CARIBBEAN
COMPASS
OCTOBER / NOVEMBER 2023 NO. 329 The Caribbean's Look at Sea & Shore

SET OUT FOR THE SUN!

— See story on page 21

DAVID H. LYMAN

TEAM ANTIGUA ISLAND GIRLS

THEY ROWED THE PACIFIC

FROM CALIFORNIA TO HAWAII

TEAM ANTIGUA ISLAND GIRLS



Almost half way! We are going to make it!

Awesome we made it all the way to Hawaii.

A warm welcome Hawaiian style after arrival.

As the largest private sector sponsor for this project we are extremely proud of our Team Antigua Island Girls, who managed to row from California to Hawaii. The girls finished their 2800 mile journey in 41 days, 7 hours, 5 minutes, taking 2nd place in the all women category!

CONGRATULATIONS!

Check out the blog for full story!

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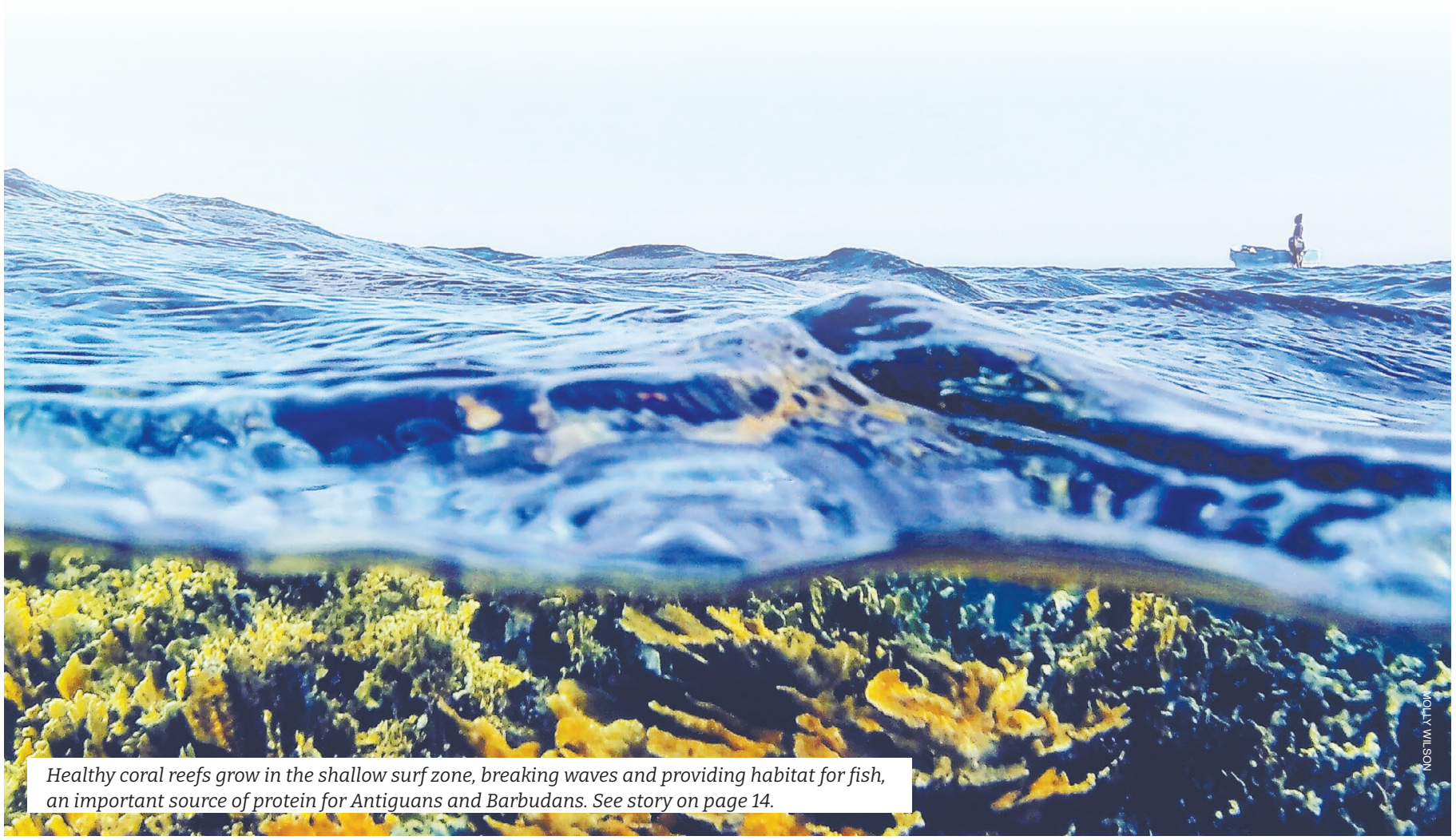
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Healthy coral reefs grow in the shallow surf zone, breaking waves and providing habitat for fish, an important source of protein for Antiguans and Barbudans. See story on page 14.

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On the Cover

Schatz Sea, *a Southerly 54 , close reaches at the edge of the Bermuda Triangle, heading toward the ultimate destination: Caribbean. Photo by David H. Lyman. For his story on routes south, turn to page 21.*

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Publisher | Dan Merton
dan@caribbeancompass.com

Executive Editor | Tad Richards
tad@caribbeancompass.com

Publisher Emeritus | Tom Hopman

Editor Emeritus | Sally Erdle

Art, Design & Production
Berry Creative
abby@berrycreativellc.com

Editor | Elaine Lembo
elaine@caribbeancompass.com

Advertising & Administration
Shellese Craigg
shellese@caribbeancompass.com

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KEEVON DOUGLAS

By Tad Richards

You could eat your way across the Caribbean in October and November, island-hopping from one food festival to another. And in fact one of them — Cayman Restaurant Month — is a monthlong celebration of gustatory indulgence. But there's more … this being the islands, where there's food, there's music. And even if there aren't international headliners everywhere, you can be sure the music is good.

October 1-31: Cayman Restaurant Month

The Caymans may be renowned for cruise ships and hotels, but they also have long welcomed cruising sailors. Participating restaurants across the Caymans will offer a fixed-price menu, allowing diners to sample a wide range of dishes and flavors. But Cayman Restaurant Month, they tell us, "isn't just about the food — it's also a chance to soak up the warm and friendly atmosphere of the Cayman Islands, with live music at many of the restaurants." *(restaurantmonth.ky)*

October 7: Yovngchimi, San Juan, Puerto Rico

Fans of gangsta rap will want to catch this young star and his smash hit, "Glizzy Walk." At the Coliseo de Puerto Rico José Miguel Agrelot. *(coliseodepuertorico.com)*

October 13-16: Tobago Blue Food Festival

You perhaps have never been to a blue food festival before, but dasheen, a form of taro indigenous to Tobago, really does turn blue when cooked — different shades for different recipes. Sample a wide variety of dasheen-based dishes, including dasheen wine, dasheen ice cream, and other products made from the various parts of the plant. *(visittobago.gov.tt/festivals-events/tobago-blue-food-festival)*

October 19-22: Barbados Food and Rum Festival

Barbados calls itself the Culinary Capital of the Caribbean — and the birthplace of rum. Over 30 local chefs, culinary personalities, mixologists, and renowned rum producers will prepare the sumptuous cuisine and exotic drinks. *(foodandrum.com)*

October 19 – November 3: Havana Theater Festival, Havana Ballet Festival, International Choir Festival

The theater festival runs from October 19-27, ballet from October 27-November 3, choirs October 9-November 3. The theater performances are mostly in Spanish, but there's no language barrier to the ballet, and Cuba's ballet companies are world-renowned. The choir festival looks particularly intriguing. Choir groups from around the world will perform in public squares, schools, hospitals, factories, and their principal venue, the Santiago Cathedral. *(cubagrouptour.com/us/information/events-in-cuba)*

October 21: Robi Draco Rosa "Mysticus," San Juan, Puerto Rico

Experimental rocker Draco Rosa has come a long way from his boy band days with Menudo and he claims Bob Dylan, Miles Davis, Iggy Pop, Jimi Hendrix, Johnny Cash, Luis Alberto Spinetta, Camarón de la Isla, Caetano Veloso, Edgar Allan Poe and Jim Morrison as his spiritual forebears. Look for a mysticus and intriguing evening. Coliseo de Puerto Rico. (coliseodepuertorico.com)

October 27: Foxy's Cat Fight, Jost Van Dyke, BVI

After the race, don't miss this post-regatta Halloween masquerade ball, described as "the wildest in the West Indies." *(foxysbar.com/foxys-cat-fight-halloween-masquerade-ball)*

October 27-29: Jounen Kwéyòl, Dominica, St. Lucia

St. Lucia devotes the whole month to a celebration of all things Creole. Both islands devote the last weekend of the month to a dedicated celebration of Creole culture, culminating in "Jounen Kwéyòl," or Creole Day — on Friday in Dominica, Sunday in St. Lucia. Dominica's Creole Festival features three days of live music featuring **Popcaan, Beres Hammond, Machel Montano, Patrice Roberts, Jean Luc Guanel, Joeboy, Asa Bantan, Tabou Combo**, and late addition, Dominican legend **Gordon Henderson**. Both festivals feature Creole cuisine in abundance. *(discoverdominica.com/en/events/12/world-creole-music-festival)*

October 28: Flavor Fusion Fest, Santo Domingo, Dominican Republic

The flavors to be fused are "the food and cultures of Ibero-American countries, highlighting the similarities and differences that stand together as a united community." Ibero-American food, music, and art will celebrate cultural diversity, and a highlight will be the attempt to establish the new Guinness World Record for the largest serving of the beef stew known as sancocho. *(facebook.com/flavorfusionfest)*

October 29: Carriacou Corn Festival

Surely you have room for one more national dish to round out your month. String band music, dominoes, beach volleyball and, of course, cornbread, corn soup, roasted corn, boiled corn, corn pie, cornkee "Payme", corn cake, corn dumpling, corn porridge, asham, patch corn & more at the first-ever Corn Festival. *(nowgrenada.com/2023/08/carriacou-corn-festival-2023)*

October 31 – November 4: Saint Barth Rum Festival

And to wash it all down… "Rum and cigar pairings, ti' punch parties, master classes, a rum expo featuring rare and ultra-premium bottles." Gustavia, St Barthélemy. *(caribbeanrumawards.com)*

November 1: Antigua and Barbuda Independence Food Fair

Antigua Independence Day is also the occasion for this day-long food fair, where you can eat and party your way through, starting with breakfast. Popular selections include the country's national dishes saltfish and ducana, fungee and pepperpot. *(visitantiguabarbuda.com/antigua-and-barbuda-independence-food-fair)*

November 9-19: Pirate Week, Grand Cayman

Features the spectacular Pirates Landing (a staged pirate invasion from the sea), and a parade complete with pirate-themed floats and fireworks. November 9 is the Pan in the City steel pan competition. *(piratesfestcayman.com)*

November 10-13: Hydro-Caribbean Festival, San Juan, Puerto Rico

The stars of this all-gay festival are the DJs, and the focus is dancing, dancing, dancing, from 10 p.m. to 5 a.m. at venues all over town. (facebook.com/hydrocaribbean)

November 16-20: ADN Bachata World Festival, Puerto Plata, Dominican Republic

Bachata in the birthplace of the music/dance style, with concerts, dance workshops, bonfire, beach and pool parties. Performers TBA. Circuito Dancekom, over this same weekend, features bachata dance events and instruction across the island. (adnbachataworldfestival.com)

November 19: Pimpinela, San Juan, Puerto Rico

The romantic ballads of this Argentine brother-sister duo have touched the hearts of millions around the world. Their voices blend beautifully, and Lucía Galán Cuervo, in particular, joins a magical voice with a powerful dramatic sensibility. Coca-Cola Music Hall. *(cocacolamusichall.com/events/detail/pimpinela-1)*

November 24-26: Anegada Lobster Festival, Anegada, BVI

Ok, you committed to the long sail to Anegada, the northernmost of the British Virgin Islands, you've dug the anchor in sand, and now you're hungry for its famous spiny lobster, in any form, from grilled to signature component of ice cream. *(marinemax.com/vacations/articles/british-virgin-islands/anegada-lobster-festival)*

November 25-27: Colonial Fest, Santo Domingo, Dominican Republic

A celebration of all things native — arts, crafts and cuisine during the day, outdoor concerts at night. Performers TBA, but you can bet there'll be some bachata. *(colonialzonenews.colonialzone-dr.com/tag/colonial-fest)*

Channel 16

Holmberg Inducted into National Sailing Hall of Fame

Peter Holmberg has all of the awards and trophies — even an Olympic medal — that come with a successful career as one of the world's top sailboat racers. But the St. Thomas, U.S.V.I. native will consider that career complete after his induction later this year into the National Sailing Hall of Fame.

The 62-year-old Holmberg was one of 10 sailors named as a 2023 inductee into the Hall of Fame, which takes place Nov. 3-4 in Newport Beach, California.



COURTESY THE SAILING MUSEUM

Peter Holmberg (at the helm) and Alinghi crew training in Dubai

"It's a huge, huge honor," Holmberg said. "I'm proud — super proud — of everything that's gone into this. It's not just me being given this award, but it's also to the Virgin Islands and the Caribbean as a whole."

Considering Holmberg's sailing credentials, it's no surprise that he's finally going into the Hall of Fame.

First, there's his biggest prize — a silver medal in the Finn class at the 1988 Olympic Games in Seoul, South Korea, the first and still only medal by the U.S. Virgin Islands in Olympics history.

From there, he's gone on to compete worldwide racing sailboats, including three America's Cup challenger efforts, turning that Olympic medal into a career.

"This is a capper for me," Holmberg said of the induction. "For all those mountains I climbed, this is an award recognizing like my whole career, so it's unique in that special regard."

Reprinted from an article by reporter Bill Kiser for the Virgin Islands Daily News.

Registration Open for Antigua Marine Industry Event

The second edition of the Antigua & Barbuda Yachting & Marine Association (ABYMA) Industry Showcase is November 16-17, 2023.

All members in good standing are invited to participate in this event, which gives an opportunity to network and showcase goods and services at no cost.

The primary objective of the showcase is to educate the people of Antigua and Barbuda and raise awareness of the imminent labor force shortage in the yachting and marine industry. Persons interested in participating can register via email at news@abma.ag.

Whatsapp Group Connects Caribbean Dinghy Sailors

The Caribbean Sailing Association (CSA) has introduced a dedicated WhatsApp group and contact forum to facilitate communication, event sharing, and inter-island camaraderie among members of Caribbean dinghy sailing programs.

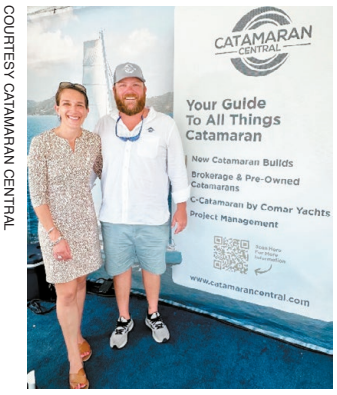
Dinghy sailing has a rich tradition in the Caribbean, with numerous sailing programs and schools dedicated to nurturing the next generation of sailing enthusiasts. CSA's innovative platform seeks to enhance the already high level of dinghy racing in the region by promoting cooperation and friendly competition among these programs.

Sailing programs, instructors, coaches, and sailing enthusiasts passionate about dinghy racing in the Caribbean are invited to be a part of this transformative initiative.

To join the CSA Dinghy Sailing WhatsApp group and contact forum, contact Saskia Revelman, manager of the Sint Maarten Yacht Club and CSA board member (saskia@smyc.com).

New Multihulls at U.S.V.I. Charter Yacht Show

Stability, roomy size, and the sleek comfort of a luxury yacht are why the global catamaran market soared to a worth of US $1.35 billion in 2021. The two-hull trend will be on full display at the USVI Charter Yacht Show November 11-14 at IGY's Yacht Haven Grande St. Thomas. Catamaran Central, a Fort Lauderdale, Florida-headquartered multihull brokerage and charter business, will serve as a show sponsor for the sixth year.



COURTESY CATAMARAN CENTRAL

Laura Jagielski & Wiley Sharp

The catamaran market has shown year-over-year growth for the last 15 years, according to Wiley Sharp, co-founder with wife and charter yacht specialist, Laura Jagielski of Catamaran Central. Nearly 70 yachts, both power and sail, with professional crews, showed last year, and organizers anticipate a similar participation by yachts this year. The latest registrations are a fleet of 13 catamarans, six of them brand new, from Dream Caribbean Blue, a Fort Lauderdale, Florida company. This year's show will also unveil the new building with panoramic views in the middle of the marina.

For more information about the USVI Charter Yacht Show, visit usviyachtshow.org/events. For information about VIPCA and its programs, visit www.VIPCA.org.

—Continued on next page

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—*Continued from previous page*

St. Maarten Rescue Vessels Are Back

Overcoming hurricane-induced setbacks, St. Maarten Sea Rescue Foundation has officially relaunched the *MS Dolphin*, the 63-foot high-speed offshore cutter it sends to assist in emergencies as far as St Barth's. The rebuild of *Chief*, the group's 33-foot inshore vessel handling calls in coastal waters, was in progress by the end of August 2023.

Dolphin was christened by Steve Duzanson of Resources for Community Resilience (R4CR) and Chris Johnson of the Dutch representation in Philipsburg, at an informal ceremony at Bobby's Marina in early summer 2023. *MS Dolphin*, St. Maarten Sea Rescue Foundation's flagship vessel, has undergone thorough improvements over the past years.



CHIARA ROJO

On board the Dolphin*: Jose Sommers, NPOwer; Natasja Bakker, volunteer; Chris Johnson, representation of the Netherlands in Philipsburg; Steve Duzanson, R4CR team leader; Serge Bakker, secretary/volunteer; Christopher Tipping, operations manager.*



COURTESY ST. MAARTEN SEA RESCUE FOUNDATION

Sidney de Weever and Serge Bakker at the World Maritime Rescue Congress 2023

Sea Rescue's fleet and office were profoundly damaged by Hurricane Irma in 2017, making its already complex operations of saving ships in distress more difficult. With the help of Dutch government support via the R4CR, as well as the World Bank, its flagship got a major overhaul: new platforms, railings, a bridge extension, an exhaust repair, engine refurbishment and replacement, and a new air conditioning unit. The boat and its crews have resumed training in the waters around its home base Philipsburg.

St. Maarten Sea Rescue Foundation has saved the lives of hundreds of seamen, passengers, charter guests and tourists over the past 40 years. A 10-person brigade is on standby day and night in case a ship finds itself in trouble in St. Maarten waters and beyond.

"Our wholly volunteer foundation stands for mutual assistance, literally day and night," said Serge Bakker, board secretary and voluntary crew member.

"40 years of experience in assisting one another does not mean we take mutual help for granted; we know how special it is to go to great lengths to assist fellow human beings, and how to appreciate such. This is why the foundation is profoundly grateful for the assistance from R4CR and the Dutch representative in Philipsburg in recovering our vessel in the wake of Hurricane Irma."

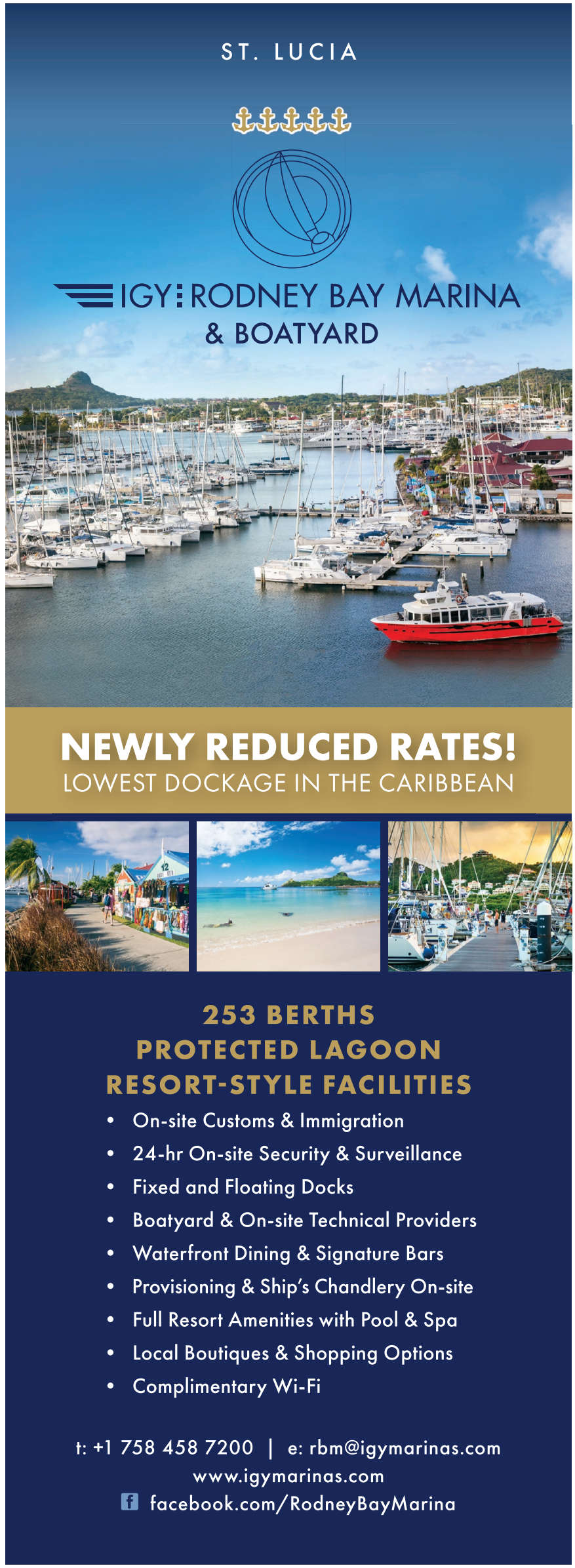
Besides thousands of volunteer work hours, the group depends on donations and assistance from the island business community as well as those in England and the United States.

Sea Rescue is an independent, non-governmental, non-profit organization operating 24/7, 365 days a year. For more information and to donate visit the website (www.searescue.sx).

USVI Students Complete Marine Apprenticeship Program

Twelve students from St. Thomas, St. John and St. Croix in the U.S. Virgin Islands participated in the VIPCA Marine Apprenticeship program, which includes instruction in sailing, sail training and powerboating; swimming and SCUBA diving; boating safety; navigation and practical boating theory; marina and dock management; technical skills of marine engines; customer service; job-readiness and resumes; and one week of STCW basic training (Standards of Training and Certification of Watch-keeping certification).

—*Continued on next page*



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—*Continued from previous page*

VIPCA's mentorship and scholarship program follows these apprentices to careers as captains and crew. Upon completion and graduation from the marine apprenticeship program each student is supported in finding a job in the industry. Once they achieve 360 days sea time, VIPCA, with assistance from the Department of Labor, sponsors their USCG captain's certifications. More than ten graduates have already been awarded captain's licenses.

COURTESY VIPCA



Top: VIPCA executive director Oriel Blake with program graduates.

Grenada Laboratory Receives Equipment

Grenada's fisheries sector is a major source of employment and income, contributing more than 30 percent of the country's agricultural output. To expand its global market share, exporters must meet stringent international food safety standards. To ensure the safety of Grenada's fish and fisheries products, stringent testing is done under the 11th European Development Fund (EDF) Sanitary and Phytosanitary (SPS) Measures Project, funded by the European Union. New testing equipment was handed over to the laboratory in June 2023 at a ceremony attended by industry representatives and government officials.

For information on the11th EDF SPS Measures Project consult the website (www.edfspscariforum.online).

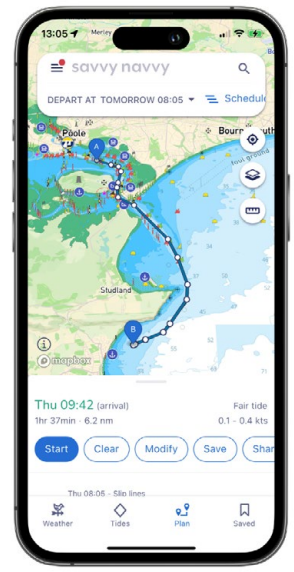
Savvy navvy Launches V2 App

Marine technology company savvy navvy has rolled out the next generation of its all-in-one navigation app, often referred to as "Google maps for boats," in more than 100 countries. Savvy navvy V2 with enhanced reliability, greater speed and a smoother user experience, alongside feature upgrades, integrates ongoing feedback from boating and watersports users.

Features of savvy navvy V2 include navigation mode that automatically records your track, an anchor alarm upgrade giving skippers full control over swing zones, clouds and rain overlays, and an easy-to-view graph showing wind gusts and strengths throughout the day.

Savvy navvy is available on Android, IOS, PC and Mac. To download the app visit www.savvy-navvy.com/v2.

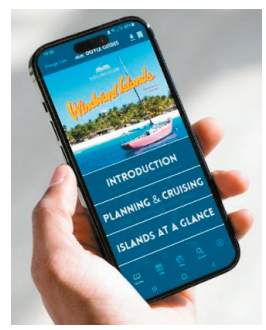
COURTESY SAVVY NAVVY



... route planning

Doyle Guides Announces Mobile App

Doyle Guides makes its guidebooks available as a mobile app as of November 2023. Guidebook content, also still available in print, will be offered in three-month, six-month, and one-year subscriptions, with many more features of the app free.



The app-based guide content will provide additional flexibility and value to readers through the ability to be regularly updated, instantly distributed, and quickly and easily searched.

Free content will include a database of 3,000+ points of interest where over two dozen categories of businesses, services, and landmarks, including relevant details for specific POI, are listed based on distance from the user, and displayed on an interactive satellite map. Users can leave public reviews of businesses and suggest corrections based on their own knowledge and experience.

The paid subscription content is downloadable for offline use and can be purchased as the complete guide or split into packages based on island. The interactive feature of the app means that users can provide updates to both POI and guide content. These will always be thoroughly reviewed for detail and accuracy by Doyle Guides before changes are made. The mobile app is available on Apple and Android devices.



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Viking Explorers and Port Louis Marina

The Viking Explorers Rally will continue to receive sponsorship from Camper & Nicholsons Port Louis Marina in Grenada for the next five years.

The Viking Explorers Rally is a 2,700 nautical mile sailing adventure that takes participants from the Canary Islands to Grenada via Cape Verde. The event, which was first held in 2018, has quickly become popular, attracting participants from all over the globe. The seventh edition of the Viking Explorers Rally Across the Atlantic is scheduled to set sail January 8, 2024.



COURTESY VIKING EXPLORERS

Viking Explorers in Grenada

For more information about the Viking Explorers Rally please visit the website www.vikingexplorersrally.com.

Dominica Earns *Travel + Leisure* Award

The readers of *Travel + Leisure* Magazine have, for the second year in a row, voted Dominica as the number one Caribbean island destination in its 2023 World's Best Awards, seconding the recent nod the island received from *Time* Magazine as one of the World's Greatest Places (*Compass*, May 2023).



COURTESY DISCOVERDOMINICA

Yachts in Portsmouth

"We are honored that Dominica has once again been named the top destination in the region by such a well-respected travel brand and its readers," said Denise Charles, Dominica minister of tourism. "This is a true testament to the one-of-a-kind experiences and natural beauty Dominica has to offer, as well as the warm hospitality of our hotels, tour operators, and people."

Antigua Rowers Victorious

Three young women from the Team Antigua Island Girls, an all-female rowing team from Antigua and Barbuda, accomplished one of the most difficult feats in all of sports when, on July 23, they rowed into Hanalei Bay, Kauai, Hawaii, 41 days and 2,800 miles after setting out from Monterey Bay, California. And yes, they rowed all the way.

Christal Clashing, Kevinia Francis, and Samara Emmanuel described the final day of their epic journey on their Facebook page:

"Let us interject something about the Pacific Ocean. Yo! It is wild at nights. It plays mind games and messes with you deliberately. What an angry ocean! Thankfully, daybreak and the sun calm the seas.

Anyway, that last night, the ocean threw everything at us — headwinds, currents, squall after squall after squall after squall, just everything, making those final miles the longest and the hardest.

We needed to go south but the elements — wind, currents, rain — pushed us north, and we just couldn't turn down. Understand that if we stayed north, we would miss the entrance to Hanalei Bay and essentially blow the race.

"The race organizers were on standby to tow us in. Tow who? Kevinia kept saying "me nar do no row of shame. We've come too far to not finish the race."

"Despite a little over 40 days at sea, fatigue, and wear and tear on our bodies, we dug deeper, sang songs to fuel our spirits — Antiguan soca from CP, Drastic, Tian and others — and we rowed three-up for about 14 hours non-stop to get to the end."



COURTESY WORLD'S TOUGHEST ROW

We rowed the Pacific!



COURTESY WORLD'S TOUGHEST ROW

"The ocean threw everything at us — headwinds, currents, squall after squall after squall after squall."

Francis, speaking for the team, said, "Through our efforts, we hope to raise awareness about the importance of women empowerment and provide a brighter future for young girls who deserve a second chance in life."



COURTESY WORLD'S TOUGHEST ROW

Flares say they made it.

Budget Marine was one of the main sponsors of the Island Girls. The Island Girls team is raising funds to establish a home for girls in conflict with the law. The GoFundMe page is https://bit.ly/island-girls.

Panama Canal Transit 2024

Authorities of the Panama Canal have introduced a new canal inspection system called ASEM, which will allow for virtual, rather than physical, inspection of vessels. The new system involves a registration fee and a 12.87 percent fee for transit and buffer payments.

Yacht agent Centenario & Co. S.A. reminds sailors that those who choose to transit the canal on their own need an official agent in case of breakdown or assistance required en route, as mandated by canal authorities. Centenario & Co. S.A. offers agent services, providing a service fee with discounts. No buffer fee is necessary; a 3 percent bank fee is charged for credit card payments. Cash payments are also accepted without any additional fees.

As usual, the high season occurs in January, February, and March, bringing heavy arrivals of yachts and rallies. Due to the limited availability of canal advisors for transit per day, there is a backlog ranging from 5 to 20 days. Even with the introduction of the virtual inspection, transit schedules are expected to experience delays. Flexibility is recommended for firm timings, flights, and arrangements with friends and family members.

Find Centenario & Co.S.A. at www.centenarioconsulting.com.

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Clarke's Court Boatyard Covers Every Aspect of Yacht Care

Nestled in the inner corner of Woburn Bay on Grenada's south coast, Clarke's Court Boatyard and Marina is a maritime haven renowned for expert onsite technical services ranging from project management and bottom painting to electrical installations and life raft repairs. The facility also features a storage rack that can house masts up to 30 meters long. Yacht cold storage is also available.



COURTESY CLARKE'S COURT BOATYARD AND MARINA

Bird's eye view of Clarke's Court Boatyard and Marina

Premium facilities include:

- Cutting-edge lifts: An advanced 242-ton Italian-built Boatlift caters to vessels with beams up to 37 feet and drafts of 13 feet. A 32-ton Roodberg submersible trailer can handle vessels up to 55 feet LOA.
- Safety priorities: Expert divers oversee sling positions for each lift. All vessels are securely strapped down, with clamped stands and cradles available upon request.
- Comprehensive docking: Marina slips accommodate boats up to 80 feet in length and 12-foot draft; also featured is a working dock for vessels 120 feet.
- 24/7 security: Enjoy peace of mind with trained personnel and advanced CCTV systems.
- Power supply: The marina offers both 220v & and 110v at 50Hz, available in single and 3-phase.

Crew comforts include foreign currency exchange at the marina office, a fully stocked chandlery and marine store; onsite restaurant and bar and apartments with amenities. Nearby are convenient taxis and busses. Customs, immigration, and fuel supply are also within reach (www.clarkescourtmarina.com).

Sevenstar Yacht Transport

Sevenstar Yacht Transport specializes in a hassle-free solution to making sure owners' yachts are safely delivered to and from home port. Transportation is available for cruising as well as racing yachts, a pragmatic alternative to ocean crossings, which add to wear and tear and risk to owner and crew.

Sevenstar oversees safe, pristine delivery of more than 2,000 different yacht models annually. Its employees understand that each yacht and owner's needs are unique; they are dedicated experts ready to assist in customizing transportation (www.sevenstar-yacht-transport.com).

Bequia Threadworks Launches First Online Collection

NOYO, an ethical and sustainable fashion brand producing effortless resortwear in St. Vincent and the Grenadines, launches its first collection online. NOYO was created under the umbrella nonprofit Bequia Threadworks.

"Into The Wild" – NOYO's first collection – was designed and manufactured on island by the Bequia Threadworks team, using organic, natural and low impact fabrics (such as organic cotton, bamboo, hemp and linen) sourced by trusted partners and in limited quantities to avoid waste.

Shop NOYO online at www.noyobequia.com or visit the Bequia Threadworks Boutique on Back Street, Port Elizabeth, Bequia. Open Monday to Saturday 9 a.m. to 5 p.m.

Horizon Yachts Grenada Adds Carriacou

Steve Ellyatt has joined the Horizon Yachts Grenada team as a representative from his home base on the island of Carriacou. Horizon's expansion into Carriacou, combined with Ellyatt's passion and knowledge of all things sailing, are a timely match. An experienced skipper, Ellyatt has navigated across the Atlantic and Pacific Oceans, has worked as owner/skipper aboard a luxury charter yacht, and is credentialed as a qualified offshore commercial yachtmaster and as an engineer.

Among services Ellyatt is qualified to offer are yacht brokerage, project management, engineering, outboard maintenance, launching and hauling, bimini installation, hurricane prep, troubleshooting for watermaker, generator, refrigeration and air conditioning problems, lithium-ion battery installation and power management upgrades, and special parts procurement.

For more information contact Ellyatt and Horizon (steve@horizongrenada.com, WhatsApp: +1 473 536 2414; www.horizonyachtsgrenada.com).



REGATTAS & RALLIES

Wilcox Wins 30th International Optimist Regatta

Good starts, getting out in front, and quickly rebounding from a broken mast on the last day of sailing led the USA's Jackson Wilcox to win the 30th International Optimist Regatta (IOR), hosted at St. Thomas Yacht Club (STYC) in June 2023 in the U.S. Virgin Islands.



DEAN BARNES

Jackson Wilcox, IOR Overall Winner



DEAN BARNES

Howard Zimmerman, Blue Fleet winner

Fifteen-year-old Wilcox, from Sarasota, Florida, representing Lauderdale Yacht Club, was one of nearly 90 international sailors who competed in this three-day regatta under Caribbean-ideal conditions. Wilcox's first place overall also put him at the top of the 13- to 15-year-old Red Fleet, after 11 races in the Championship fleet.



DEAN BARNES

Julia Bernstein, Green Fleet winner

Two members of the Zimmerman family acquitted themselves well. Fourteen-year-old Audrey Zimmerman, from St. Thomas, and STYC, ended fifth overall and in the Red Fleet, and earned the Top Female award and the perpetual Founders Trophy.

In the age 11- to 12-year-old Blue Fleet, Howard Zimmerman, from St. Thomas, finished first. Rounding out the Championship Fleet was White Fleet winner, 10-year-old Finn Hodgins, also from St. Thomas.

Meanwhile, 12-year-old Julia Bernstein, representing Coral Reef Yacht Club, in Miami, Florida, won the Beginner Green Fleet after a total of 22 races.

Bernstein's father, Erik, competed in the first IOR sailed in 1993, when he won Best Visiting Sailor.

In other awards, John Hartney, representing St. Petersburg Yacht Club, earned the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination, and good attitude both on and off the water. Hartney also finished second overall and in Red Fleet. The IOR is sanctioned by the Caribbean Sailing Association.



DEAN BARNES

Finn Hodgins, White Fleet winner

For complete results, visit the St. Thomas Yacht Club website at stthomasyachtclub.org/sailing/regattas/international-optimist-regatta or Regatta Network: www.regattanetwork.com/event/25798

Golden Jubilee Race at Cooper Island

A gala dinner July 25, 2023, at the Club House in the British Virgin Islands marked the Royal BVI Yacht Club's 50th anniversary. Penny Haycraft recalled the early days, and Commodore Eddie Brockbank thanked long term sponsors Nanny Cay, Nagico, Golden Hind, Doyle Sails, Latitude 18 and Riteway, as well as the local businesses who support members through the discount program.



RBVIYC / TRAND

Commodores Robin Tattersall (1980); Eddie Brockbank (2023); James Bridgewater (2001,2002); Chris Haycraft (2005, 2012-2014, 2017); Simon Wood (2009, 2010), Bob Phillips (1997-1999, 2003, 2004, 2011) Dick Schoonover (2010) and Barney Crook (1985,1986)

A Cooper Island Race inaugurated the club back in 1973, so the anniversary year followed the tradition. On July 29, three boats raced race from Nanny Cay to Cooper Island and, after lunch at the Beach Club, back to town.

Gilbo Simpson's *Flying Pig* took the win in the first race while Chris Haycraft's *Ting a Ling* sneaked ahead in the second by just 6 seconds. On combined times for the two, *Flying Pig* came away as the overall winner. Alex England's *WannaB* was the only monohull entry to compete, while Matt Holt and his crew on *Tern* opted for a shorter course across from Hodge's Creek.

On the horizon…

October 9 will see opening day of the **Bonaire Regatta; Willy T Virgin's Cup Race,** BVI, starts on the 21st; and **Foxy's Cat Fight** will take flight from Jost Van Dyke, BVI, on the 27th. Up north, the **Salty Dawgs** will be gathering in Newport, RI, for the start of their fall rally to the Caribbean.

November 1 kicks off with more **Salty Dawgs**, this group congregating at Hampton, VA to begin their rally, while **ARC+** boats begin their sail from Canary Islands to Grenada on the 5th and from the Canaries to St. Lucia on the 19th. On November 4, St. Maarten sees Race Day One of its **Keelboat Season Championship**, an event that will continue into 2024. The **St. Barth Cata Cup** race begins on the 15th, the Jolly Harbour **Yacht Club Annual Regatta**, Antigua, on the 17th, the **Nanny Cay Round Tortola Race** on the 18th, and St. Lucia's **Mango Bowl Regatta** on the 24th. Finish off the month with the **St. Maarten Optimist Regatta**, November 25-26, and the **Jammin' J/22 International Regatta**, Montego Bay, Jamaica, November 30-December 3.

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LAURENS MOREL

Regatta veteran Robbie Ferron now prefers racing his boat Bunglebird *in the Island Time Class, which offers a less-intensive racing option for teams: one race a day, later starts and shorter courses.*

Register now for the 2024 **St. Thomas International Regatta (STIR)** (yachtscoring.com), set for Easter Weekend, March 29-31, 2024, and the **Round the Rocks Race (RTR)**, set for March 28. Register now for the **Antigua Classic Yacht Regatta**, April 17th – 22nd, 2024 (antiguaclassics.com/boat-registration).

CMC Goes to Four Days; Adds Time Trials for Cruising Multis



DEAN BARNES

Balance 482 Catalyst competed in the 2023 running of the CMC.

The Steering Committee for the Caribbean Multihull Challenge (CMC) has added a day to the sixth annual event February 1-4, 2024. The four-day format will see a repeat of the three-day CSA 1 trifecta distance races, plus one extra day for shorter racing along the south coast of Sint Maarten. Other CSA racing classes will see the same three-plus-one lineup of courses. Also new: Sailors have the option of Time Trials for Cruising Multihulls™.

Last year, the CMC introduced a successful cruising rally, with 13 multihulls participating in an organized regatta without racing. Time Trials allow skippers to compare their skill and speed with others in a non-racing format. Entrants in the Time Trials division will sail destination courses each day with an overnight at each destination, allowing those sailors to party with CMC cruising rally members.

Yachts in the Time Trials division aren't racing. These entries will attempt to score the lowest time result on each course and the Racing Rules of Sailing will not apply. Each yacht will respect Collision at Sea Regulations. Skippers are advised to check with their insurance providers to determine whether participation in a speed trial with a timed start rather than a conventional sailboat racing start is allowed.

For more information, check out www.CaribbeanMultihullChallenge.com.

Plan Now for Serious Fun at the 2024 Heineken Regatta

St. Maarten welcomes regulars and newcomers to its 44th annual St. Maarten Heineken Regatta, February 29 - March 3, 2024. Close to 100 boats participated in the 43rd regatta.

While the countdown is still months away, event organizers suggest planning now, and they invite interested parties to contact them if they need any assistance.

Registration for the 44th regatta is open (www.heinekenregatta.com).

Superyacht Challenge Antigua

The Superyacht Challenge Antigua (SYCA) will take place March 11-17, 2024. The event, according to organizers, has one clear objective: "to provide all the facilities to stage an ideal event for an exclusive selection of superyachts, where fair racing and good companionship are valued above all else."





CARIBBEAN ECO-NEWS



Coral Reef Restoration: Is It Worth It?

by Genevieve Renaud-Byrne

Caribbean islands and their inhabitants have evolved side by side with coral reefs, depending on them as a vital source of food, coastal protection, and later, tourism. Nonetheless, coral reefs and adjoining coastal ecosystems have been undervalued and mismanaged for decades. It is estimated that climate change, overfishing, habitat destruction and pollution have destroyed half of the world's coral reefs since 1950. A further 90 percent of remaining corals will be threatened by 2030 unless drastic actions are taken to reduce threats.

In the Caribbean, branching and bouldering stony corals form the foundation of near-shore reefs, creating wave-breaking reef systems which protect lagoons and beaches, while providing a complex habitat for thousands of reef organisms. Reef-building species responsible for



KEN NEDIMYER

Once thriving coral reefs are now fields of dead coral skeleton covered in algae.

creating this habitat and thus supporting vital ecological services include the elkhorn coral (*Acropora palmata*), which currently faces an extremely high risk of extinction.

The island of Antigua in the lesser Antilles has long been protected from the wrath of the Atlantic Ocean by an intricate fringing reef system dominated by elkhorn coral which, like most reefs within the region, has been heavily degraded. Vast underwater fields of crumbling coral skeletons covered in algae now dominate the seascape. Marine ecologist Ruleo Camacho and his colleagues found that live coral covered only 9 percent of Antigua's reefs in 2020, compared to the 40



KEN NEDIMYER

A few surviving elkhorn corals stand tall among skeletons.

percent observed in healthy reef systems. Fortunately, small patches of living coral colonies still exist, many containing genetic properties that have allowed them to persist through difficult conditions. While their survival sheds light onto the resilience of the ecosystem, they are unfortunately too few and far between to support ecosystem recovery without intervention.

The Elkhorn Marine Conservancy (EMC) was established in 2021. Since its inception, the EMC has successfully grown and planted thousands of endangered corals back onto the reef, while striving to increase public awareness, advocating for policy change, implementing educational programs and developing science-based strategies to protect Antigua's waters.



ELKHORN MARINE CONSERVANCY

Planting corals involves using cement or epoxy to "glue" healthy coral fragments onto degraded reefs. Here, the EMC team is planting elkhorn coral onto a patch reef adjacent to Green Island, on the east coast of Antigua.

This year, just as the EMC's coral reef restoration program entered its third year, an El Nino event caused sea surface temperatures to rise across the globe. By mid-summer, the impacts of this climate event had exacerbated the impacts of global warming, driving unprecedented heat stress in many Caribbean and Meso-American reefs. Mass coral mortality was reported in Florida after reefs were exposed to temperature highs exceeding 31C (88F) for several weeks. This crisis comes at a time when Caribbean reefs are



MOLLY WILSON

Healthy coral reefs grow in the shallow surf zone, breaking waves and providing habitat for fish, an important source of protein for Antiguans and Barbudans.

already exposed to a deadly stony coral tissue loss disease (SCTLD) epidemic, depleted fish populations and reduced water quality. At the time of writing this article (late August 2023), water temperatures in Antigua were hovering just below the Caribbean's mean bleaching threshold, sparing the EMC's coral nurseries and adjoining reefs for the time being.

This year's unfortunate events and future climate projections call into question the feasibility of large-scale coral reef restoration. Why should we invest time and resources into restoring a habitat that will struggle to thrive under current or future conditions?

There is of course the argument for saving species from extinction. Stony corals such as elkhorn help define the entire ecosystem.

Without these keystone species coral reefs would cease to exist altogether. By allowing human activities to wipe out corals,

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we are accepting the narrative that Caribbean reefs and the small islands that depend on them are less important than the economic and political drivers that have led to their demise.

Second, we must not underestimate nature's capacity for adaptation, and instead provide it with a helping hand. The rate of change in ecosystem conditions (e.g., water temperatures) has been incredibly rapid relative to the world's natural history. Natural selection cannot keep up, especially in the case of slow-growing species such as coral. By helping corals reproduce asexually through the process of fragmentation, coral reef practitioners at EMC and around the region can help. A piece of coral can be cut into dozens of fragments, which will grow and provide hundreds of fragments to be replanted on the reef. To date, the EMC has planted 4,610 corals from 81 genetically distinct species onto degraded reefs around the east coast of Antigua, equivalent to 23,000 square feet (0.53 acres) of restored reef, and aims to plant an additional 8,000 corals in the coming year. By planting these corals within close proximity, they can also start to sexually reproduce on the reef, creating potentially stronger genetics.

Finally, the capacity of coral reefs, seagrass beds and mangrove forests in mitigating the impacts of climate change and pollution should not be overlooked. Reefs are the stronghold of this coastal trio, breaking and dissipating wave energy and supplying fish and invertebrate larvae to the adjacent ecosystems which support their health and productivity. Together these ecosystems are reducing the amount of carbon in our atmosphere and working tirelessly to filter pollutants and absorb nutrients, all while supplying coastal communities with an essential source of food and protection. Restoring and conserving our environment continues to be our greatest solution in addressing the climate crisis.

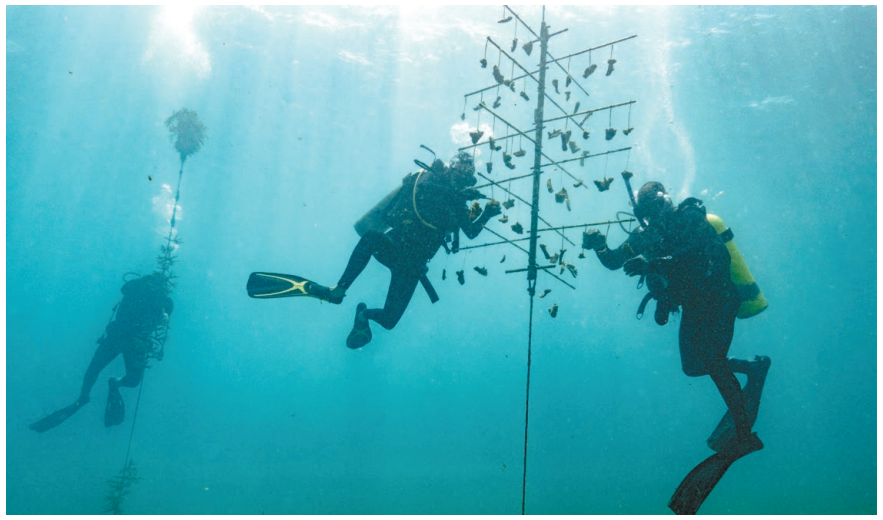
While projections for future warming are alarming even in the short term, we still have time to slow and reverse the impacts of climate change. Immediate action needs to take place both within communities and at the international scale to reduce greenhouse gas emissions, regulate fisheries, minimize pollution and enforce protected areas. Coupling these actions with active restoration to ensure coastal ecosystems are abundant and resilient enough to continue supplying invaluable services to small island states is imperative. Furthermore, decreasing community vulnerability by creating new employment opportunities within the field of restoration, conservation, sustainable tourism and mariculture ensures coastal communities are both sustaining their economies while putting carbon back in the ground.

To take part in the solution, consider how your personal actions, investments and influence can help reduce emissions. To support the Elkhorn Marine Conservancy, please visit the website: www.emcantigua.org

Genevieve Renaud-Byrne is a marine scientist and project manager with the Elkhorn Marine Conservancy.

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ELKHORN MARINE CONSERVANCY, YORK ISLAND NURSERY, ANTIGUA, W.I.



Healthy coral reefs grow in the shallow surf zone, breaking waves and providing habitat for fish, an important source of protein for Antiguans and Barbudans.

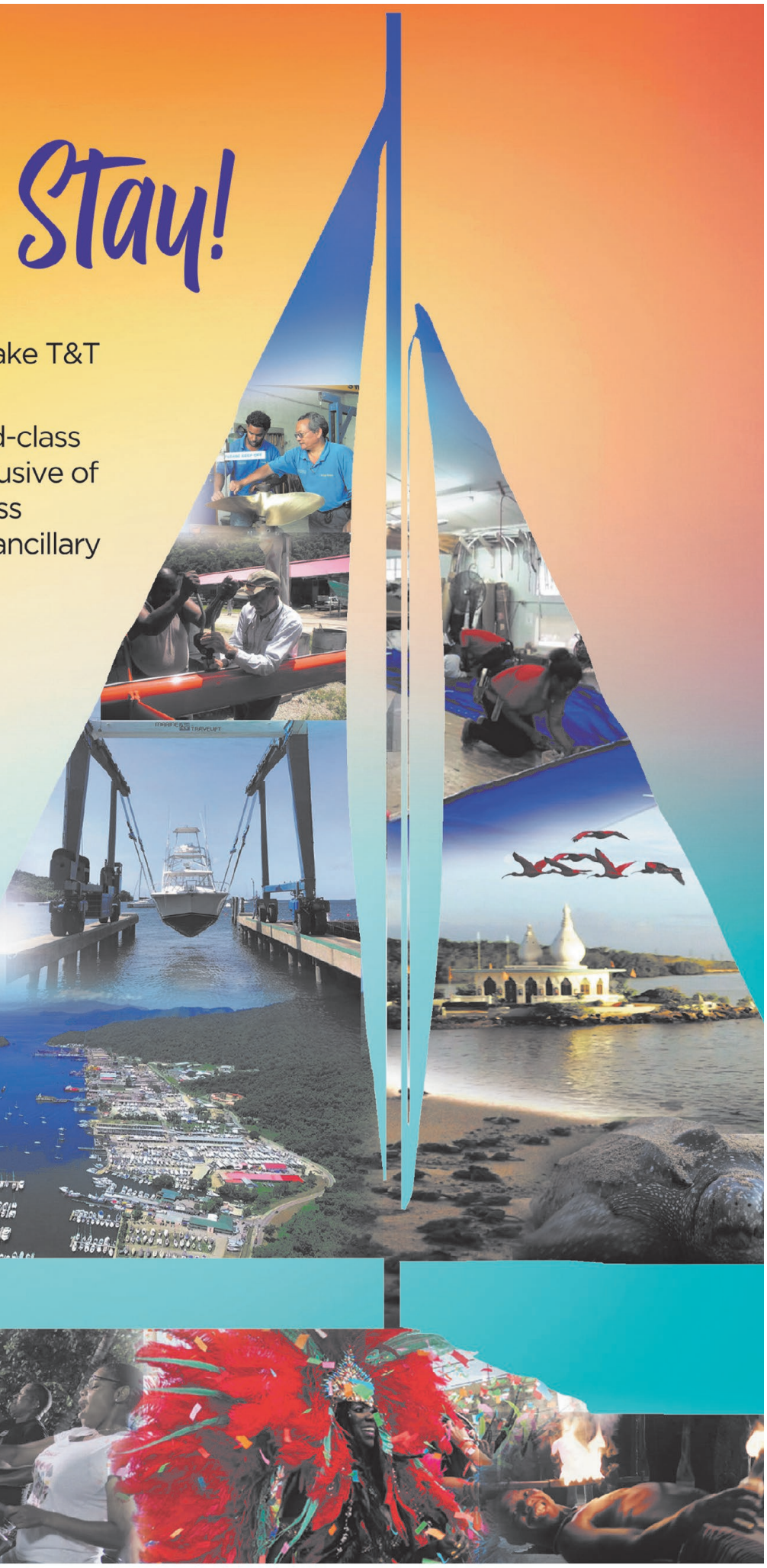


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Dominica and Grenada Use Recycling Model to Fight Plastic Pollution

The Organisation of Eastern Caribbean States (OECS) has identified two member states — Dominica and Grenada — as most ready and viable to stage recycle OECS model demonstration projects. The project is aimed at reducing plastic pollution in the OECS by creating a regionally produced model for sustainable waste separation, collection, and recycling. Once finalized, the model will be available to other OECS member states and small island developing states in the region.

Watch a video on tackling plastic pollution in the OECS at youtu.be/zimESapRWss.



COURTESY OECS

Scotts Head, Dominica

Montserrat Trains Locals to Run Renewable Energy System

The Basic Needs Trust Fund (BNTF), in collaboration with the Montserrat Department of Energy, has successfully installed solar photovoltaic (PV) systems at the Salem and St Peter's Health Centres and at St John's Dental Clinic.

The systems are designed to meet the health facilities' power demand and annual energy consumption with battery backup in case of power outages. Eleven Monserratians have been trained and certified to run and maintain the systems, creating a pool of skilled individuals.

COURTESY GSI



Taiyi West of the GSI team shows Trainee Adia Page how to install PV panels.

In 2020, fossil fuel importation into Montserrat accounted for almost 99.4 percent of the island's energy consumption and 96.7 percent of its electricity generation. The government of Montserrat's energy policy calls for Montserrat having, by 2030, "reliable, low-cost, sustainable provision of energy services matched to the societal and development needs of the island."

Vulnerable St. Vincent South Coast Rehabilitated

Yasa Belmar of Caribbean Natural Resources Institute (CANARI) reports: The South Coast Marine Conservation Area (SCMCA) in St. Vincent contains important nearshore habitats, including a representative reef ecosystem with coral, seagrass beds, and mangrove. It also includes several sea turtle and seabird/shorebird areas, as well as historical sites of cultural importance.

Consequently, threats to the SCMCA diminish its ability to sustain these ecosystems and support local livelihoods. Rapid coastal erosion in areas like Indian Bay poses risks to infrastructure. The removal of mangroves for coastal development has led to their near-complete loss, leaving coastlines vulnerable. Rising sea levels and storm surges associated with climate change exacerbate this issue, while pollution from residential and commercial waste also takes a toll on the area.

COURTESY CANARI



Volunteers at the World Oceans Day Beach Cleanup at Great Head Bay

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RACE







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52 Mile Saba Dash

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Caribbean MULTIHULL Challenge VI

1,2,3,4 February 2024

All Multihulls Welcome

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RALLY







Start & Finish Simpson Bay Thur / Sun

Rally to Tintemarre Thursday

Rally to Anse Marcel Friday

Rally to St. Barth's Saturday

Sailing photos by Laurens Morel, Salty Colours, Peter Gunn Productions

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Corals, the foundation for the golden sands found exclusively in this area of St. Vincent, are dying due to pollution. Native seagrass is also being displaced by dense mats of an invasive species (*Halophila stipulacea*) spread by anchor damage and other factors.



VAUGHAN MARTIN

Some of the debris collected by the Serenity Diver Underwater Clean-up Team

In response to these challenges, CANARI has partnered with other organisations to implement a three-year project. To start, local communities are rehabilitating threatened coastal and watershed ecosystems, while also conducting awareness campaigns to support local green-blue enterprises in adopting sustainable practices.

The campaign kicked off in summer 2023 with a coastal clean-up. Over 30 volunteers came out, including a team of 16 who undertook a beach clean-up at Great Head Bay, and teams lead by local dive shops — Serenity Dive and Dive Antilles, who conducted underwater clean-ups within Calliaqua, Indian Bay and Villa.

To learn more about the project, visit canari.org/cbf-eba-facility-svg.

U.S., Academia Help Island Communities with Climate Change

Cynthia McCormick Hibbert, from Northeastern University's Global News, reports:

Islands in the Caribbean are particularly susceptible to the effects of rising sea levels, hurricanes and even volcanic eruptions.

With the help of a $1 million grant from the United States Agency for International Development, Northeastern University's Global Resilience Institute is partnering with three communities in Barbados and Dominica, along with several island colleges, over the next two years. The goal is to address locations where the impact of climate change is most urgent and to eventually scale the lessons learned across other small island states in the Caribbean and Pacific regions, and from there to North America and Europe.



Boiling Lake, Dominica

"The Caribbean Islands are essentially a microcosm of the challenges we're all facing" in terms of climate change, says Northeastern professor Stephen E. Flynn, director of the project. "They also face the most extreme vulnerability. If you're on a small island like Dominica and a volcano goes off or a major hurricane strikes, you're stuck."

Partnership Enhances Marine Health in Saint Lucia

Building upon Earth Day 2023 and its theme "Invest in Our Planet," the Saint Lucia Hospitality and Tourism Association (SLHTA) and the Saint Lucia National Conservation Fund (SLUNCF) have announced their new partnership agreement focused on investment in the island's marine health. The launch of the Marine Health Alliance initiative was made possible with the support of the Tourism Enhancement Fund (TEF), the SLHTA's philanthropic arm.



NICK MOBLEY

The Marine Health Alliance, made possible through a $100,000 tourism association grant, seeks to promote the welfare of aquatic life in the waters off St. Lucia

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The TEF will provide $100,000 towards the Marine Health Alliance, making this partnership one of the largest projects undertaken. Described as the "catalyst for change" in Saint Lucia for ocean stewardship, the Marine Health Alliance will focus on a combination of top-down interventions and bottom-up project delivery.

Charter Company Donates to Protect Belize Reef, Atolls

Belize Sailing Vacations has forged partnerships with several nongovernmental organizations, including Fragments of Hope, to minimize the human-inflicted ecological footprint and support vital conservation and preservation strategies. In 2022, the company donated $500 for every summer charter booked, culminating in a total $7,500 disbursed in 2023, giving charter guests the knowledge that their sailing vacation contributed to safeguarding the environment.

Collective efforts have resulted in charitable contributions amounting to approximately $17,500 to preserve Belize's marine ecosystem, which includes the world's second largest barrier reef, three of the Caribbean's four atolls, mangrove forests, and hundreds of islands. Approximately 25 percent of Belize's land and sea areas are preserved within 95 reserves.

For more information about reef preservation efforts, log on to the group website (fragmentsofhope.org).

Cayman Islands Group Celebrates 25th Anniversary

The Central Caribbean Marine Institute of the Cayman Islands marks its 25th anniversary with a party in November 2023.

A recap of the group's progess includes a review of a visit by Prince Edward, the Duke of Edinburgh, who launched CCMI's Coral Fund, a capital campaign to raise USD $2.9 million to support the building of a new facility in Little Cayman. Also, CCMI researchers joined a team collecting data from the offshore banks of the Caymans to gain an understanding of how these differing ecosystems function and maintain biodiversity.

Scientists are encouraged by the relative overall health of Little Cayman's reefs. The increasing fish biodiversity is particularly encouraging as this is crucial for the health and resilience of complex reef ecosystems. In the latest survey, 87 percent of the reefs surveyed were in good or very good health. Little Cayman's marine protected areas are among only seven sites in the United Kingdom and overseas territories to be advanced for UNESCO World Heritage status.

CCMI continues to host student groups in its Caribbean Marine Ecology Camp. And CCMI's 25th anniversary will be celebrated at its annual Festival of the Seas gala at the Kimpton Kimpton Seafire Resort & Spa on Saturday, November 4, 2023.

For more information, go to reefresearch.org/what-we-do/research/healthy-reefs.

BVI to Establish Local Meteorological Service

From Loop: Plans are being made in the British Virgin Islands to establish a national meteorological service. Currently, the Antigua National Meteorological Service provides these services, but because of climate change and severe weather patterns, officials have set out to establish a local office with increased capacity.

Kyle Rymer, minister responsible for meteorology for the Ministry of Communications & Works, pointed out that areas such as tourism, fishing, the marine environment, agriculture, aviation, and other services, which are all affected by the territory's weather and climate conditions, stand to benefit from the new meteorological office.

St. Kitts and Nevis Get Eco-Grant

The partnership of NASC (Nevis Aquatic and Sailing Center) and CARE SKN (Coralreef Assistance Restoration and Education in St. Kitts & Nevis) has received an $80,000 grant from the GEF Small Grants Program, which will go toward a coral nursery in Majors Bay; reef check certification and coral nursery husbandry training; marine biology classes and public awareness for the community; and building construction.

CARE SKN successfully completed a pilot project installing a small coral nursery in the summer of 2022. The 40 coral-tree nursery is set to be built in early 2024 with the ultimate goal of 215 trees to build an efficient reef restoration program.

COURTESY EFE



The CARE SKN team





Safety and Security in the Eastern Caribbean

by Donald M. Street Jr.

When you consider the total number of yachts in the eastern Caribbean, actual crime against sailors on boats is relatively small. The vast majority of crime is thievery. There is relatively little burglary, breaking and entering, and even less armed burglary. But there is some, and it's wise to take precautions.

First and foremost, every night, lift your dinghy or lose it. Rig a four-part sling, secure the ends of the lines to a big stainless ring to which the main halyard is secured. Every night, hoist the dinghy a foot or more clear of the water.

In all the 70 years I have been associated with the eastern Caribbean, I have never heard of a boat being boarded by a thief or burglar if the boat had a barking dog on board! It does not matter the size of the dog, just a barking dog. The thief or burglar figures the dog would wake the crew and departs to try another boat.

One cruiser in Venezuela did not like dogs on board his boat, but he rigged a sensor light that would go on if anyone approached the boat, and connected the light to a tape recording of a barking dog. Every night he activated the sensor. This system worked perfectly and he spent quite a bit of time in Venezuela with no problems.

I recommend that boats have a sensor light. On the same circuit, but with a separate switch, install a large horn so that when anyone approaches the boat both the horn and the light will go on. The horn is good when the crew are sound sleepers as occasionally thieves can sneak on board, creep below deck, and get off with wallets, credit cards, money, etc. without waking up any member of the crew. The sensor light and horn will not only wake up the crew of the yacht but will scare off all but the most determined burglar.

> *"I have never heard of a boat being boarded by a thief or burglar if the boat has a barking dog on board!"*

While ashore, it is important to make stealing your dinghy very difficult. In years gone by a wire and padlock was sufficient; an easily made up quarter-inch 7x19 wire worked well. But then thieves came equipped with wire cutters, so boats shifted to 1x19 wire, which required big wire cutters. That proved insufficient. Ian Cowan of Island Water World in St. Lucia says the only way to stop dinghy thievery is to secure the dinghy with 8 mm stainless chain. It takes really big bolt cutters to cut through the 8 mm stainless chain. Ian knows what he is talking about as he's been fighting the dinghy stealing problem since the early 70s when he arrived in the eastern Caribbean.

Gas/petrol tanks disappear regularly. They are very hard to make thief-proof. Our recommendation is to always have a spare tank stowed below. When the tank in the dinghy is stolen, but not the dinghy, pull out the spare tank and you're back in business.

Forget guns on boats to protect the crew from armed burglary. Customs will insist on your surrendering your guns. About the only time you might need a gun is to defend your crew from a burglar while at anchor, but your gun is locked up in customs. A sensor light and horn are a much better solution.

Take these recommended precautions and enjoy cruising. You won't regret it.

For more information consult www.street-iolaire.com. Andrew Burton, offshore sailor and delivery skipper (sites.google.com/site/andrewburtonyachtservices), assisted with this article.

CARIBBEAN SAFETY & SECURITY NET (CSSN)

BOATWATCH.ORG



Eddie & Glenn have years of experience cruising and still pursue this passion. Both ham radio operators, they can operate BoatWatch.org from their home in Punta Gorda, FL or from anywhere on their boat.

It's worth being on the Caribbean Safety and Security Net (safetyandsecuritynet.org), not only to report problems, but also to receive information on thievery or burglary that has happened anywhere in the Caribbean region.

Joan Conover, president of the Seven Seas Cruising Association and CSSN partner, provides details about how the site works and how to join:

CSSN is a reporting website which receives trouble reports from small/private vessels, verifies reports/issues, and reports every incident of crime against sailors on their website. There is no fee involved; this is a nonprofit supporting cruisers in the Caribbean.

After setting up your account, subscribe to email alerts (safetyandsecuritynet.org/subscribe-to-email-alerts). You'll receive an automatic email alert any time a new incident report or news item is posted. CSSN won't share your name, boat name, or email with anyone.

Users may choose a high or low bandwidth option. The high bandwidth option includes all of the text of each alert received. The low bandwidth option is brief with no graphics. Members can subscribe, unsubscribe or change the kind of alert to be received anytime.

CSSN covers the entire Caribbean and the Gulf of Mexico. CSSN researches each report, reaching out to the sailor and local contacts to determine the situation and resolution. CSSN also has list of tips and precautions (safetyandsecuritynet.org/security-precautions-for-cruisers). Piracy passage precautions for most of the Caribbean are listed. CSSN's resource page also links to the International Maritime Bureau Piracy Reporting Centre (icc-ccs.org/index.php/piracy-reporting-centre).

The Boat Watch website (Boatwatch.org) offers an emergency global communications system for boat incidents and missing boats, as well as coordination functions for vessels needing urgent communication assistance. Land crew can report boat situations; Boat Watch will post details to its large base of cruising vessels. Boat Watch can also forward vessel requests from governments and agencies when vessels are overdue on passage.

STEVE DONALDSON



Glenn manages the Boatwatch.org communications center.

Are *You* Sailing South to the Caribbean?

Story and images by David H. Lyman



Under way in 12 to 15 knots

Well — are you?

Getting your boat to the Caribbean and back will cost you less than your winter storage bill at a stateside yard. Besides, sailing your boat, exploring the world, visiting islands, isn't that why you bought the boat in the first place? Letting it sit idle for seven months on the hard is a waste of your investment.

So, how do you do it? Let's take it one step at a time.

While Lin and the late Larry Pardey sailed around the world, twice, on two wooden sloops, both less than 30 feet in length, the preferable seagoing boat these days is now 40 feet and longer, if not 50-plus feet.

What constitutes a seaworthy, offshore boat, one prepared for a year in the tropics?

Books have been written about the proper offshore yacht. Don Street's *The Ocean Sailing Yacht* was published in 1973. *Handbook of Offshore Cruising* by Jim Howard was revised by offshore expert and noted marine author Charles J. Doane in 2009. *Ocean Sailing: The Offshore Cruising Experience with Real-life Practical Advice* by Paul Heiney, was published in 2019.

Remember: Hands-on experience and sailing a variety of OPBs (Other Peoples' Boats) beats reading every time.

Also, preferably, a year or more before you intend to depart, answer these:

Has your boat been designed and built for offshore voyaging? Is it ready for a winter in the tropics? There are a few people who can tell you. The first is your insurance agent. Call and ask. He will probably get back to you with some requests.

Your insurers will want a full survey, out of and in the water. They will also ask for the skipper and crew resumes, and your itinerary or cruising plans. If you've not been offshore before, they may insist you take along a professional delivery skipper or experienced mentor who can teach you the ropes and keep you and the boat out of trouble.

If the boat's never been offshore or it's been a while, a survey is a good idea. The surveyor will help you determine what's amiss and needs attention. A professional rigger and an experienced diesel mechanic should inspect. Someone who has spent a season or two in the Caribbean can tell you about awnings, anchors, dinghy security, port clearance, marines, radio nets, anchorages and guidebooks.

Have three VHF radios, one stationary and two handheld, and redundant navigation systems: a chart plotter and a GPS iPad or an iPhone with Navionics. Doyle Guides, as well as the newly-released mobile app, are a must. Subscribe to the *Caribbean Compass* online to keep up with what's happening in the islands.

Check the steering system, find and test the emergency tiller. Get the life raft inspected. This is just the short list.

Check List: Boat, Crew, Rallies

Every airplane pilot consults a check list before take-off and landing. Sailors need them as well. My pre-departure list is eight pages long. Savvy sailors will have begun checking these items months before departure.

Was the boat designed and built for extended voyaging offshore, coastal cruising, or racing?

Racing hulls, with fin keels, need a lot of steering, tiring out the crew or overtaxing the autopilot. Long keel boats may be slower, but they track better, and are more comfortable. Is the rig set up for offshore? Is there an inner stay on which to hoist a staysail? Can the boat be reefed and hove-to, easily?

Are lifelines at least 30 inches high? Can you rig a jackline from the mast back to near the cockpit, on either side? Jacklines along the deck drag you along in the water if you fall overboard, but center line jacklines keeps you from falling overboard.

Coastal cruisers seldom carry enough fuel to make a two-week offshore voyage, or water sufficient for a crew of three or four. You'll need stowage and refrigeration to keep food to feed a crew for as long as three weeks.

Accommodation: Are there enough berths and lee cloths to keep them tucked in?

I want at least two experienced offshore sailors along with me for a total of three. Four is better. And I want sailors who don't get seasick, can hand steer, know navigational lights and will not panic if things get dicey. With four in the crew, we each stand a three-hour watch twice each day, giving each six hours on and 18 hours off. I don't like a rotating watch schedule. My body can get used to a late-night watch, if it's consistent.

If this is your first time offshore as skipper, hire a pro to mentor you and the crew underway. Friends are nice to have along, but perhaps not for an offshore voyage, unless they are experienced. You can post your crew request on various websites, read resumes and choose who you want (SailOPO.com, CrewFinder.com, Coboaters.com).

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SET OUT FOR THE SUN

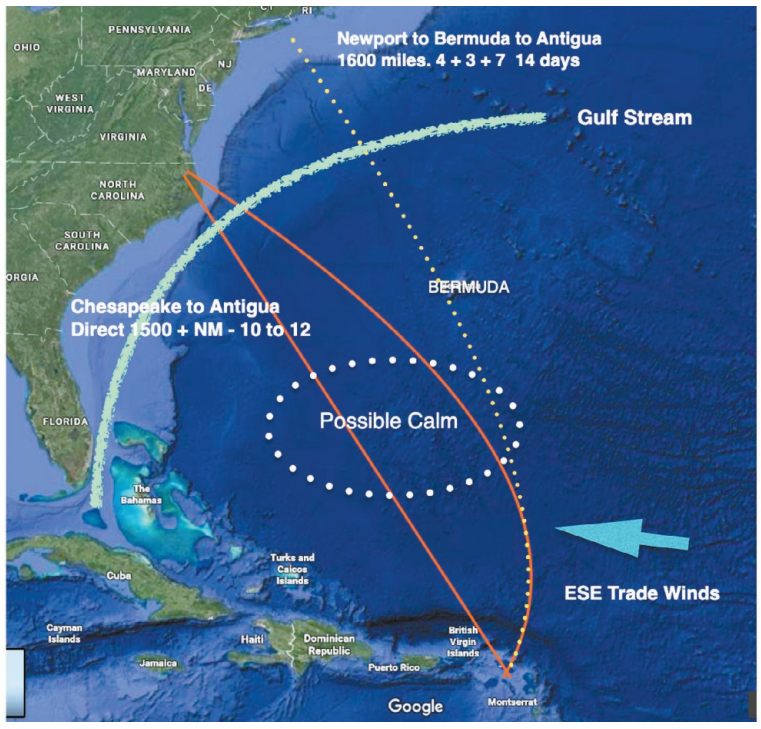
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There are two major rallies that depart the U.S. East Coast each fall for the Caribbean. The NARC (The North American Rally to the Caribbean) departs in late October from Newport, Rhode Island, with a stop in Bermuda, and ends in St. Martin. It's the oldest of the rallies, professionally run, primarily for delivery skippers, but experienced offshore owners are welcome. Hank Schmitt, who started NARC, is retiring after this year, and turning NARC's Newport departure over to the Salty Dawg Association, a nonprofit amateur organization which has been departing from Hampton, Virginia, and the Chesapeake for the past ten years. The Salty Dawg was initially organized by cruisers who had made the offshore voyage before, but in recent years it has welcomed the first timer, swelling numbers to nearly 100 boats.

Or you can just take off when the conditions are right and go it alone.

Routes to the Caribbean

The voyage itself is 1,500 nautical miles, no matter which route you take, and there are a dozen. Research your departure point, the route, weather systems and offshore communications.



Two major routes south: Both cross the Gulf Stream, sail through the Bermuda Triangle, and arrive at Saint Martin or Antigua. Depart from Newport, Rhode Island, and stop in Bermuda before heading to Saint Martin. While it is colder and blustery on departure, it gets you farther to the east faster, to take advantage of the trades on the beam. Or depart from the Chesapeake and head for Antigua. It's advised to head east as much as possible, even to Bermuda, before turning south. The rhumb line course means head winds as you enter the trades.

Being from Maine, I used to sail down to Newport for the boat show in September, then leave for Bermuda when the forecast was favorable. At that time of year the weather windows are usually wide open. I kept an eye on the weather in the tropics and if there were no storms brewing, I'd leave, knowing I'd get to Bermuda in four or five days, before a hurricane could form and beat me there. Bermuda Yacht Services will watch your boat if you need to fly home and resume the trip south in November. Hurricanes usually skirt around Bermuda, but I rode out a direct hit in September 1987, when Hurricane Emily swept through. The island has seen more activity recently, so beware.

More recently I've taken to joining Hank Schmitt and the other delivery captains on the NARC. That means it's cold — for the first two days. Wait for an advancing cold front, bringing northwest winds, 18 to 25 knots. With the wind astern, it's 200 nautical miles, 33 hours to the Gulf Stream. Pick a waypoint on the north wall of the stream, west of the rhumb line. By the time you exit the stream ten hours later, the 3-knot current will have swept you 30 miles east, putting you back on the rhumb line. With the stream behind you, it's time for T-shirts and shorts.

Bermuda is just 360 nautical miles ahead, two and a half days away. When the front peters out, another may catch up with you just north of Bermuda. With the wind astern it'll blow 30 knots with 50 knots in gusts. It'll rain. Seas will build to 12 to 15 feet, cresting. If you, your boat and crew are prepared, this can be a thrilling ride.

The front passes in a few hours, and the loom of Bermuda's lights appear hours before landfall. Last time I made this trip, in 2021, we made it in 3 days 20 hours, with winds no stronger than 25 knots all the way. Wait in Bermuda a few days fixing stuff, re-provisioning, sightseeing, swapping stories with others at the bar and resting. The next leg is 850 miles to St. Martin or 950 miles to Antigua; figure five to eight days. This second leg will be a great deal more comfortable.

Leaving from the Chesapeake means the Gulf Stream is only 100 miles offshore. You'll be across within 24 hours. Leave on a northwest cold front and you'll have the wind aft of the beam for two, perhaps three days. This popular route is a 1,500-nautical mile arc out into the Atlantic before turning south. It's a seven to 12-day non-stop voyage, with a few days motoring through the Bermuda Triangle. While this route bypasses Bermuda itself, each year half a dozen boats from the Salty Dawg Rally stop off for fuel, rig or sail repair or to just break up the long voyage — and to visit a most charming island. It's a long voyage and boats need to be adequately prepared with sufficient fuel for at least five days of motoring plus food and water for three weeks. Each year, some boats run into problems with steering, the rig, fuel, seasick crew, and retreat. Be prepared.

I prefer to stop in Bermuda, even if I'm departing from the Chesapeake. Getting to Bermuda gets you far enough east so the last 800 miles will have the wind on the beam. Those Chesapeake boats that attempt a straight shoot to the islands often find the southeast trade winds on the nose for the last three days. Slow and uncomfortable going.

Heading down the ICW gets you around Cape Hatteras, with the rule "63/6" in mind (63-foot mast height to get under the bridges and 6-foot draft so you don't run aground). In three days, you'll be in Beaufort, North Carolina, a wonderful town with three marinas. From here the Gulf Stream is only 50 miles offshore. You'll be across and into warmer weather in 15 hours — then it's a similar course to those departing from the Chesapeake.

From Beaufort you can also meander farther down the ICW, or sail slightly offshore, inside the Gulf Stream, ducking into ports when necessary, all the way to Florida.

Once in Florida you have your pick of departure ports: Fernandina, Palm Beach, Ft. Lauderdale. In late November and December, watch the weather carefully. When a good hard norther threatens, leave 24 hours before and steer east-southeast "until the butter melts," to quote Don Street, then southeast, and you may actually arrive in St. Thomas on track.

If the winds in the Bermuda Triangle are unfavorable or non-existent, the Thornless Path along the Bahamian islands is yet another option.

I begin studying the weather patterns a month before departure. This gets me intuitively familiar with what to expect on departure and en route. Climate change has thrown a monkey wrench into the works, so study up and stay alert.

Look for Part Two: "Caribbean Landfall and Island Cruising," in an upcoming issue. David H. Lyman is an author, award-winning marine journalist, photographer, and offshore sailor. He writes from his home in Camden, Maine, when he's not in the Caribbean. Read more of his stories at DHLyman.com.

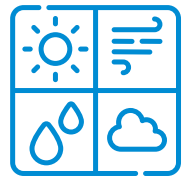
WEATHER WATCH

Weather Router Services

- Commanders' Weather (commandersweather.com)
- Weather Routing Inc. (wriwx.com)
- Locus Weather (locusweather.com)
- Marine Weather Center Services (mwxc.com)

Online Weather Sites

- Windy.com
- Predictwind.com
- Passageweather.com
- Ventusky.com



Pride Returns to Windward *(and Pennsylvania?)*

Before fun racing, all the talk was about Windward Pride. *She didn't fail to deliver.*
By S. Brian Samuel



Savvy *battles* Free in St. Barts.

The 2023 Carriacou Regatta was preceded by a higher-than-normal level of hype and braggadocio among captains and owners, and I'm pleased to report that the racing fully lived up to all expectations — and then some!

One month earlier, the boatbuilding village of Windward in Carriacou saw a rare and special event: the launching of a new wooden sloop, purpose-built for racing. Well, not new, but certainly very much improved. *American Eagle* was a racing sloop owned by Winsley McLaren and raced for several years, without ever achieving its potential. After failing to complete a single regatta in ten years, *American Eagle* was laid up on the hard in Windward, heading to a slow death at the hands of the weather. Fortunately, in January 2023, *Eagle* was bought by three young Carriacouans (aka Kayaks): Floyd Davidson, Richard McQuilkin and Hubert McLawrence, thereby rescuing her from a sad end.

For her new owners, this was no ordinary financial investment. It was a labor of love:

"We grew up in Windward in the 1990s, when Windward was the mecca of economics, sailing, boatbuilding — a proud era. Around regatta time we worked on boats, dreaming of being there one day. So, acquiring *American Eagle* for us was our destiny, it was just a matter of time."

Her new owners invested heavily in refits and upgrades and relaunched her as *Windward Pride* – the pride of Windward! The result was a slimmed-down speed machine: no doghouse, cabins, head nor anything that wasn't absolutely necessary for achieving the all-consuming goal: speed. Of course, Carriacou being Carriacou, the launch was accompanied by much drinking of white rum and bragging from said owners, promising to deliver a sound "cutarse" (beating) to all competing boats in the blue ribband event of every regatta: the round-the-island race: "Allyu watch out, we commin!!"

For this year's regatta, once again I had the pleasure of boarding Danny Donelan's beautiful Windward Island sloop *Savvy* (savvygrenada.com), although I must admit to going AWOL for some of the races! But not the big one, this would be my third circumnav, and I wasn't going to miss it for the world. *Savvy*, kitted out as a working day-charter boat, was no match for the speedsters, but we had fun battling with our peers, including *Beauty* and *Free in St. Barts*.

This year's race would be run counter-clockwise, which can often give a wild ride up Carriacou's rambunctious east coast. But this year's weather was disappointingly docile, with light winds and a strong onshore current, which made getting clear of the reefs at Carriacou's southern tip a long and tacky process. Up front, *Windward Pride* was showing her true colors, easily outdistancing the other boats, chiefly her closest competitor, *Glacier*. It was a close race all the way down the leeward coast, with *Glacier* slightly ahead, but once clear of the reefs and tacked north, *Pride* passed her and inexorably pulled away, eventually winning by eleven minutes. "We coulda won by a longer margin, but we was so far in front that we just sat back and started celebrating!"

After the race, the crews gathered in Windward, thirsty, hungry and happy. And unfed — unlike in previous regattas, there was no welcoming fish broth at the Windward Community Centre (aka the disco), nor anything that remotely resembled organization. Nevertheless, *Savvy*'s crew celebrated our completion of another circumnav in the best way possible: by hitching a ride back to Hillsborough, eating a brilliant meal at Off-D-Hook Bar, and collapsing for a good night's sleep!

So round one went to *Windward Pride*, a result that the owner of *Glacier* wasn't about to accept lying down. Benson Patrice, better known as Power, owns three Windward Island sloops: *Power Surge*, *Power Play* and *Glacier*, and late into Saturday night he was busy making several last-minute changes for the next two days' round-the-buoys racing. Where, as events transpired, *Glacier* got the sweetest kind of revenge — a triple-dose! Power hadn't skippered *Glacier* in the round-the island race ("I don't race on Saturdays") and cited a number of tactical errors the crew made in his absence (which I shan't reveal here).

S. BRIAN SAMUEL



Last minute preparation aboard Windward Pride

There were no such errors on Sunday and Monday, when the Power fleet brought their A-game to the races. Skippered by Power's brother Kenrick Patrice, *Glacier* sailed perfectly, winning all three races, followed home by *Windward Pride* each race. Power couldn't end without commenting on the regatta organizers: "It's really not properly organized; they get a failing grade for that. They need to get more of the boatmen involved at the planning level."

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By Monday evening the racing was over, the winners were celebrating, the losers ruing missed chances and already plotting next year's campaign; now it's time to party! Traditional events like donkey racing, weightlifting and musical chairs were crowd-pleasers, but sadly this year there wasn't the one that everyone loves most: the greasy pole. A telephone pole is suspended horizontally over the water at the end of the jetty, smothered with axle grease, and a prize is given to the first person — the first brave, foolish person — to make it all the way along the pole and grab the bottle of Coke hanging from the end. Some of the pratfalls are as spectacular as they are hilarious.

Thankfully they did keep another favorite: maypole dancing — which is a lot more complicated than it first appears. About a dozen young girls dance around a ten-foot pole, each holding a colored ribbon, attached to the top of the pole. They first dance clockwise, bobbing and weaving among each other, so that the coloured ribbons make a braided pattern coming down the pole. When they reach the bottom, the girls reverse direction, and unwind the ribbons until they reach back to the top of the pole — all under the watchful eyes of the ladies of the village.

Midway during the festivities there was a somber pause, for a candlelit march in honor of Grenada's Emancipation Day, marking 183 years since the end of slavery in Grenada. Then the party started again.

That ends my report on this year's 2023 Carriacou Regatta — well, not quite. We still need to talk about the other Carriacou Regatta. This is where things get confusing, stay with me. As everyone knows, there are two regattas in Carriacou, both of them, sensibly, held at the same time. Firstly, there's the Carriacou Regatta, the oldest regatta in the Caribbean, held in Windward and open only to traditional Windward Island sloops. Then there's the other regatta, held in Tyrell Bay and open to modern yachts — commonly known as the White People Regatta. So, when I say we need to talk about the other Carriacou Regatta, I'm talking about the White People Regatta, right? Wrong! There's now a third Carriacou Regatta, held in the most unlikely of venues: Pennsylvania! As explained by Floyd Davidson, co-owner of *Windward Pride*:

"Me and Richard were talking, shooting the breeze about sailing and who could beat who, and it so happened that we found three identical design 15-foot boats. We bought them, gave them the same colors and names of our boats back home, and raced them for fun! The first year we did it, there was six of us, the second year about 25, and the third year, this year, we went to about 50 people — ninety-five percent of whom are from Windward! The races are held over a weekend at the Susquehanna Yacht Club on Lake Clarke, an hour's drive from Philadelphia. We always flying the Grenada flag, it's like a mini-regatta basically. We play country boys music, we cook, race, joke, argue — is just like if we back home!"

What an amazing achievement — who knew? That a group of 50 not just Grenadians, not just Kayaks, but from the tiny town of Windward, can bring their culture and passion for sailing to the lakeshores of Pennsylvania — bravo! To anyone from the Grenada Tourism Authority who's reading this: Maybe these trailblazers could do with some support, huh?

S. BRIAN SAMUEL

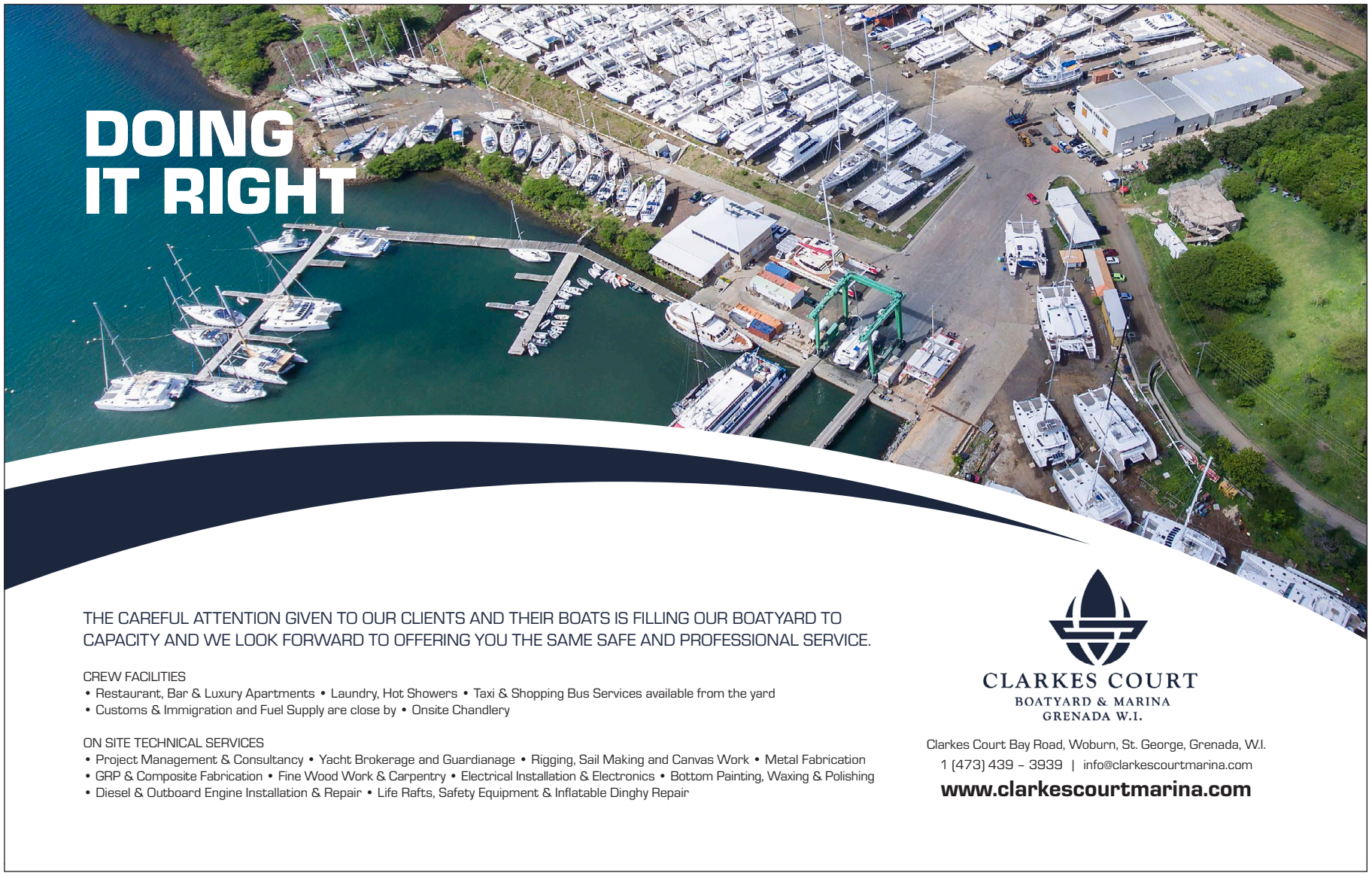


The fleet rests from the excitement of competition.

On Tuesday it was time, reluctantly, to say farewell to another regatta. After a long lie-in and a hearty breakfast at the now renamed Kayak Café, but I don't remember what the new name is and anyway it will always be Kayak Café to me, Danny, Justin and myself had a last blast on our three rented scooters, dropped them off in Tyrell Bay, then hopped aboard our nimble little speedboat, It's Always Carib O'Clock, for the trip back to Grenada.

We did some island-hopping, taking the obligatory "They're reading it in ..." promotional photographs for my new book: *Song for my Father. A West Indian Journey* — to be reviewed in these pages, soon-soon.

Thus endeth the 2023 edition of the Carriacou Regatta — all three of them!



Cost Control While You Cruise, *Part Two*

This is the second of a four-part Caribbean Compass *series by Lin Pardey, adapting and updating material from her 1998 book,* Cost Conscious Cruiser. *Part One ran in our August-September 2023 issue.*

By Lin Pardey

Sail Your Boat in Light Winds

Not only will you save money on fuel and reduce wear and tear on the engine, but life on board will be more pleasant without the machine noise. If you can use this light-air sailing time to do some routine maintenance jobs, you could arrive in port with a lot shorter work list. Then you can use your valuable shore time to join in the local harvest festival or beach barbecue.

Conduct Repairs at Haulout Time

Because you need to schedule your haulout stop in advance, you can save shipping costs by ordering specialized parts ahead of time. Allow a few weeks to do this yearly pit stop, so that you will not be frustrated should there be a holdup due to customs or shipping delays. But you may find that, as is often the case in the most popular cruising haulout ports, boatyards already stock the parts you need. Furthermore, skilled repair people seem to gravitate toward these areas, and careful discussions with other sailors and local craftsmen might help you find "the right one" to save you the emotional and financial costs of having to redo makeshift developing-world repairs. A final bonus is that you only have to put up with the boat being disarranged and invaded by the mess of dockside repairs once during the year.

Make Life at Anchor Pleasurable

This is essential; if you don't feel comfortable and secure at anchor, you and your crew will need to spend more time in costly marinas, or tied alongside quays, which in turn generates other costs. Life alongside is noisier, affords less privacy, and attracts shore dirt and pests. It takes time to get your boat securely tied alongside or in a berth, so once you are there, you are less likely to set sail serendipitously. If you're at anchor, you can easily take newfound local friends out for an afternoon's sail or fishing or move to a more pleasant anchorage on the other side of the island for a few days.

Your boat is more prone to scuffs and paint damage as you maneuver in the close confines of a quay or marina, and as other yachts come alongside. So work toward making your ground tackle convenient to use. To gain peace of mind, rig up your stern anchor and a second bow anchor so it is easy to put out extra ground tackle. Have a good rowing boat and a long set of oars and experience "the joy of rowing." Work at making your onboard bathing facilities easy and convenient so your crew does not feel the need to be in a marina just to have a shower.

Ration Cruising in Company

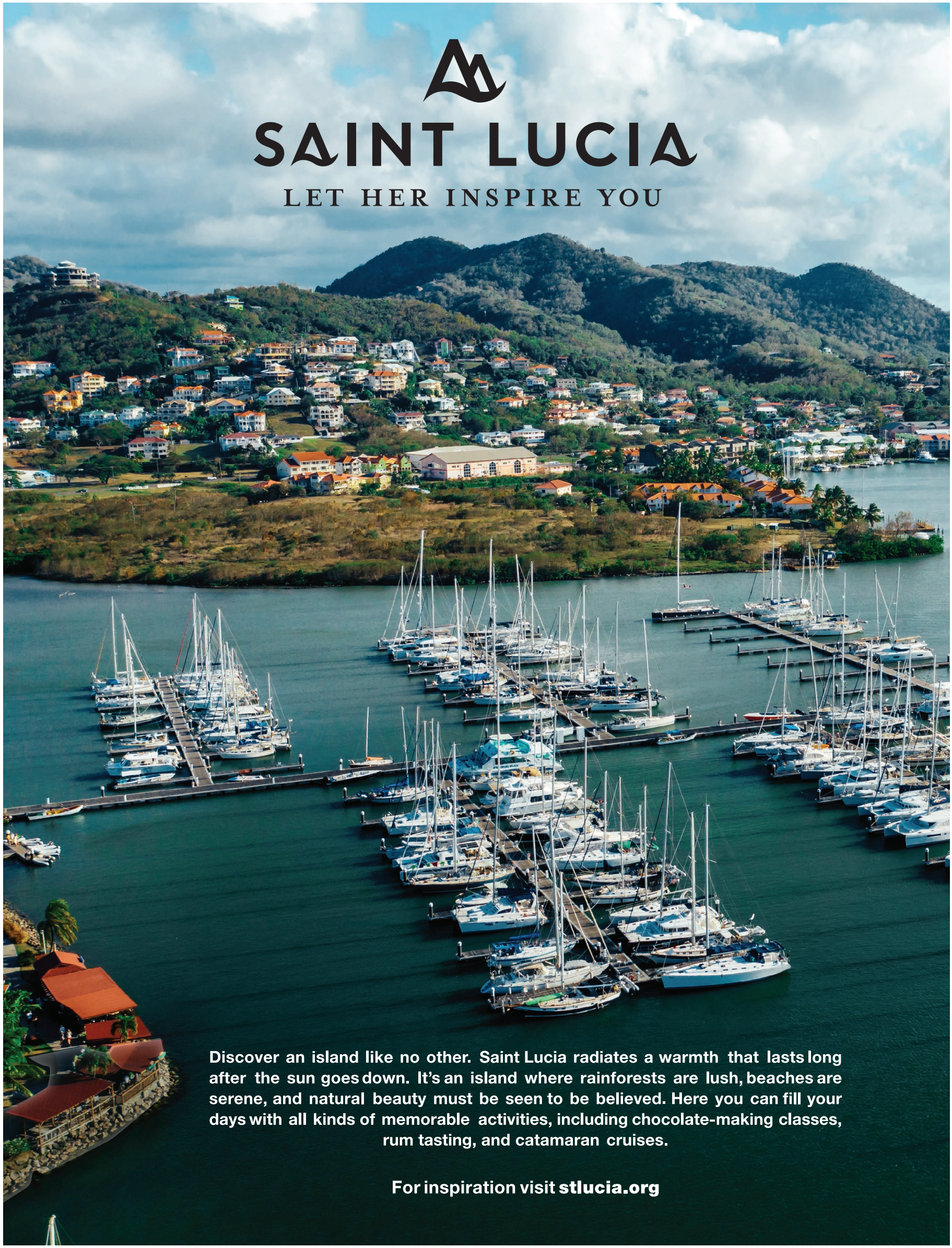
Although rallies provide enjoyable camaraderie, this is definitely not a cost-conscious way to cruise. First there are the entry fees, then the cost of rushing to buy, install, or repair various types of rally gear to meet the organizer's liability-insurance requirements.

If this final outfitting is done at a rally starting port, local service and supply people will charge more because they have a captive audience. Since you'll be urged to keep pace with the rest of the group, you'll be rushed into fixing gear "right now," no matter what the cost, rather than sail to another port with more competitive prices. From outfitting and provisioning to the clothes you wear, to entertaining on board and restaurants on shore, "keeping up" is a hard part of rally life that could drain your cruising kitty as well as your feeling of self-esteem.

Then there are the other costs. Rally implies lots of boats moving at the same time, which usually translates into boats racing. This leads to wear and tear on sails and gear far in excess of normal laid-back cruising. This rush mentality may add unexpected tensions among crew who pictured cruising as an antidote to shore life. And of course as part of a rally, you'll gain a lot of sailing friends in the fleet, but you'll lose the time to involve yourself in the local culture. Because you arrive as part of a readymade floating community, you often will be cut off timewise and socially from local people, the very people who could show you the most fascinating sights and advise you where to shop inexpensively for everything from services to entertainment.

Cost Conscious Cruiser *is available from Amazon (amzn.to/3o7CuGn). Check out Lin's blog at pardeytime.blogspot.com.*




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Discover an island like no other. Saint Lucia radiates a warmth that lasts long after the sun goes down. It's an island where rainforests are lush, beaches are serene, and natural beauty must be seen to be believed. Here you can fill your days with all kinds of memorable activities, including chocolate-making classes, rum tasting, and catamaran cruises.
For inspiration visit stlucia.org

Falmouth Freddy and the Cruising Kanes



by Niamh McAnally

Chapter 3: Saint Martin/Sint Maarten

Nautical twilight was just over the horizon as s/v *Market Play* approached the French/Dutch island of Saint Martin/Sint Maarten. At the helm, Logan Kane had just re-engaged the autopilot. His shoulders ached. He wasn't used to hand-steering for that many hours but the horrendous overnight crossing of the Anegada passage had left him no choice. Now that they were in the lee of the island and the howl of the wind had eased, he could enjoy some quiet. Even Freddy, the obnoxious parrot they'd inherited in the BVI, had finally quit squawking. Logan knew nothing about parrots, nor wanted to, but as soon as they got wi-fi he planned to research how to make him sleep. He'd like to think, permanently, but—

"Bonjour!" Charlotte interrupted his musings with a smile and a glorious mug of coffee.

"Thanks, beautiful. Did you get any sleep?"

"Some. Can't wait to see them."

"I'm excited for you, too. Sorry it's been so long." Charlotte hadn't seen her brother's family since she'd agreed to the cruising lifestyle, but the pressure of having to sail in last night's conditions just to meet their flight arriving from Paris today was not the kind of risk Logan wanted to take again. During those hellish hours he'd made up his mind that any future guests wishing to visit could either pick the date and fly to wherever *Market Play* was, or choose an island and come when he and Charlotte were already in port, but from now on he couldn't have guests restricting them to date and location.



DIGITAL PAINTING BY TAD RICHARDS

The sky peeled back the dark to reveal the outline of the island, then bathed it in an orange glow. Logan sipped his coffee. And when the sun crested the top of the hill, the waves sparkled in gold. These scenic moments made all the salty ones worthwhile. Just as he reached for his wife's hand, the chart plotter beeped, Charlotte's phone pinged, and Freddy flapped into the cockpit. Logan checked to see what had caused the AIS alarm.

"*Là bas*!" Charlotte said, pointing, "What is that?"

Logan looked aft. "Jesus!" A cruise ship was bearing down on their starboard quarter.

"Pretty box, pretty box," said Freddy in his most unhelpful way.

Logan checked the plotter to identify the vessel. One of the Celtic Tiger fleet. Destination: Philipsburg. Crap. On their current course they'd intersect in 34 minutes. Nearest approach flashed between .25 of a mile and 0. He reached for the VHF and hailed:

"*Celtic Circus*, *Celtic Circus*, this is sailing vessel *Market Play*, Channel 16."

Nothing. Except for the continual pinging of Charlotte's phone. Logan tried hailing again. This time the captain answered.

"*Market Play*, switch channel 18."

"Switching." Logan clicked up twice.

"*Celtic Circus*, this is *Market Play*, we're a 40-foot sailboat heading for Simpson Bay. We can alter and pass behind you. Over."

"You're OK. Hold your course. Over."

"But that means crossing your bow. Over."

"We're slowing down, waiting on a pilot boat. Hold your course. *Circus* out."

Logan stared at the mic. His gut told him it would be better to go behind the cruise ship.

"Char." His wife was still scrolling through texts. "Char, I think we should be prepared to tack if needed. Char?"

When she looked up, he saw her tears.

"What's the matter?"

"They're not coming."

"What? Why?"

"Baby Claude is in hospital."

"What happened?"

"He fell off the table. His head is injured."

"Oh, Char, I'm so sorry. Will he be OK?"

"They don't know."

"Don't know, Don't know, Don't—"

"Freddy! Be quiet," yelled Logan.

"Freddy quiet," the parrot mimicked, then "Logan loud, Logan loud." The bird hopped onto Charlotte's shoulder as if to offer comfort.

"Ow," she said, still not used to his claws.

The AIS continued to beep.

"*Mon Dieu*, Logan, they're not slowing down."

Logan was already calling again. A different voice answered:

"*Market Play*, it might be better to go behind us after all. *Circus* out."

"Copy." Logan slammed the mic back on the hook. If only they'd agreed to his proposed course ten minutes earlier. Now he'd almost have to do a U-turn. "Tacking to port," he announced. "Ready about."

As Charlotte relaxed the starboard jib line and hauled in the port, Logan spun the wheel through the wind and Freddy flew outside onto the railing as though he thought his body weight could assist the maneuver. Logan almost laughed but then heard something crash below.

"Oh, *Merde*," said Charlotte, then grimaced, expecting the bird to parrot. But Freddy was too busy hiking out.

"What was it?" Logan asked.

"Coffee pot. Forgot to put it in the sink."

"Oops."

After they'd completed a double tack, wide turn, and settled on their new heading, Charlotte gasped:

"Oh, *là, là*! Logan!"

Now it looked as if they were aiming straight for the cruise ship. Logan switched on the engine to boost their speed.

"Don't worry. It only seems close."

"Non! I can see what they're having for breakfast!"

"Freddy food, Freddy food."

"Oh, shut up, Freddy," Logan and Charlotte said together.

It felt like forever before *Market Play* moved far enough down the side of the ship to be able to cross behind. The wake from the huge vessel was surprisingly flat, but it created such a strong current that the sailboat was slalomed across.

When the drama was over, they both sat for a moment.

"Now what?" asked Charlotte.

Logan was tired, and ready to stop. But since they didn't have to go to the airport anymore, there was no need to bother with the busyness of the Dutch side. "Do you want to keep heading south to St. Barth's instead?

"How far?"

Logan consulted the chart. About four hours.

"*Beurk*!"

"Wait, there's an uninhabited island halfway down, we could anchor for the night at... Isle Fore-choo."

"I'll Fork You, I'll Fork You," said Freddie.

"I think you mean Île Fourchue," said Charlotte, laughing at the pair of them. "*Bon*! *On y va*!"

If you missed Chapter Two of Falmouth Freddy and the Cruising Kanes*, you can catch up in our August-September issue (caribbeancompass.com/online/328-August-September-2023.pdf).*

Niamh McAnally is an Irish-born former TV director turned author. She hosts interactive "behind the scenes" presentations to various groups and book clubs. To learn more visit www.thewriteronthewater.com.

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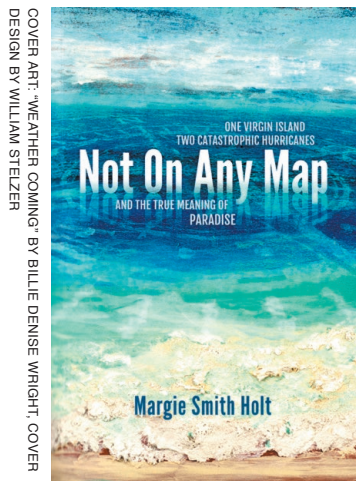
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The True Meaning of Paradise

Book Review by Caitlin Richards

Not On Any Map: One Virgin Island, Two Catastrophic Hurricanes, and the True Meaning of Paradise *by Margie Smith Holt. Re:Write Books, New York, NY, 2023. 311 pages*



COVER ART: "WEATHER COMING" BY BILLIE DENISE WRIGHT. COVER DESIGN BY WILLIAM STELZER



MAP BY BRYAN MCKINNEY

Almost every book genre has a formula, and self-published memoirs about the Caribbean are no exception. The first chapters: person comes to the Caribbean on vacation, daydreams (usually over cocktails) about dropping out and moving to the Caribbean or dropping out and buying a sailboat, followed by a brief biographical section, logistical problems (more of those in the case of buying a sailboat), taking the plunge, boxing up the old life and leaving home. The meat of the book covers the actual adventure part, generally including an inevitable dig at tourists encountered on the journey, a fair amount of bravado, and, if you're lucky, not too much about bathrooms. The final chapters tend to be in the style of an epilogue, ending either with the equivalent of "reader, I married him," or "reader, I left him."

So, what makes *Not on Any Map* stand apart from the rest? First and foremost, Margie Smith Holt is a very good writer. Second, and this is probably covered under first, though Holt is the narrator, and it is her memoir, she includes many other characters, and not just as mentions. Each of the people who were a part of her experience has a name, and a background, and a personality, and we care about what happens to them. Holt is invested in the people and the island, so the reader is, too. Third: Holt's memoir largely takes place on the island (St. John), rather than on the ocean, and that's both a difference from the more strictly sailing memoirs and also shines a bigger spotlight on the writer's chops.

In the earlier chapters the chronology gets a bit scattered in parts — was Holt already working at Skinny Legs when she went to her first Thankspigging? When, exactly, did she take the reporter job for the St. John *Sun Times*? Ultimately it doesn't really matter to the telling of the story. Thankspigging is what's important, and Skinny Legs, the bar where Holt waited on tables and also the bar where Thankspigging occurs, is what's important, and they both come through in technicolor. Anyone who has lived in a small town or worked at a local bar will appreciate the nicknames: Mean Jean, Sister Sarah, Jungle George — though Holt does lead the book with the caveat "Some names and identifying details have been changed to protect the privacy of individuals, but all events are true."

In Part Two, Holt leaves St. John to go on an odyssey, journeying port to port and picking up crew jobs on various sail boats. This section is given less detail and feels more like resumé line items compared to the richness of the first sections.

"Category Five: Hurricane Irma" is undeniably the best part of the book. Having earlier introduced the island and its characters, Holt now gives a gut-wrenching person-by-person account of Irma, blending storytelling with reporting, Holt's narrative voice changing the way soundtrack music changes to set the mood. Holt returns to St. John after Hurricanes Irma and Maria decimate the island in back-to-back blows. Initially not sure if she would be in the way as it's no longer her fulltime home, Holt is asked to come, because someone needs to tell the story, someone who knows the heart and soul of the place. Holt certainly rises to the challenge.

The true meaning of paradise: "Is it a place? An X on the map? ...Or is it internal? A state of mind. Something that lives in your head, or your heart. Is it a moment in time? Does it follow you, travel with you? Can it be recreated? If it's a place, and it changes, is it still paradise?

Can you go back?"

Reader, she married him. Sort of.

The Remarkable Sea Squirts

Story and photos by Darelle Snyman

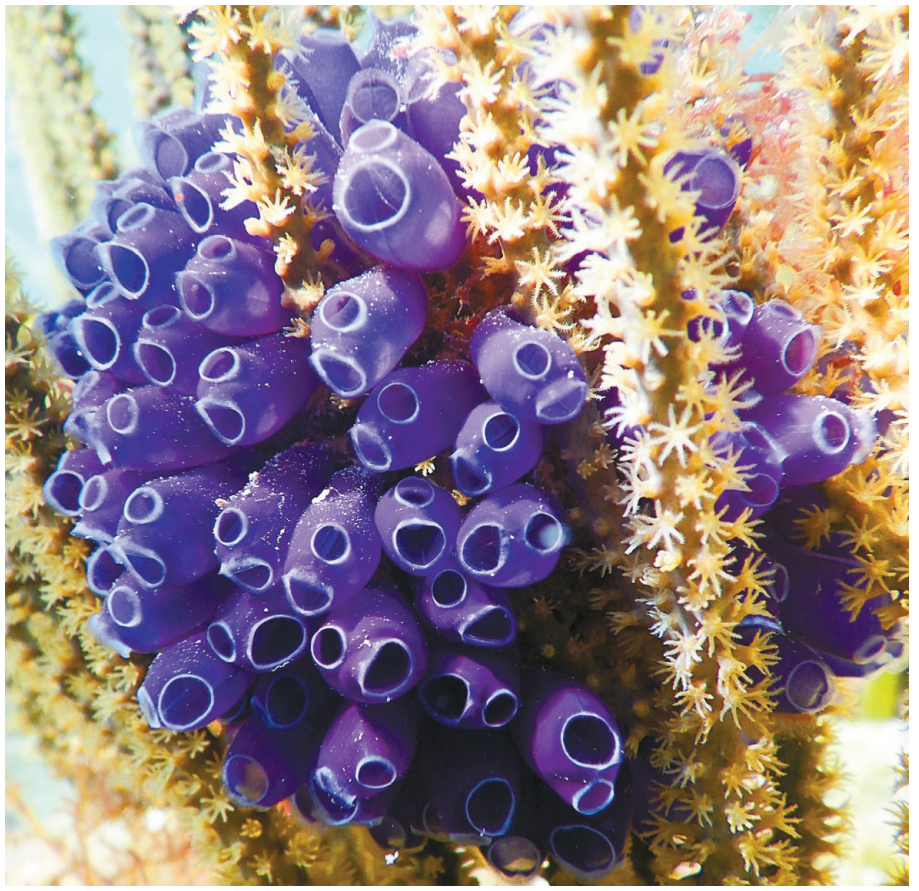
When it comes to marine animals, I remain most fascinated with those creatures that travel through life spineless, the invertebrates. These uniquely adapted creatures are just remarkable, and one such group that does not disappoint are the filter-feeding sea squirts or Ascidians. These unassuming little organisms might appear primitive and simple, but are actually highly evolved and interesting; not only do they share anatomical features with backboned animals, but are also known for eating their own brains — an action that is less dramatic than it sounds. Their common name aptly describes their habit of squirting a jet of water in response to touch when removed from their watery home.

Officially they are known as "the tunicates," because of their tough, protective body covering, which is called a tunic. This tunic is composed of cellulose, a fact that sets tunicates apart from other animals, as the ability to create cellulose has been considered the domain of plants only. This is just one of many fascinating facts about tunicates, so let's dive into the world of these squishy creatures.

Sea squirts colonize the marine world in a diversity of colors, shapes, and sizes, and they are not in short supply; there are more than 3,000 known species. To me none are more beautiful than the **bluebell tunicate** (*Clavelina puertosecensis*), a species I first discovered in Belize and mentioned in a previous Compass article (March 2020, "A New Year Brings New Discoveries"). These stunning tunicates arrange themselves in clusters to form a bouquet of blue to purple, a species just begging to be photographed and the reason why I could not resist including it again in this article.

In shape they clearly reflect their genus name, *Clavelina*, which means ¨little bottles." Their tiny, bottle-shaped bodies bear the two tubular openings or siphons, characteristic of many tunicates, which often cause them to be

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Of the more than 3,000 known species, none are more beautiful than the bluebell tunicate

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confused with sponges. They feed by drawing in nutrient-laden water by the larger, oral siphon, while filtered water and waste are expelled by the second, smaller siphon, known as the atrial siphon. It is amazing to think that these tiny, colorful structures contain all the necessities to maintain life: a digestive, reproductive, circulatory, and nervous system.

They also have another unique ability up their sleeve. They can switch the direction of blood flow by reversing their heartbeat — how amazing is that? Researchers, however, have not been able to establish the adaptive value of this ability.

Another contender for the most beautiful tunicate is the **painted tunicate** (*Clavelina picta*), a translucent species with siphons rimmed by red to purple colors. Like bluebell tunicates, painted tunicates also organize themselves in clusters that can number in the hundreds. They are often found attached to gorgonians.

The fascinating life cycle of these strangely beautiful organisms has garnered a lot of attention. The tunicate starts out life as a free-swimming larva that resembles a tadpole. Interestingly enough, it can reproduce sexually but cannot feed, as it has no mouth. It is this stage that makes tunicates the animal group most closely related to vertebrates. The tiny, tadpole larva exhibits important vertebrate features, such as the presence of a notochord (a cartilaginous skeletal rod that's found in the embryos of vertebrates) and a nerve cord that extends down its back. This free-swimming stage does not last long, and the larva soon undergoes a remarkable transformation, losing its vertebrate features in the process. During settlement it will attach itself head down onto the substrate and start absorbing and digesting all the body parts it will no longer need in its new fixed life, even its brains. The remainder of the body undergoes a 180-degree rotation, and it takes its place among the tiny critters we admire and study. Adult tunicates, on average, have a lifespan of about one year.

As sessile (fixed) organisms, many tunicates rely on chemical defenses to protect themselves from becoming a tasty snack. Painted tunicates maintain a high acidity in their tunics, making them less palatable. Tunicates well known for the chemicals they produce are the **mangrove tunicates** (*Ecteinascidia turbinata*). The blood of these tunicates contains such high concentrations of the element vanadium that very few animals can stomach feeding on them.

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The only organism that does not seem to be deterred by the chemical defenses of mangrove tunicates is the **tiger flatworm** (*Maritigrella crozieri*). It actually goes as far as to incorporate the chemical, known as Ecteinascidin-743, into its own body, preventing predators from preying on it as well. This impressive compound, also known as trabectedin, has proven itself to be highly effective against certain cancers, especially sarcomas, and has been approved for use by the FDA.

I first encountered this fascinating orange colored tunicate while snorkeling around jetties and mangrove areas in Isla Mujeres, Mexico. They grow in very dense clusters, all connected by a network of stolons (horizontal runners) and often found surrounding mangrove roots, hence the common name. It has been shown that their presence can actually benefit the root. Studies found that by covering the root, the mangrove can protect the tunicates against wood boring isopods, resulting in the roots having a higher growth rate.

These amazing tunicates provide shelter to individuals smaller than themselves. Three different species of amphipods have been found living inside the tunic of mangrove tunicates, feeding from the water pumped in.

But they can also cause their share of problems. Mangrove tunicates, like many other tunicates, are not picky about where they settle and you can find them on a host of different substrates, such as rocks, jetties, boat hulls, mooring lines, shellfish, and floating debris. This tendency of certain tunicates to become invasive and grow on substrates where you don't necessarily want them can make them less endearing. The damage caused to structures by fouling organisms, such as tunicates, can be extensive and can have severe ecological and economic implications.

Mangrove tunicates with their orange coloring also make a striking image underwater, but when it comes to beauty not all tunicates are created equal, and one such unfortunate creature is the **black condominium tunicate** (*Eudistoma obscuratum*). When looking at this creature it is clear why certain sea squirts can be visually confused with sponges. The tiny individuals or zooids are encased in a common black tunic, giving them a globular appearance. The siphons that dot the globular mass are outlined with thin, white lines. These reef dwellers are often encountered in the shallows, nestled in rock crevices.



When it comes to beauty not all tunicates are created equal, and one such unfortunate creature is the black condominium tunicate.

Some tunicate species deviate so much from the visually appealing body plan of species such as the bluebell and painted tunicates that they are hardly identifiable as tunicates. One such species is the **flat tunicate** (*Botrylloides nigrum*) that form flattened colonies, as the name indicates, encased in a mass of tunic material that branches extensively. The tiny zooids range in color from yellow to orange-red and appear elongated and curved. You can find them across the Caribbean on coral reefs, seagrass beds, mangroves and human-made substrates such as the bottom of my kayak, as seen in the photo. I know, this time I cheated and did not find it nestled somewhere on a coral reef.

There are so many of these strange creatures to discover and although they may not seem like much, closer inspection has revealed how complex and amazing their stories really are. I hope this article has inspired you to keep an eye out for these tiny critters as you explore the underwater world.

Editor's note: *For more, read the author's column in the March 2020 issue of* Compass *(caribbeancompass.com/online/march20compass_online.pdf).*





A Cruiser's Guide to a Capsule Wardrobe

By Joyce Gauthier



MATTHEW GAUTHIER

Joyce in the Inno long sleeve hooded rash guard. It provides sun protection with UPF 50+ and has a half zip at the neck.

When living aboard, one challenge is determining what clothes to bring. A wardrobe for any sailor, aside from the foulies needed to handle rough passage weather, should accommodate heat and cold, adventure, relaxation, and an occasional dressy occasion. I experiment with a capsule wardrobe. My cruiser-specific wardrobe is small enough to fit in two small drawers, three shelves, and five hangers.

What is a capsule wardrobe?

In a nutshell, it's a minimal set of clothing, shoes, and accessories that can be mixed and matched to handle different conditions and create different looks. A typical capsule wardrobe consists of fewer than 40 pieces. Hundreds of kit can be created by combining the items in various arrangements.

A Cruiser's Capsule Wardrobe

When cruising in a warm climate, there are certain items every sailor must have.

Work clothes: These are items that can be used in a messy project — an old set of shorts and a T-shirt that you don't mind ruining. Boat projects are destined to happen, no matter where you are.

Bathing suits and cover-ups: I found the perfect swim shirt on Amazon.com. It can be worn in or out of the water for sun protection. The Inno long sleeve hooded rash guard for women is adjustable with ruched sides. It provides sun protection with UPF 50+ and has a half zip at the neck. It's available in a variety of colors for $27.99.

Adventure sandals: These are what I call a set of sandals that can be worn on rough terrain. Rocky beaches require something to cover your tootsies and a strap to keep the sandal from slipping off your heel. Chacos for men and women are a favorite of many of my friends. While they are a bit pricey at $100 for a pair on chacos.com, you can find bargains on Amazon and Zappos.

A dress and sport jacket: I like to have one dress with me. I don't often find myself in situations where I need to dress up, but you never know. A couple years ago in the Bahamas, we got wind that Prince William and Princess Kate were making an appearance down the street from where we were. Of course, we had to get dressed up to see royalty.

A nice pair of shoes: I have a pair of wedges that I love (and can walk in). Also consider ballet flats, Sperrys, or a dressy pair of sandals to fill this category. Men should have one decent pair of topsiders.

A long-sleeve shirt and pants for cool weather: The L.L. Bean airlight knit pullover is my go-to long sleeve. This versatile pullover is available in a variety of sizes and colors, priced at $74. I also pack my denim button-down shirt. It dresses up shorts and t-shirts and adds an extra layer for chilly nights.

Toppers: Every sailor needs a cap or a hat for sun protection and, of course, to look cool. After years of sailing, I finally found the hat that works for me. The Tilley LTM6 Airflo Broad Brim is my new favorite hat. It packs well, doesn't budge in the wind, and comes in different sizes. There are adjustable straps in the front and back for windy dinghy trips to town. They retail for $100, but if you are a savvy shopper and aren't too picky about the color, I've seen them as low as $50 on Amazon.com.

T-shirts and shorts: These are staples. I find most of mine in secondhand stores as I travel. Between the sun, questionable laundry techniques, and general wear and tear, I find it best not to splurge. I gravitate towards black or gray shorts so they match any color top. That way, I don't have to stick to boring neutrals for my capsule wardrobe.

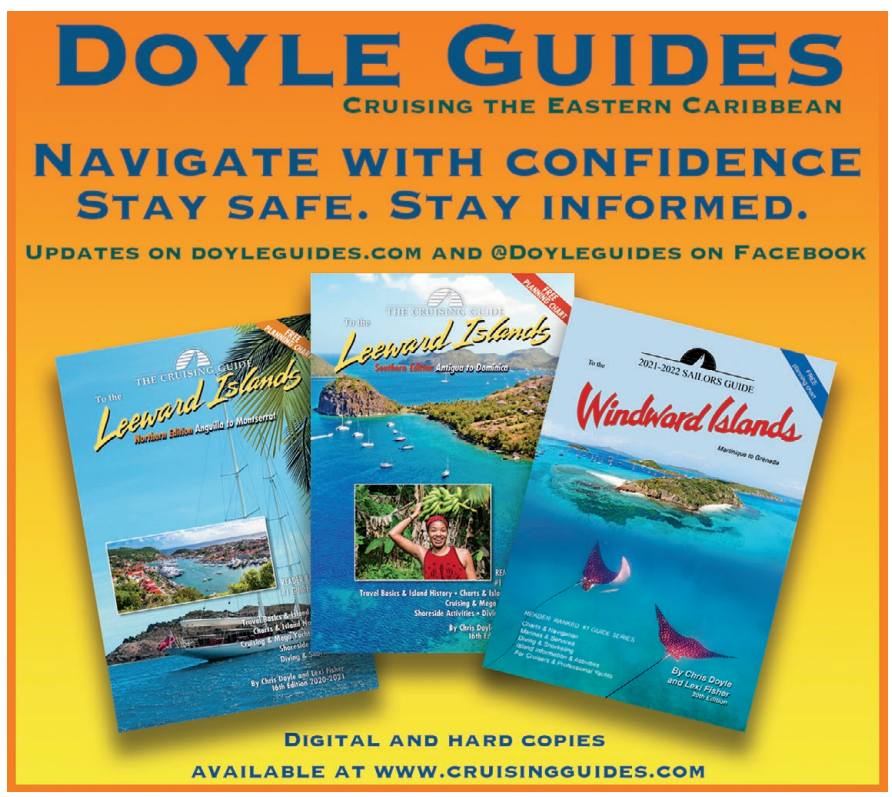
Curate Your Capsule Wardrobe

Go through what you already have and get rid of the items you don't love. Be realistic about what you're going to wear. If you never wore dresses on land, you may never wear them on a boat. Include only clothes that fit. When you are paring down, there's no room for the "I'll wear this when I lose five pounds" item.

Organize what you have and identify what you need. Need more swimsuits? How about a pair of shoes that are suitable for walking the town and wearing out to dinner? What are you missing?

Get pieces that are versatile and fit your specific cruising lifestyle. Have fun creating your dream wardrobe. You don't have to do it all at once This is something that takes time. I've been working on mine for years!

Capt. Joyce Gauthier is a fulltime liveaboard along with her husband, Matt, and her shih tzu, Loki, on s/v Gavia*, a 1974 Camper Nicholson ketch.*





October to November

By Jim Ulik



JOHAN ELERT BODE, 1801

Cassiopeia, Perseus, Medusa and Andromeda

The ancient Greeks were not immune to relying on oracles or self-proclaimed representatives of a god or gods to prophesize future events. An oracle informed King Acrisius of Argos that if his daughter Danae had a son he would grow up to kill him. With Zeus as the father there was little the king could do to prevent Perseus from being born. The king feared the oracle's prophecy, so he cast his grandson and daughter out into the sea in a wooden chest. They survived by praying to Poseidon to calm the seas.

"Bear witness, Zeus, and all you gods on high Olympus! I condemn my daughter Danae, and her son Perseus to the sea! Her guilt and sin have brought shame to Argos! I, Acrisius the King, now purge her crime and restore my honor! Their blood is not on my hands!" from the movie "Clash of the Titans" (1981).

Enter Andromeda, the daughter of Cassiopeia and Cepheus, the king of Ethiopia. Cassiopeia claimed that Andromeda was more beautiful than the Nereids, the nymphs of the sea. That comment angered Poseidon. Another oracle told the king that to appease Poseidon he needed to sacrifice Andromeda to the sea monster Cetus. Perseus rescued Andromeda from her fate using the head of Medusa to turn the monster to stone.

The goddess Athena made the Andromeda constellation in the sky so that she would always be remembered. Surrounding is the family of constellations associated with Andromeda and Perseus. These constellations will be visible throughout the night during October and most of November.

Sunday, October 01
Look for the Moon to share the night sky alongside Jupiter. The Moon will rise bearing 72 degrees just before 2000h. Jupiter will follow two and one-half degrees separating the pair.

Monday, October 02
The Andromeda Galaxy (M31) will reach its highest point in the sky. It will appear as a fuzzy patch near the Andromeda constellation. The galaxy is rapidly approaching to one day merge with the Milky Way. In fact the halos of both galaxies are now touching. For reference, the Andromeda Galaxy diameter is six times the diameter of the Moon.

Tuesday, October 03
The Moon has shifted its position away from Jupiter to an apparent location near the Seven Sisters.

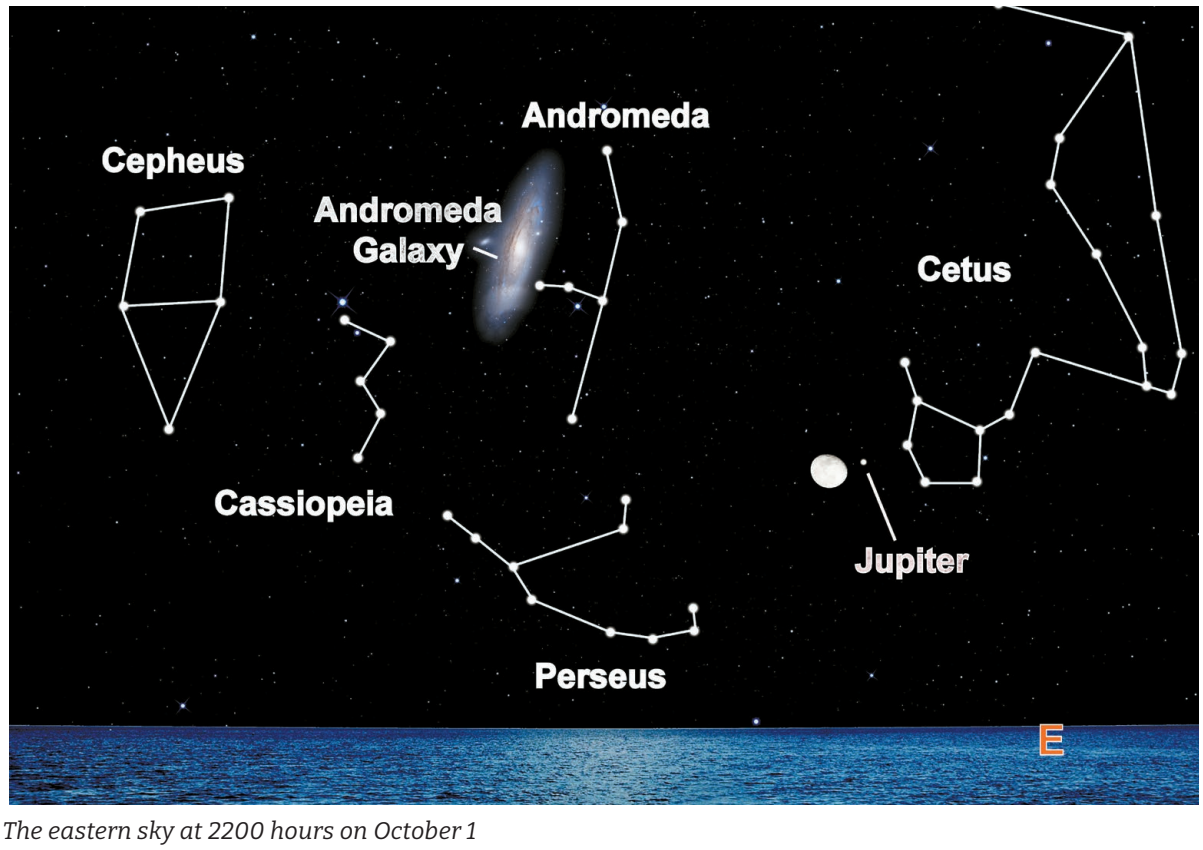
Friday, October 06
The October Camelopardalid meteor shower reaches its peak. A few meteors will radiate out of the northern sky from an area east of Polaris. The number of visible meteors per hour will increase at higher latitudes.

Saturday, October 07
Pollux, one of the stars used in celestial navigation, is the brightest star in the constellation Gemini. Look for it to rise a few minutes after the Moon. This close approach becomes apparent when they rise above the horizon between 61 and 62 degrees true.

Sunday, October 08
The Draconids meteor shower peaks tonight. The Draconids is an unusual shower in that the best viewing is in the early evening instead of in the early morning hours. Meteors will radiate out of the north from the constellation Draco, but they can appear anywhere in the sky.

Tuesday, October 10
Venus will remain a morning apparition for the next few months. There is a close approach between the crescent Moon, the star Regulus and Venus. All three objects will be grouped in a near perfect line north to south.

—Continued on next page



JIM ULIK

The eastern sky at 2200 hours on October 1



—Continued from previous page

Saturday, October 14

An annular eclipse will cross North, Central, and South America. An annular solar eclipse happens when the Moon passes between the Sun and Earth when it is at or near its farthest point from Earth. The Sun will never be completely blocked by the Moon during an annular solar eclipse. Therefore, during an annular or partial eclipse, it is never safe to look directly at the Sun without specialized eye protection designed for solar viewing. You can also use an indirect viewing method, such as a pinhole projector. The Caribbean will experience a partial solar eclipse where the Moon will only block between 50 to 80 percent of the Sun. The eclipse will begin after 1300h and end shortly after 1600h.

Saturday, October 21

A random shooting star or two may radiate out of the eastern sky the last half of October. Four showers are active now but, the liveliest one is the Orionids. This shower may produce up to 20 meteors per hour at its peak. They are produced by dust grains left behind by comet Halley. Meteors will radiate from the constellation Orion, but can appear anywhere in the sky.

Monday, October 23

Venus reaches its greatest western elongation of 45 degrees from the Sun. This is the best time to view Venus since it will be at its highest point above the horizon in the morning sky.

In the evening sky Saturn can be found off the dark side of the Moon. Saturn maintains its position in Aquarius while the Moon has exited Capricornus. For reference six degrees separate the celestial bodies.

Saturday, October 28

The Moon will be located on the opposite side of the Earth as the Sun and its face will be fully illuminated. At moonrise the tail end of a penumbral lunar eclipse can be seen for about 45 minutes. Even though the Moon is very bright you might be able to spot Jupiter a short distance below.

Friday, November 03

Jupiter will be at its closest approach to Earth and its face will be fully illuminated by the Sun. It will be brighter than any other time of the year and will be visible all night long. A good pair of binoculars should allow you to see Jupiter's four largest moons, appearing as bright dots on either side of the planet.

Monday, November 13

The Moon is located on the same side of the Earth as the Sun and will not be visible in the night sky. Tonight's New Moon is best time of the month to observe faint objects like the Andromeda Galaxy or shooting stars.

Friday, November 17

The Leonids meteor shower reaches its peak tonight producing up to 15 meteors per hour. This shower has a cyclonic peak about every 33 years where hundreds of meteors per hour can be seen. The last of these occurred in 2001. The Leonids is produced by dust grains left behind by comet Tempel-Tuttle, which was discovered in 1865. The shower runs annually from November 6-30. It peaks this year on the night of the 17th and morning of the 18th.

Wednesday, November 22

The alpha Monocerotids may be a meteor shower to watch for. Meteors may begin to radiate out of the east around 2200h. This is a variable shower that could produce from 5 – 400 meteors per hour. The number of visible meteors will increase as the radiant point rises higher in the sky. The shower is active November 14 – 25.

Saturday, November 25

The Moon is making another close approach to Jupiter in the sea monster Cetus.

In the News

U.S. Government UAP-Related Program/Activity Reporting

All-Domain Anomaly Resolution Office (AARO) is leading the U.S. government's efforts to address Unidentified Anomalous Phenomena (UAP) using a rigorous scientific framework and a data-driven approach.

"Humans are subject to deception and illusions, sensors to unexpected responses and malfunctions and, in some cases, intentional interference," Sean M. Kirkpatrick, director of AARO. A web page has been set up to regularly update the public about AARO's work and findings (www.aaro.mil).

*All times are given as Atlantic Standard Time (AST) unless otherwise noted.

Jim Ulik sails aboard s/v Merengue.

CALENDAR

October 2023

3 Public holiday in St. Lucia (Thanksgiving Day)
8 Clean Coast Bonaire
9 Public holiday in Puerto Rico and USVI (Indigenous Peoples Day)
9-14 Bonaire Regatta. www.infobonaire.com
10 Public holiday in the Bahamas (National Heroes Day)
13-16 Tobago Blue Food Festival. www.visittobago.gov.tt
17 La Marguerite Flower Festival, St. Lucia
21 Willy T Virgin's Cup Race, BVI. www.royalbviyc.com
24 Public holiday in Trinidad & Tobago (Divali)
25 Public holiday in Grenada (Thanksgiving Day)
25 Creole Day (Jounen Kweyol), culmination of Creole Heritage Month, St. Lucia and Dominica
25-26 Optimist Championship, St. Maarten. smyc.com
27 Public holiday in St. Vincent & the Grenadines (Independence Day)
27 Foxy's Cat Fight, Jost Van Dyke, BVI. www.westendyachtclubbvi.com
27–29 World Creole Music Festival, Roseau, Dominica.
28 FULL MOON
28 Salty Dawg Fall Rally to the Caribbean from Newport, RI. www.saltydawgsailing.org
29 Carriacou Corn Festival. www.puregrenada.com/events/carriacou-corn-festival
29 – Nov 2 St. Lucia Bill Fish Tournament, Rodney Bay Marina, St. Lucia. www.caribbeanevents.com/event/saint-lucia-bill-fish-tournament
31 – Nov 4 Caribbean Rum Awards/St. Barth's Rum Festival www.caribbeanrumawards.com

November 2023

1 Public holiday in Antigua (Independence Day) and in some other places (All Saints Day)
1 *Hampton, VA start of Salty Dawg Fall Rally to the Caribbean. www.saltydawgsailing.org*
3 Public holiday in Dominica (Independence Day)
4 Keelboat Season Championship, Race Day One, St. Maarten. www.smyc.com/keelboat-season-championship
4 Barbados National Dinghy Championships. www.caribbean-sailing.com/event/barbados-national-dinghy-championships-8
5 Start of ARC+ from Canary Islands to Grenada. www.worldcruising.com
7-10 BVI Charter Yacht Show, Tortola. www.crewedyachtsbvi.com/charter-yacht-shows
8 FULL MOON
11–15 USVI Charter Show, St. Thomas. www.usviyachtshow.org
12 Clean Coast Bonaire
15-19 St. Barth Cata Cup. www.stbarthcatacup.com
16–18 Alliouagana Literary Festival, Montserrat
17-19 Jolly Harbour Yacht Club Annual Regatta, Antigua. www.jhycantigua.com
18 Puerto Rico Discovery Day anydayguide.com/calendar/2700
18 Nanny Cay Round Tortola Race, BVI. www.royalbviyc.com
19 Start of ARC from Canary Islands to St. Lucia. www.worldcruising.com
20 Marabana Marathon, Havana, Cuba. www.cubagrouptour.com/havana-day-tours/havana-marathon-experience
24-26 Mango Bowl Regatta, St. Lucia. www.facebook.com/MangoBowl
27 FULL MOON
30 Public holiday in Barbados (Independence Day)
30-Jan 3 Jammin' J/22 International Regatta, Jamaica jboats.com/2023-blog/j-22-jammin-jamaica-regatta -announcementtrellisbaymarket.com/fullmoonparty

See the entire calendar of events at caribbeancompass.com/caribbean-events-calendar

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Crossing the channels between Eastern Caribbean islands, an ebb tide carries you off to leeward and a strong flood tide creates lumpy seas, so crossing with a favorable tide is faster and more comfortable. The table below, showing the local time of the meridian passage (or zenith) of the moon for this month, will help you calculate the tides.

Water generally tries to run toward the moon. The flood tide starts running eastward soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then ebbs westward. From just after the moon's setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon after its rising, the tide runs westward.

The first hour after moonrise, the westerly current is barely negated. The second hour the flood tide is stronger, the third and fourth hour it's strongest, then it eases off in the fifth and sixth hours. The maximum tide is three or four days after the new and full moons.

October 2023	
DATE	**TIME**
1	0113
2	0204
3	0257
4	0352
5	0447
6	0542
7	0634
8	0724
9	0810
10	0854
11	0935
12	1016
13	1055
14	1136
15	1218
16	1303
17	1352
18	1446
19	1543
20	1642
21	1743
22	1841
23	1937
24	2030
25	2120
26	2209
27	2259
28	2350
29	0000 FULL MOON
30	0042
31	0137

November 2023	
1	0233
2	0330
3	0425
4	0516
5	0605
6	0649
7	0732
8	0812
9	0852
10	0932
11	1014
12	1058
13	1146
14	1239
15	1336
16	1436
17	1537
18	1637
19	1733
20	1825
21	1915
22	2003
23	2051
24	2139
25	2230
26	2323
27	0000 FULL MOON
28	2019
29	0116
30	0212

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MAY 05-25

Palm Beach — St Thomas — Le Marin — La Rochelle — Southampton — IJmuiden

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Palm Beach — St Thomas — St John's — Savannah — Las Palmas — Palma de Mallorca — Genoa

APR 15 - **MAY** 10

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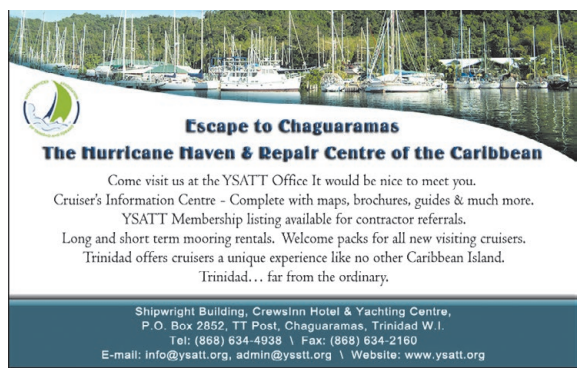
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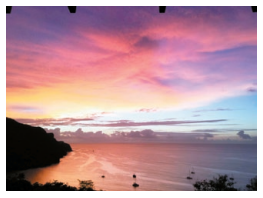


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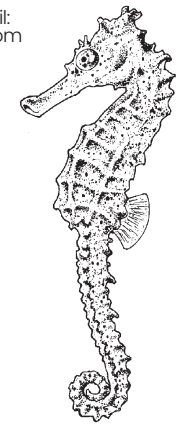
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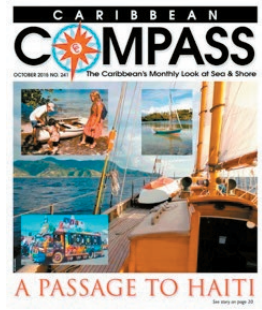
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