 large ears corn)**
- 1 Tbsp. canola oil**
- 1 large onion, coarsely chopped (1 cup)**
- 1 large green or red sweet pepper, coarsely chopped (1 cup)**
- 1 fresh jalapeño pepper, seeded and finely chopped**
- 1 cup chopped, peeled tomatoes**
- 1/4 cup lime juice**
- 1/2 tsp. salt**
- 1/2 tsp. ground cumin**
- 1 tsp freshly ground black pepper**

Cook corn kernels in enough lightly salted boiling water to cover for 3 minutes or until tender; drain. Let cool. In a large saucepan, heat oil over medium-high heat. Add the onion, sweet pepper and jalapeño pepper. Cook until onion is tender but not brown. Stir in corn, tomatoes, lime- juice, salt, cumin, and black pepper. Cook and stir over medium heat until heated through. Let cool. Transfer to a storage container. *HINT: Serve or cover and chill up to 1 week. Serve with chicken, pork, beef, etc.*

Jan Robinson, Health Coach, Charter Yacht Consultant, CYBA Hall of Fame 2019, Chef Competition Coordinator/Judge, and author of the Ship to Shore Cookbook collection; available on Amazon or email CaptJan2@gmail.com

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