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MARCH 2025 NO. 345
The Caribbean's Look at Sea & Shore

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— ANNUAL HAULOUT DIRECTORY, PAGE 13



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Contents

MARCH 2025 • ISSUE 345

5 **CMC Volunteers Rule**
by Mark Stevens

7 **Tribute to One Man: Jim "Hutch" Hutchinson**
by Sally Erdle

8 **SVG Sailing Week April 2025**
by Caribbean Compass *editors*

13 **Haulout Guide 2025**
by Lexi Fisher

24 **J'ouvert from de Truck**
by Ruth Parsons

28 **Island Spotlight: Dominica**
by Lexi Fisher and Chris Doyle



In 2024, St. Vincent and the Grenadines and the British Virgin Islands each broke visitor records. Pictured on the cover is an SVG anchorage at Tobago Cays; on this page is Devils Bay, Virgin Gorda, BVI.

COURTESY BVITBFC

Featured

5 Channel 16 Focus
6 Business Briefs
8 Regattas & Rallies
10 Readers Forum
11 Sounds+
21 Night Sky
27 Calendar
27 Meridian Passage
28 Island Spotlight: Dominica
30 Marketplace
31 Advertiser Index

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On the Cover *Relax and enjoy your favorite tropical island anchorage now, because soon enough, it'll be time to haul out. Turn to page 13 for the story by Lexi Fisher and to page 17 for the guide.*

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The Caribbean Multihull Challenge: Volunteers Make it Happen

By Mark Stevens



SHARON MATTHEWS-STEVENS

The 37-foot trimaran Honey Badger *crosses a rally finish line as volunteers record its time.*

"Over the past few years, the growth of multihulls in sailing fleets here in the Caribbean has been exponential," says yachting luminary Robbie Ferron during a late January 2025 dockside briefing at Sint Maarten Yacht Club.

He's explaining the rationale for one of the region's newest yachting celebrations, kicking off the Caribbean Multihull Challenge, a mini-regatta with a split personality. For the next four days SMYC hosts a rally of multihulls replete with evening social events along with a full slate of serious races.

Doing a four-day "ride-along" on the rally committee boat, occasionally serving as crew, I've been part of the fun from beginning to end, witnessing the enthusiasm of participants and the behind-the-scenes efforts that characterize most successful events.

Everything I'm seeing on the ground (and in the water) attests to the vision of co-founders Robbie Ferron, Stephen Burzon and Petro Jonker, who have created a stellar sailing event, a proactive response to an evolving Caribbean yachting environment.

And everything I'm seeing on the ground (and on the water) further convinces me that volunteers have made the Multihull Challenge happen.



SHARON MATTHEWS-STEVENS

Volunteers Terri Dawson and Kimberley Gunn help with registration.

According to rally coordinator and marketing assistant Heather Court, 20 or more volunteers form an integral part of the team along with SMYC staffers who, according to Court, "have gone above and beyond right from the beginning."

Some volunteers have signed up for parts of the four-day extravaganza; others have been hands-on for the whole thing. Many have been working hard since long before opening day's starting horn.

For the time I'm aboard the rally committee boat, volunteers manage the time trials each day, faithfully recording boat stats, start and finish times, communicating with the fleet.

Hans Huele, skipper of the rally committee boat, a 46-foot powercat provided by The Moorings, a CMC partner, is just one more volunteer, forgoing the paella beach party at St. Barts to guard the boat while the rest of us party, steering us through imposing seas on the passage from Anse Marcel on St. Martin down to St. Barts.

Huele first came to Sint Maarten from the Netherlands 20 years ago and couldn't bring himself to leave. He's been involved with the Multihull Challenge for the past two or three years and skippered a variety of committee boats for 10 different Heineken Regatta events.

His reasons for volunteering are partly pragmatic.

"I love being on a boat," he says. "But Stephen's enthusiasm also inspires me. He's got such a great vision to grow this event."

Huele pauses. "And it's almost impossible to say 'no' to him."

Other volunteers' reasons for participating are as varied as the roles they play. Two women welcome registrants at the yacht club, handing out event shirts to participants. Two other women distribute goodie bags full of complimentary "bling." Other volunteers do the paperwork and organize the payments.

Volunteering at something like this is a chance to immerse oneself in the whole island experience, says former Chicago resident Terri Dawson, who hands out the shirts along with Kimberley Gunn of Ottawa, Canada.

Dawson herself, now a permanent Sint Maarten resident, has filled various roles over the years. She's quick to share some advice. "If you're just visiting for the winter or making this your new home," says Dawson, "getting involved is a fabulous way to become part of the local community."

Fellow desk jockey Gunn, who winters here, nods enthusiastically. This is her first year of working with the Multihull Challenge.

"I find this so rewarding," she says, "I'm also doing the Heineken Regatta this year."

Marty Felan, originally from Texas, and Donna Blakely, who also spends half the year here to escape the Canadian winter, staff the adjacent table.

Along with this event they too volunteer for the annual Heineken Regatta. Blakely has volunteered for the Challenge since it began in 2019.

"This is a natural for me," says Felan. "I love meeting people — and now with the Challenge it feels like I'm meeting old friends again."

Today Felan and Blakely are handing out the gift bags. "I helped pack those bags yesterday," says Felan.

Before the first race day I watch a couple of young guys — volunteers — organizing bright orange triangular markers on the dock.

"Volunteers drive the events boats for the races and rally," says Burzon. "They prep the markers, they set them on the water, they form the race committees, they help with the awards, the prizes. Without the volunteers there wouldn't be an event at all. Even I'm a volunteer."

But he's more than a volunteer: Along with Robbie Ferron and Petro Jonkers he's an event founder. And on top of it all, he's the volunteer coordinator.

From the opening press briefing and registration to the four days of rallying and racing, from the beach party on St. Barts to the awards ceremony, I watch those volunteers in action. Burzon's assessment of their impact is spot-on. And he himself demonstrates dramatically the importance — and commitment — of Challenge volunteers.

Early on the morning after the awards presentation, I notice a man hard at work removing sponsor banners, rolling them up to store them for next year's celebration. He's not alone. Burzon works right beside him, proof positive that it's volunteers who have made the Caribbean Multihull Challenge a success.

For more about the Caribbean Multihull Challenge, turn to Readers Forum, page 10.

BUSINESS BRIEFS

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A revolution in anchor design a quarter century ago made all previous anchors obsolete. All of the new designs were patented, with the Rocna anchor going to the forefront.

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COURTESY BUDGET MARINE

The Famous ROCNA Anchor

Jolly Harbour Marina Expands Catamaran Service

Jolly Harbour Marina and Boatyard officially opened its haulout and storage facilities for catamarans in May 2024, and has now expanded services to meet a rising demand.



COURTESY JOLLY HARBOUR MARINA AND BOATYARD

Aerial view — catamaran yard toward channel

With twin piers that can accommodate vessels to 80 feet LOA with 33-foot beam, and a new Marine Travelift rated as 75-ton, Jolly Harbor is equipped to haul just about any cruising multihull in the region.

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For information, check out https://jhmarina.com or write to info@jhmarina.com

Doyle Offers Free Digital Content to Support Grenadines Recovery

Doyle Guides presents premium digital guide content for Union, Mayreau, and Canouan free of charge until November 2025. This initiative aims to encourage sailors to return to the region and support its recovery after Hurricane Beryl.



COURTESY DOYLE GUIDES

The content for these islands, along with much of the Grenadines, has been recently updated following Hurricane Beryl. These updates include essential information for sailors such as anchorage details, navigation tips, and local services. This free, updated content is accessed through the digital Windward Islands Guide on the free Doyle Guides Mobile App, which can be downloaded from the Apple App Store or the Google Play Store on phones and tablets. The entire Windward Island guide is available on a 12-month or 1-month subscription basis.

Doyle Guides also plans to complete comprehensive post-hurricane updates for the rest of the Windward Islands this season, ensuring all sailors have the most accurate and up-to-date information.

Visit doyleguides.com/app for more details and to download the app.



A Tribute to One Man — Hutch

"One Man" is the name given to Hutch by Papie, of Keartons Village, St. Vincent. "Nobody as free as One Man," Papie said.

by Sally Erdle



PHOTO COLLAGE BY LORRAINE SEATLE

If you're a longtime *Compass* reader, Jim Hutchinson will need little introduction. If you don't know his work yet, perusing https://caribbeancompass.com/back-issue-archive will find many stories. It's a loss to all readers, and all of us at *Compass*, that he died on January 24, 2025.

Best known as Hutch, this solo sailor-philosopher wrote on topics ranging from the merits of sailing and rowing dinghies over outboard power, to hurricane preparations, to book reviews, all of which he took equally seriously. As he said, "Isolation gives pause to reflect." His letters to the editor kept us honest. He self-published his writings considered too weird by magazine editors (even me), making little chapbooks that he'd hand out to friends. He encouraged island-based artists to illustrate his stories, and donated payments for articles published in *Compass* to local charities. Hutch told me, "I don't [write articles] for the money and I don't crank 'em out. I do it for fun."



SALLY ERDLE

Hutch with fellow Compass *writers Flora van Heteren, Leslie Lucy and Bob Berlinghof.*

Hutch was born in 1946. After serving in the US Navy, he became a light airplane pilot and flight instructor in Colorado. In 1984 he sold up and bought *Ambia*, a 1967 Bristol Corsair 24-foot sloop, which he lived aboard full time. "When I tout the virtues of my modest sailing yacht, minimal to some, primitive to others, people have replied, 'You're talking "back to the cave!"' 'Yes,' I reply. 'I recommend it!'"

Hutch cruised *Ambia* from the Florida Keys and the Bahamas to the Windward Islands, where, in 1994, he found his paradise in the Grenadines. In Carriacou he applied his flight instruction knowledge — the forces of lift and drag — to teaching young dinghy sailors. As his eyesight eventually failed, his friend Lorraine Seatle typed up his stories for him.

His friend Gerald "Shep" Shapiro wrote: "Hutch anchors *Ambia* far out in the bay to avoid the noise and lights. He has been a liveaboard for some 40 years or more.... He is way past legally blind.



GERALD SHAPIRO

Hutch on the water

"He smokes prodigiously, both ganja and tobacco.... He only uses the stove on his boat to make coffee and otherwise lives on bread and cheese. In his shorts he has a pocket for trash and a pocket for plastic bags, and in his shirt, a pocket for cigarettes and lighter....

"He will not let any conversational generalization go unchallenged. 'Now watch,' he will say, "it all depends on the circumstances," and then launch into a 20-minute exegesis. Yet he puts together all these unpromising attributes in a way so charming (he would hate that word) so almost pixie-like, that he is universally loved around the bay.

"I invited him over for dinner on *Joy* to get some vegetables into him and we talked of aging and mortality, opera and cosmology, far into the night. He paddled home in the dark. How he managed to find his boat, as blind as he is, is a mystery to me."



DAN MERTON

Hutch reading his favorite magazine

Not too long ago, fearing that he really would someday not find his boat, Hutch moved ashore in Carriacou, setting up his airy second-floor apartment with a familiar-feeling "cockpit" area, a "galley" and a comfortable single berth. Then Hurricane Beryl, in July of 2024, wiped it out.

Compass's Executive Editor, Tad Richards, says, "I got to know Hutch over the phone in the months after Beryl — we talked several times. He had lost his home completely to the hurricane, and was basically living in a tent on his devastated property. And I know that he was old and infirm. But you never heard a more positive, upbeat man — he was not letting anything get him down."

Jim Hutchinson is the author of One Man's Sampler, *"a collection of favorite little adventures from a lifetime of sailing," available on Amazon (https://amzn.to/2ZaLfzw).*

You can also find a collection of photos, stories and anecdotes (including a lovely "unwritten Compass *story") at https://onemanspeaks.com/.*

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SVG Sailing Week Is Launched with Two Regattas

St. Vincent and the Grenadines announces its first-ever SVG Sailing Week, a weeklong celebration of sailing, culture and maritime heritage April 13–21, 2025.

The event features two race series: The Bougainvillea Cup (April 13–15), from St. Vincent through the volcanic landscapes and pristine turquoise waters of Mayreau, Canouan, Union Island, and Bequia; and the traditional Bequia Easter Regatta (April 16–21), featuring the Around Bequia Race and the Admiralty Bay Triangle.

Beyond the races, SVG Sailing Week offers post-race events featuring local music, authentic Caribbean cuisine, and island-style festivities. The event will also highlight Vincentian maritime heritage such as Bequia's boat-building history, which features local shipyards producing handcrafted wooden boats that are still active today. Participants and visitors are invited to enjoy a wide array of attractions, including hiking lush rainforest trails, snorkeling in marine sanctuaries, and unwinding on secluded beaches.

Registration for SVG Sailing Week is now open. For more information, visit https://svgsailingweek.com



COURTESY SVG TOURISM

The Hon. Carlos James, minister of tourism for St. Vincent and the Grenadines, announces the launch of SVG Sailing Week.

Registration Open for St. Thomas Optimist Regatta

Registration is open for the 32nd International Optimist Regatta (IOR) in St. Thomas, USVI. The TOTE clinic takes place June 9-11, followed by the TOTE team race June 12, and the IOR June 13-15.



MATIAS CAPIZZANO

IOS Parade of Nations

The events are arranged to give a tune-up to experienced sailors before the Optimist World Championships in Slovenia, June 26-July 6, and a chance for beginner sailors to compete in their own fleet.

The 2025 IOR can accept only a maximum of 125 sailors. Register early at www.regattanetwork.com/event/29124#. The registration fee for the IOR is $300, and late registration after May 1 is $350. The fee to enter the IOR and TOTE clinic is $700, or $400 for the clinic only.

For charters, contact Simmons Boatworks at: www.simmonsbw.com/collections/packages-transfers/products/winner-3d-star-optimist-charter. For coach boat charters, contact: internationaloptiregatta@gmail.com

For more information, Email: internationaloptiregatta@gmail.com or call (340) 775-6320. For the Notice of Regatta (NOR), registration form, and other information, visit the St. Thomas Yacht Club website at stthomasyachtclub.org/sailing/regattas/international-optimist-regatta or Regatta Network: www.regattanetwork.com.

—Continued on next page



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LOFT 1
LOFT 2
DEALERS FOR

—Continued from previous page

New Measurement Appointments in Antigua

Two new junior measurers, Sam Masterman and John Galliard, have been added to the CSA measurement team in Antigua.

St. Lucian born and Antiguan national John Gaillard has a degree in aeronautical engineering and assisted the IODA as the measurement team for the Optimist Worlds and regional championships and has now advanced to big boat measuring. He has been working in the marine industry for 20 years. Sam Masterman is a British-born superyacht captain with a degree in yacht design now residing in Antigua, working with Woodstock Boatbuilders as a project manager.

For boat owners racing in the Caribbean this season the updated rules are available online at www.Caribbean-Sailing.com.

Barbados Junior Dinghy Event

The Barbados Junior Dinghy Event in January was the first event of the 2025 Barbados Sailing Week.

Racing saw 22 sailors from Barbados, St. Vincent and Trinidad taking to the waters of Carlisle Bay in a moderate eastly breeze with 12 knots of winds.



COURTESY TEAM SVG

Young sailors from St. Vincent, Kai Marks-Dasent (above) and Scarlett Hadley (top, right), competed in the event.

Ten races were scheduled for the weekend, but because of a forbidding Sunday forecast, organizers scheduled six races in shifty wind conditions on Saturday. Sunday a high surf advisory and dangerous conditions on the beach forced a postponement.



COURTESY TEAM SVG

St. Vincent Youth Attain Yacht Charter Skills

Seven young Vincentians have been learning the ins and outs of the yacht charter industry as part of the SVG Sailing Association "Youth Yacht Charter Program," made possible by funding from the French Embassy to the Eastern Caribbean States, Barbados and the OECS, and delivered by Blue Life Academy, Bequia.

At the program's midpoint, participants have gained knowledge in yacht preparation, including engine maintenance, rope work, sailing, skippering, marketing, sales, customer service, and even the fine art of creating towel animals. They put their newly acquired skills to the test during a day charter around Bequia.



Yacht charter students Paige DaSilva, CJ Pollard, Scarlett Hadley, Xavier Olivierre, Rasheed Fraser, Tavonte Forde, Anthony Sayers

Graduation is set for May, and the association is considering running it annually to continue fostering local talent in the yachting industry.

For more information, or to connect with these future industry professionals, please contact the St. Vincent and the Grenadines Sailing Association svgsailingassociation@gmail.com.



New Rules Lead to Optimism about Multihull Racing

Dear *Caribbean Compass*,

We have recently concluded the seventh annual Caribbean Multihull Challenge in Sint Maarten/St. Martin.

In seven years of sailing, we observed that the results were very spread out and inconsistent. Much searching was done for improvement of the rating and it appeared to be difficult. This year the Caribbean Sailing Association brains reviewed the multihull rule, which resulted in very close and varying results. These results allow us to be much more optimistic about the future of multihull sailing in the Caribbean.

There were five boats in the racing CSA class (there was also a rally cruising class). They all had experienced and talented sailors. There were four catamarans ranging from a 72-foot Gunboat to a 52-foot ORC and a 47-foot trimaran. They sailed four races in moderate and strong conditions. Three of the boats ended up with the same number of points (one was a trimaran) in the last two races and the winner had four less points. In race three, which was a five-hour race, the corrected times of the first four boats differed by 21 minutes. This is close racing!

We are sure that these results tell us that the CSA rating system has made a big forward jump, and we have to thank President Bastien Pouthier and Chief Measurer David Walworth, who regularly support this regatta.

The rest of the season will see multihulls in various racing events in the Caribbean: BVI Spring Regatta, St. Thomas International Regatta, RORC 600. We expect that their racing will also take an upward quality. The Windies Multihull Trophy will have a good result as it captures the results and makes a regional award (https://caribbean-sailing.com/introducing-the-budget-marine-windies-multihull-trophy-a-brand-new-series-championship-for-offshore-multihull-racing-in-the-caribbean/).



Layla*, a Gunboat 72, was the overall winner of the 2025 Caribbean Multihull Challenge.*

This encourages us to plan for the eighth annual Caribbean Multihull Challenge, which will take place January 28 – February 1, 2026. We see a great future in multihull racing in the Caribbean.

Robbie Ferron
Race Director
Caribbean Multihull Challenge

Look for more about CMC 2025 race results in Regattas & Rallies at caribbeancompass.com. To read about the event's behind-the-scenes efforts, turn back to "The Caribbean Multihull Challenge: Volunteers Make it Happen" on page 5.

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By Tad Richards

We be rockin' in March, as Spring Breakers descend on the Caribbean, Mardi Gras signals carnivals nearly everywhere, and even St. Patrick's day is cause for local celebrations (check our calendar for islands and dates). No food festivals announced for this month, but there's a Puerto Rica Rum Festival March 29. And there's music for everyone, from the young in flesh to the young at heart.

Here are your musical highlights for the month:

March 4, Sting, Santo Domingo, Dominican Republic

The headliner of the month comes to Palacio de los Deportes Virgilio Travieso Soto in Santo Domingo. I don't have to tell you who **Sting** is. Ticket prices have not yet been announced.

March 6-8: Virgin Islands JamFest, St. John

If you're planning a wild party of a month, this may be a way to ease into it gradually, and if your tastes run more to the mellow, this is for you. The organizers expect about 350 attendees each year, and this year's lineup is headed by rapper Shwayze. The **Organically Good Trio** bring the sound of the Hammond organ to reggae, **Elephant Foot** delivers good time funk, and there's lots more, and it's all free. *https://windmillbar.com/vi-jam-fest/*

March 7-9: Tool Live in the Sand, Punta Cana, Dominican Republic

With venues at two Punta Cana hotels, the Hard Rock and the Royalton, this festival is headlined by **Tool**, multi-Grammy-winning, shapeshifting purveyors of everything from headbanging heavy metal to sensitive alt-rock. Also on the bill, similarly eclectic bands **Umphrey's McGee** and **Primus**, plus much more. No ticket prices available yet, but they seem to be tied to a hotel package.

March 12-16: SXM electronic music festival, St. Maarten

And now it's time to let loose, with the sensory overload of five days and nights of nonstop dancing and breaking loose, with an international lineup of over 60 artists to keep the momentum going, including New York club king and three time International Dance Music Award winner **Danny Tenaglia**, and Toolroom label head and house music icon **Mark Knight** from England. **Paax** bring their Argentinian brand of Afro-house music; Dutch DJ **Sander Kleinenberg** brings his innovative digital video techniques. Don't expect to get a whole lot of sleep. *https://www.sxmfestival.com. Tickets are US$125 Friday, $US150 Saturday, US$375 3-day pass, US$475 5-day experience.*

March 13-16: Punta Cana International Music Festival, Dominican Republic

Hard Rock Hotel is very nearly double booked, but they do have a few days to clear away the debris from one festival before a second starts, this one "an eclectic mix of musical genres, ranging from the pulsating rhythms of Afro beats and Amapiano to the soul-stirring acoustic melodies of Kisomba and bachata." Kisomba is the calling card of the Euro-African duo **Calema**. Cape Verdean DJ **Elson Soares** tests the limits of Afro tech. And there's lots more. Ticket prices unavailable at press time.

March 13-16: Moonsplash Festival, Anguilla

A festival with a long and colorful history, Moonsplash was started 35 years ago by **Bankie Banx**, after he had become the first Eastern Caribbean reggae artist to appear at the better known Sunsplash festival in Jamaica. In addition to Banx, whose career goes back to his 1977 hit "Prince of Darkness," Moonsplash has some top names. **Julian Junior Marvin**, who first joined Bob Marley as lead guitarist on "One Love," now leads his own incarnation of the Marley sound with **The Legendary Wailers**. The Jamaican reggae tradition continues with **Protoje, Mighty Mystic** and more, plus a Jimmy Buffett tribute. Among Bankie's varied credits there's an appearance as guest artist on The Bachelor, so show up — you might get a rose. Tickets are US$225 Friday and Saturday, US$220 Sunday. *https://www.bankiebanx.net › moonsplash*

March 15: Isle of Light Festival, Faro de Punta Torrecilla, Santo Domingo, Dominican Republic

Taking its name from the beautiful lighthouse park where it's held (it's alternately been called the Santo Domingo Pop Festival), this festival offers something for everyone — rock, pop, alternative, electronica. This year's headliners include multiplatinum rockers **Incubus**, Venezuelan pop/reggaeton sensation **Danny Ocean**, Argentine urban pop star **Maria Becerra**, and from Australia, electronician **Chet Faker**. And lots more. *https://isleoflight.com/lineup/. Isle of Light is cashless, so bring plastic. Tickets range from US$90 to US$220 for VIP seating.*

March 29: Coveside Concert (Timeless), Plantation Cove, Priory, St. Ann, Jamaica

A series of concerts with different themes: This one is "Timeless," and it lives up to its name, with the timeless voice of soul diva **Dionne Warwick**, the great interpreter of Burt Bacharach tunes ("Do You Know the Way to San José") and so much more. **Marcia Griffiths**, the "Empress of Reggae," got the world doing the Electric Slide with her hit record, "Electric Boogie." Reggae star **Duane Stephenson** is younger, but well on his way to timelessness with "beautifully nuanced vocals and heartfelt lyrics." **Dr. Myrna Hague** (Ph.D. in cultural studies) is a singer, educator and recipient of Jamaica's Musgrave Medal for her contribution to music, and known as Jamaica's "first lady of jazz." *https://www.covesideconcerts.com/. Tickets US$110 - US$330.*

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St. Martin to Trinidad Haulout Guide 2025

Story and photos by Lexi Fisher

The sailing season is still in full swing, and it may seem too soon to let thoughts of hurricanes and haulouts sour your beachside rum punches, but if the last year taught us anything it's that it pays to be prepared.

The unprecedented early arrival of record-breaking Hurricane Beryl late last June caught many sailors off guard, especially those in Grenada and Carriacou, which are typically south of the traditional hurricane belt. While Beryl's southerly route was unusual, it has undoubtedly caused many of us to be a little more conservative with our planning, and will likely have many sailors hauling out, and making haulout bookings, earlier than they usually would.

It can be overwhelming to haul out and pack up your home, entrusting it to the administration and tradesmen of a foreign country for months at a time. Within the Eastern Caribbean alone there are about two dozen haulouts to choose from, and the best fit for you and your boat depends on a multitude of factors.

The goal of this article is to ease a bit of the stress of that decision by discussing some of these factors, and then outlining the main features of the boatyards available in the Windwards and Leewards, from St. Martin to Trinidad.

One of the major features of each yard not discussed in this article is the specific pricing and cost of haulout and storage. Anyone who has had the pleasure of deciphering a yard's invoice knows that the haulout and storage fees can be convoluted, often charged by the foot and differing for monohulls and catamarans, and only part of the fees are associated with hurricane preparation and storage. There are also often additional fees for chocking, cradles, tie-downs, mast removal and storage, water, electricity, etc. These fees are subject to change, and any attempt to compare all of them for each yard would require an entire book. In general, the more features a yard has in terms of security and convenience, the higher the overall cost is likely to be.

Here are some of the things to consider when choosing a haulout for hurricane season, in no particular order:



Grenada Marine

Insurance Requirements

Many yacht insurance companies now require your boat to be hauled and stored outside the "hurricane belt" — latitudes that statistically see the most hurricane activity during the season. These requirements are subject to change from year to year based on weather trends, and some insurance companies that used to allow storage in Grenada may no longer, after Hurricane Beryl. There are some Caribbean insurance companies that will insure you for reasonable rates and will cover you throughout the region. Some yards require proof of insurance.

General Safety and Security

How concerned about theft are you? Yards with high-perimeter fences, 24/7 security guards and/or cameras, and gated and monitored entry points will provide the best chance of deterring thefts. Another important factor to consider is fire risk and what firefighting equipment the yard has, how accessible it is, and if the staff are trained in its use.

—Continued on next page



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Boat Proximity

How close together are boats stored? Closely stacked boats can topple like dominoes in extreme weather, and fire from one can spread much more quickly without a buffer zone. An article on the topic by Drew Frye in Practical Sailor suggests that "six feet is a good minimum, and the yard should explain why they feel less is safe."

Hurricane Protocols

Some yards have standardized protocols that require all boats that are stored during hurricane season to adhere to, which aim to decrease or mitigate the overall likelihood of damage. These can include things like how close together boats are stored, sail removal, mast removal, digging keel holes, using anchored tie-downs, welded single-piece stands or cradles, and having a certain level of insurance coverage.

Contractor Policy

If you're having significant work done on the boat while it's on the hard, you should consider whether or not the yard allows outside contractors (those not employed by them) to work on the premises. Those that do not allow outside contractors at all are referred to as "closed" yards. The argument for this is a presumed higher level of quality control, project management, and accountability, though in my experience this isn't always the case. Yards that do allow outside contractors without any controls or extra fees are referred to as "open" yards, and the benefit of this is usually more competition and a larger selection of tradesmen, though less insurance if a job goes wrong. Most yards have a policy that is somewhere in the middle, where independent contractors are hired through the yard and you pay a 10 percent or 15 percent fee to the yard for project insurance.

Living Aboard

If you'll be living aboard or ashore for more than a week or so after hauling, you'll need to first consider if the yard allows staying on your boat, and second things like the availability and convenience of laundry services, groceries, restaurants, or onsite accommodation options like apartment rentals.

Yard Descriptions

These are listed from north to south. Most yards have toilets, showers, power, and water. Some require proof of insurance.

Chantier Naval, TOBY, St. Martin

Chantier Naval, T.O.B.Y. (Time-Out Boat Yard), is a cheerful and friendly place that has a large area for haulout and repair. They haul boats up to 18 tons, using a 65-ton crane. Restrooms, showers, storage lockers and free WiFi are available and you can do your own work or use contractors (no fees).

JMC, St. Martin

JMC Marina and Boatyard hauls boats with a 70-ton marine hoist that takes up to 22-foot beam, and they have a 100-ton crane in the yard. They insist that masts come out for storage and that yachts are insured, and in the summer they dig boats into the sand for security. You can do your own work, or bring in contractors (no fee).

Bobby's MegaYard, Sint Maarten

MegaYard is a huge haulout facility with a 150-ton travelift that can haul boats of up to 33-foot beam, 10-foot draft. (They also have a 75-ton hoist.) The yard has good security with a perimeter wall, but living on board is not encouraged. This is an eco-friendly yard where all washdown water is treated, solids are removed, and clear, clean water is returned to the lagoon. Spray painting is not permitted unless you get the yard to build you a tent. The yard does all underwater work, but for other work you can bring in your own subcontractors for a 15 percent fee.

Bobby's Airport Rd, Sint Maarten

Airport Mega Yard has a laundry and you can stay on the boat. Haulout is done with a 55-ton travelift and they have room to store about 80 yachts. Both mega yards are well managed by Jeff Howell, who has an excellent record of keeping boats upright in hurricanes. He removes and stores masts on monohulls as a matter of course.

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Bobby's Airport Rd, Sint Maarten

Airport Mega Yard has a laundry and you can stay on the boat. Haulout is done with a 55-ton travelift and they have room to store about 80 yachts. Both mega yards are well managed by Jeff Howell, who has an excellent record of keeping boats upright in hurricanes. He removes and stores masts on monohulls as a matter of course.

Bobby's Marina, Sint Maarten

Bobby's Marina is a marina and haulout in Philipsburg that has space for about 60 boats on the hard. They have two travelifts, a 75-ton and a 100-ton, and a crane to haul smaller boats for both long and short term storage. Hurricane season storage includes cross-bracing, concrete slab tie-towns, and mast removal and storage (optional). If you need laundry done, talk to the office or one of Bobby's security guards and they will get a laundry service to pick it up. Aziana, an Asian fusion restaurant, is at the base of the docks.

Polypat Caraibes, St. Martin

Polypat Caraïbes hauls with a 60-ton crane, which makes removing masts easy. Your crew can do the work themselves, or the yard can do it for you, but if you want to bring in outside contractors, you need to discuss it with the yard. Polypat is excellent at painting and fiberglass repairs. It is registered as a Gelshield agent for osmosis treatment. The yard has WiFi and 24-hour security. Polypat is an agent for Fontaine Pajot, and can help with Catana and Beneteau as well.

St. Kitts Marine Works, St. Kitts

St. Kitts Marine Works has 27 acres of storage, which is plenty of room and they now have two 150-ton travelifts and a 25-ton forklift. Digging keel holes, tying down cats, and securing yachts against hurricanes are easily arranged. This is not a manicured yard; it has basic, but adequate, field storage. The yard has a metalworking team and they can weld and repair all yacht materials and pressure wash, antifoul, and do minor glass repairs. There are a couple apartments for rent next door if you're planning a longer stay.

Sammy's Boatyard, Antigua

Sammy's Boatyard is a simple, no-frills haulout for about 100 yachts with up to nine-foot draft (a bit more by working the tide), using a 50-ton lift which can take a 19-foot beam. There are forklifts for smaller vessels. It is a do-it-yourself yard, or Sammy can find you a contractor; the yard just hauls and stores.

Jolly Harbour Marina & Boatyard, Antigua

Jolly Harbour has two travelifts, a 75-ton and an 85-ton, can haul and store catamarans up to a 33-foot beam, and has storage room for 240 boats. A large area of hard standing means there is plenty of room for long-term storage on concrete for stability. Stands are welded for hurricane protection, and there are tie-downs, mandatory in the hurricane season. They have big steel cradles that are optional. You can do your own work here or arrange it through the yard. They have people to scrape and paint, and other services can be arranged.

Bailey's Boat Yard, Antigua

Bailey's is a haulout yard for work and storage. They have a 70-ton travelift and an 80-ton Ascon lift, and can haul boats up to 12 feet deep. This is a small, quality yard, clean and well laid out, and properly geared for hurricane storage. They have 20 huge, solid cradles. They will pull the mast for storage if you request it. They only store about 50 yachts, and all of them are well looked after. All outside work below deck must be done by an approved contractor.

North Sound Marina, Antigua

North Sound Marina at Crabbs is one of Antigua's best, most versatile, and busiest yards. They have a 150-ton travelift with 30-foot beam and maximum haulout draft of 22 feet. The standing is nearly all on concrete with tiedowns and an optional 150-foot "hurricane-proof" refit shed with 60 feet of clearance is available. They have room for about 250 boats. The yard has a team that can provide most services, or the crew can do the work themselves. You can bring in outside contractors by arrangement, but they need to be insured and approved by the yard.

Antigua Slipway, Antigua

Antigua Slipway is a major haulout facility, using a railway that takes yachts up to 13-foot draft and 200 tons, and cats up to 38-foot beam. They have a hydraulic lift, allowing for the storing of 50 yachts with a maximum draft of seven feet. The yard is geared up for yacht storage in the hurricane season. The storage area is concrete; the newer part has tiedown rings. All stored yachts are propped on stands that are welded together using one-inch water pipe to create a rigid cradle. The yard does everything below the waterline. You can do your own topside work, but if you want someone else to do it, discuss it with them. There is no onsite accommodation, but they work closely with a nearby hotel and run an hourly shuttle to and from the yard.

IGY Rodney Bay Marina, St. Lucia

Rodney Bay Marina Boatyard has a 75-ton travelift that can take up to a 28-foot beam. They have room for about 120 yachts in long-term storage and another 20 undergoing work. You can work on your boat yourself or the marina boatyard can organize subcontractors to do it for you. A gelcoat stripper is available for osmosis work.

Carriacou Marine, Carriacou

Carriacou Marine is a charming small boatyard and marina. Yachts are hauled on a 40-ton marine travel-lift that can take up to 18-foot beam and 8-foot draft at high tide. It is an environmentally friendly yard, with a wash-down catchment to minimize the amount of toxic paint that goes into the sea. They can take about 50 boats. This yard is excellent for general work and for do-it-yourself jobs. They can recommend independent contractors for most things, including carpentry, electrics, and mechanics. Major spraying, sandblasting, and major fiberglass repairs may be restricted as they lack an enclosed area to contain the fumes and dust.

Tyrell Bay Marina, Carriacou

Tyrell Bay Marina has room for about 200 boats ashore to be hoisted by a 150-ton travelift that can take a maximum beam of 30 feet. They aim to be a full-service yard and currently have technicians available to handle welding, antifouling, buffing and polishing, mechanical, electrical, AC and refrigeration, and fiberglass work, though you are welcome to do your own work as well. They have a catchment pit to prevent antifouling from running into the bay, and a vacuum system for sanding work.

Spice Island Marine Services, Grenada

Spice Island Marine Services is a pleasant, orderly boatyard, with room for about 240 boats. Their travelift can take boats up to 70 tons and 25-foot beam. They have mast racks for those storing their masts off the yacht and tiedowns for all boats in the hurricane season. Yacht crew can do their own work or arrange it through the yard with their people or, in some cases, outside contractors. They can look after your yacht while you are away, as well as arrange all the work. They have storage lockers for rent and can store masts, dinghies, and outboards. While you are there, life is made easier with onsite studio apartments, self-serve laundry, a waterfront restaurant, and a Budget Marine chandlery.

Clarkes Court Boatyard & Marina, Grenada

Hauling at Clarkes Court Boatyard and Marina is done with a 242-ton travelift, which lifts up to a 37-foot beam with a 13-foot draft. Some smaller boats are hauled on a trailer, which takes 40 tons with a six-foot draft. There is room for about 300 boats ashore and tiedowns are available. It is a popular yard, so booking in advance is almost always necessary. There is a restaurant overlooking the docks and many onsite technical yacht services based in the yard. You can do your own work or the marina will help you arrange it through independent contractors.

Grenada Marine, Grenada

Grenada Marine is a work and storage yard with room for 250 boats. They use a 70-ton travelift that is specially designed at 31.5 feet wide to haul catamarans as well as monohulls. Yachts of up to 16-foot draft can be hauled. After hauling, a hydraulic stacking trailer puts yachts close together. You can do your own work but you cannot hire outside workers unless it's a job that 12 N, which has an exclusive contract with Grenada Marine, cannot do.

Power Boats, Trinidad

Power Boats is an excellent, comprehensive full-service yard with space for about 250 yachts. They haul using a 60-ton travelift and a custom-built catamaran trailer that can take up to 20 tons and a 28-foot beam. They have a long list of vetted tradesmen and onsite technical and general services available for anything and everything. Additional amenities include storage lockers, a chandlery, grocery store, DIY workshop, WiFi, and a restaurant. Appliance rentals like air conditioners and dehumidifiers make staying aboard more comfortable, and they have a cherry picker if you need to inspect your mast.

Peake Yacht Services, Trinidad

Peake's is another full-service yard that has space for 350 boats hauled on a 160-ton travelift that can take boats up to a 31-foot beam. They have a comprehensive team, onsite technical workshops, and a list of recommended

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—*Continued from page 15*

independent contractors for most jobs. WiFi, a chandlery, a grocery store, and the Patches Restaurant are all onsite. The yard also offers a complimentary shuttle service that helps customers do provisioning runs, airport transfers, doctor's appointments, and other errands based on schedule and availability.

Coral Cove, Trinidad

Coral Cove is a waterfront hotel and the smallest of the haulouts in Trinidad, with space for about 50 boats hauled on a 60-ton travelift. It is less of a work yard but they can recommend or help arrange contractors. They have a swimming pool and there are multiple restaurants onsite and nearby.

Haulouts that are also options but didn't respond to our inquiries to confirm info before press: Geminga (St. Martin), Sint Maarten Shipyard, and Carenantilles (Martinique).

Notes about the table: The info in this article was confirmed to the best of our ability before press. The table is meant to be a quick reference guide of basic services and amenities and lacks nuance. For example, while some yards have welded single-piece stands or cradles available, they may only have a limited number. 24-hour security could mean cameras or security guards. The presence of fire extinguishers says nothing of their accessibility or if staff are trained to use them.

Geminga, St. Martin

Geminga is a pleasant haulout yard just southwest of the Port La Royale Marina. They haul yachts with an 18-ton trailer (good for cats and monohulls) and can store about 200 boats. You can work on your own boat, bring in help, or they can find contractors to help you (no fee).

Sint Maarten Shipyard, Sint Maarten

Sint Maarten Shipyard is on the Airport Road. This friendly and helpful yard is in a slightly industrial area. Recent hurricanes left the docks badly damaged so they currently only have space for about three boats having work done, in 14 feet of water. They haul monohulls and catamarans up to 30 tons by crane. You can get anything done here, and if the contractors in the yard cannot help, they will set you up with the right specialist.

Carenantilles, Marin, Martinique

Carenantilles holds about 200 boats ashore, and they have two marine hoists. The small one is 80 tons and takes about 28-foot beam, the larger is 440 tons and takes about 43-foot beam.

While Carenantilles are happy to store boats, they concentrate on boats undergoing work. Rates depend on how long you need to be ashore and the current exchange rate for the Euro. You can do your own work on the slip, or many good workshops can do it for you. Facilities include toilets, showers, and a restaurant. The yard is run by Jean Louis De Lucey; Jocelyne, who speaks English well, manages the reception with Maggie and Anne.

Website	Country	Max Travelift size (in tons)	Can remove masts?	Welded/single piece stands/cradle	Anchored tie-downs	24-hour security	Fire suppression	Outside contractors permitted	Live aboard boat while hauled out?	On-site Accomodations
N/A	French Saint Martin	65-ton crane	Yes	Yes	Yes	No	Fire extinguishers	Yes	Yes	No, but nearby
N/A	French Saint Martin	30-ton hoist	Yes	No, but dig keels in	No, but dig keels in	Yes	Fire extinguishers	Yes (no fee)	Yes	No
bobbysmarina.com	Dutch Sint Maarten	150-ton	Yes	No	Yes	Yes	Fire extinguishers	Yes + fee	Not encouraged	No
N/A	French Saint Martin	55-ton	Yes	No	No	No	Fire extinguishers	Yes + fee	Yes	No
bobbysmarina.com	French Saint Martin	100-ton	Yes	No	Yes	Yes	Fire extinguishers, water	Must be approved by yard + fee	Yes, with permission	No
saintmartinboatyard.com	French Saint Martin	60-ton crane	Yes	Yes	Yes	Yes	None	Must be approved by yard	Yes	No
skmw.net	St. Kitts	150-ton	Yes	No, but dig keels in	Yes	Yes	Fire hydrants throughout yard	Yes + fee	Yes	No, but within walking distance
facebook.com/SammysBoatYard	Antigua	50-ton	Yes, via outside contractor	Yes	Yes	No	Fire extinguishers	Yes	No	Yes
jhmarina.com	Antigua	85-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	No	No, but within walking distance
catamaranmarina.com	Antigua	70-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	No	No
northsoundmarine.com	Antigua	150-ton	Yes	Yes	Yes	Yes	High-pressure water hoses and hydrant	Must be approved by yard	4 days after/before haul/launch	No, but within walking distance
antiquaslipway.com	Antigua	270-ton railway	Yes	Yes	Yes	Yes	4 horsepower pump with two 50ft high	Must be approved by yard + fee	Yes	No, but an hourly shuttle to nearby
igymarinas.com/marinas/rodney-bay-marina/	St. Lucia	75-ton	Yes	Yes	Yes	Yes	Portable chemical wheel carts,	Yes	No, but discounts to hotels are	No, but within walking distance
carriacoumarine.com	Carriacou	40-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Yes	Yes	Yes
tyrellbaymarinacarriacou.com	Carriacou	150-ton	No	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	Yes	No
spiceislandmarine.com	Grenada	70-ton	Yes	Yes	Yes	Yes	Portable high capacity water pump, fire	Sometimes + fee	Max 1 month	Yes
clarkescourtmarina.com	Grenada	242-ton	Yes, via outside contractor	Yes	Yes	Yes	Fire extinguishers	Yes	Yes	Yes
grenadamarine.com	Grenada	70-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Only approved contractors for services the	Yes	No
powerboats.co.tt	Trinidad	60-ton	Yes	Yes	Yes	Yes	Portable high capacity water pump, 10-lb	Must be approved by yard	Yes	Yes
peakeyachts.com	Trinidad	160-ton	Yes	Yes	Yes	Yes	Mobile trolley fire extinguishers,	Yes	Yes	Yes
coralcovemarinatt.com	Trinidad	60-ton	Yes, via outside contractor	No	No	Yes	None	Must be approved by yard	Yes	Yes



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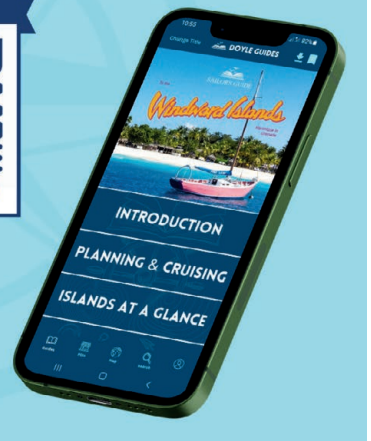
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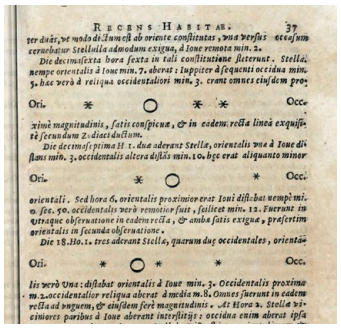
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March Sky

Story and photos By Jim Ulik


RECENS HABITA. 37
ter duãr, vt nulo dicrimẽ ab oriente constitutus, ma versus occasum
cernebatur Stellula admodum exigua, à Ione remota min. 2.
Die decimasexta hora sexta in tali constitutione fuerunt. Stellæ
nempe orientalis à Ione min. 7. aberat: Iupiter à sequenti occidua min.
3. hæc verò à reliqua occidentaliori min. 3. erant omnes eiusdem pro-
Ori. * ○ * * Occ.
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tè secundum Zodiaci ductum.
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Ori. * ○ * Occ.
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n. fer. 50. occidentalis verò remotior fuit, fuitque min. 12. Fuerunt in
vtraque observatione in eadem rectâ, & ambæ satis exiguæ, præsertim
orientalis in secunda observatione.
Die 18. Ho. 1. tres aderant Stellæ, quarum duæ occidentales, orientæ
Ori. * ○ * * Occ.
lis verò una: distabat orientalis à Ione min. 3. Occidentalis proxima
min. 2. occidentalior reliqua aberat à media min. 8. Omnes fuerunt in eadem
rectâ ad vnguem, & earundem fere magnitudinis. At Hora 2. Stellæ ori-
entiores paribus à Ione aberant interstitijs: occidua enim aberat ipsa

Galileo's notes over a number of days marking Jupiter (O) and the orbital location of Jupiter's Galilean Moons (*)

"Those who are enamoured of practice without science are like a pilot who goes into a ship without rudder or compass and never has any certainty where he is going. Practice should always be based upon a sound knowledge of theory, of which perspective is the guide and gateway, and without it nothing can be done well...." Leonardo Da Vinci.

Claiming lands permeated history and continues to this day. Determining longitude could enhance exploration and eventually define borders. Galileo Galilei was instrumental in this process. He improved the power of the telescope, which was used for surveying and military tactics. He turned it to the heavens and discovered four of Jupiter's moons. Using numerous observations of the moons allowed for determining their predicted movements as a celestial clock. A table of predicted positions, still in print today, could be used to compare the moon's positions to a known time (like Greenwich Mean Time), making it possible to calculate the difference in longitude. Comparing your local time (determined by the moon's positions) with the time at a known meridian (like Greenwich), you could calculate your longitude. Galileo's technique was used to determine France's border in 1682. The king was not pleased as the map size was considerably reduced.

Galileo adapted this technique for use at sea by developing a celatone, or special helmet, carrying a small telescope on a hinged mount. Wearing the instrument would allow observation of the moons and reduce the effects of motion at sea.

Saturday, March 01

There is a fine sliver Moon shining in the western sky at twilight. The Moon has reached its closest approach to Earth tonight. Just after the Sun sets, look for its light reflected off Earth, providing a subtle glow that illuminates the rest of the Moon's surface. Venus can be found shining brightly about six degrees northeast of the Moon. Mercury is the third brightest object just above the western horizon.

Tuesday, March 04

The Moon is moving in closer to the Seven Sisters. It will actually be closer tomorrow night but Pleiades are easier seen tonight because it is positioned off the "dark" side of the Moon. Jupiter can be seen a bit higher in the night sky in Taurus near the red giant star named Aldebaran.

Wednesday, March 05

The Moon will appear close to Jupiter over the next two days. Besides gradually moving away from Earth, the Moon reaches First Quarter just after noon on March 06.

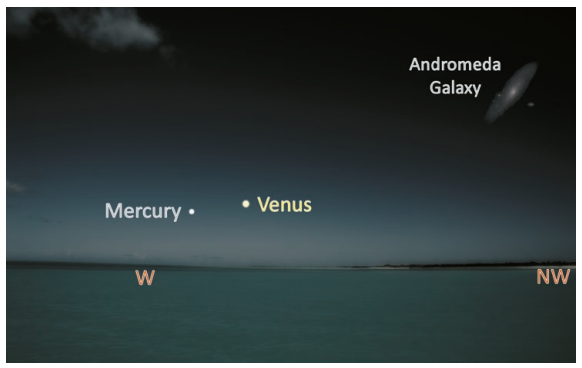
Friday, March 07

Mercury reaches its greatest eastern elongation of 18.2 degrees from the Sun. This is the best time to view Mercury since it will be at its highest point above the horizon in the evening sky. It will appear very bright because the Sun is illuminating one half of its surface. Look for the planet low in the western sky just after sunset.

Saturday, March 08

The Moon is passing to the north of Mars. There is less than two degrees separating the celestial pair. They are not the only duo in this area of sky. They will ride through the night located close to Pollux and Castor, the twins of the constellation Gemini.

—Continued on page 23



Mercury and Venus low in the western sky at 1900h

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—*Continued from page 21*

Sunday, March 09

There is a conjunction between Mercury and Venus tonight. Both planets are not completely illuminated but are still two of the brightest objects in the sky. When the Sun is completely out of the picture it may be possible to observe the Andromeda Galaxy. It will appear as a fuzzy object when observed through binoculars. The galaxy is so close to us that in angular size it is six times the apparent diameter of the full Moon. The gas, dust and stray stars of the Milky Way and Andromeda Galaxies may already be touching. In any case, the two galaxies are closing in at over 1,080,000 km/h (671,000 mph).

Monday, March 10

The Moon has left Mars behind and entered the crab constellation Cancer. Its location in this night's sky will block out the light emitted from the more than 1,000 stars that make up this cluster of suns also known as Praesepe and M44. The Moon will ride the crab throughout the night between Pollux and Regulus, two of the stars used in celestial navigation.

Tuesday, March 11

The Moon enters the constellation Leo. Over the next two days it will make passage past Regulus, the heart of the lion.

Friday, March 14

When there are about two minutes left of March 13, the edge of the Earth's shadow will begin to touch the Moon. This starts the eclipse of the Moon's penumbral phase. In about one hour the dark central shadow or umbra will begin to cover the Moon. The maximum eclipse occurs around 0300h when the Moon will shine reddish orange in color. As in a sunset, the atmosphere allows red and orange wavelengths to pass through. These colors are reflected off the Moon's surface. Blue wavelengths are not visible as they are scattered away. All phases of the total eclipse will last about six hours.

As long as you are awake maybe you can spot a few shooting stars in the southern sky from the gamma Normids meteor shower. This shower peaks tonight and is active Feb 23 – March 28.

When you are done watching Venus and Mercury sink below the western horizon turn around to watch the Moon rise. The Moon is now on the opposite side of the Earth to the Sun and 100 percent illuminated. Whether you are in Grenada, Puerto Rico or anywhere in between know that the Moon is rising at 91 degrees true.

Thursday, March 20

The Sun will shine directly on the equator. There will be nearly equal amounts of day and night throughout the world. This is also the first day of spring (vernal equinox) in the Northern Hemisphere and the first day of fall (autumnal equinox) in the Southern Hemisphere.

The Moon is captured in the claws of Scorpius as it approaches Antares, the heart of the scorpion. This red supergiant is 700 times larger than the Sun. The surface of Antares would extend past the orbit of Mars.

Saturday, March 22

The Moon has reached last quarter. It has just crossed over the black hole marking the center of the Milky Way.

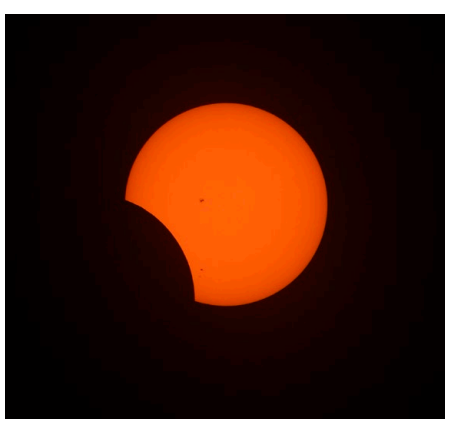
Friday, March 28

It may be hard to spot but there is a conjunction between the Moon and Saturn in the predawn sky. Look for Venus low in the east. To the south or right of Venus is the fine crescent Moon slightly above Saturn. This morning also marks Venus's transition as a morning star.

Saturday, March 29

The solar eclipse is just ending as the Sun begins to rise this morning. Proper eye protection is required to view any solar eclipse. The required ISO 12312-2 standard applies worldwide. The maximum eclipse of 10 percent can be seen in Barbuda. It will last for just over one hour. The line of islands extending from Barbados to Anguilla will have a maximum eclipse of about seven percent. St. Vincent will be two percent. The line between Grenada and the US Virgin Islands will show less than one percent coverage.

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



The Moon covering ten percent of the Sun during a solar eclipse including sunspots



J'ouvert from de Truck

Story and photos by Ruth Parsons

Having danced to the music in the street in J'ouvert many times during our extended stay in Trinidad, it has become my favorite part of carnival. J'ouvert is the true free up, the opening of the carnival celebration, at daybreak on Monday morning. But this particular year is something different. I am playing steel drums on a truck for J'ouvert morning celebration.

We leave the marina at 2 AM, and head to Harvard Harps Steel Pan Yard in St. James. Stopping for a police check on the road, we wonder if we will reach the pan yard on time, but need not worry, the Pod arrives early; eventually the Harvard Harps band members drift in, on Trini time. The revelers or fans, who will jump up (dance) to our music in the street beside our truck, drift in, and we all costume ourselves with cloth. Sonia shows up with a bucket of chocolate to rub on our skin. We slather ourselves. We are ready for the road.

There are about 25 of us, counting the "riddim" section, a bunch of guys who hang out in the back of the truck with "riddim" instruments, drink a lot of rum and keep a good rhythm for the songs. We are a mixed bunch in color and origin – Portuguese, Chinese, African, Indian, and English. Many Trinidadians who live abroad come back every year for carnival to play in their old Trini neighborhoods.

Getting ready to go on the road has been a frantic dive to the finish. The truck has to be prepared — nailing down the floor boards, building a drum riser, screwing the drums to the floor, etc., so scramble, scramble. Meanwhile we are trying to fine tune our song for the competition. Six new players show up from Japan and we stop and teach them the song.

"A Guam"

It's 4 AM, and all painted up with chocolate and decorated with cloth, we climb on the truck with our pans.

Our truck is a school bus chassis pulled by a tractor which is hooked with a hitch, but alas, the bolt that holds the hitch together is too small.



The truck loaded and ready to go — all we need is a T-shirt!

It's four in the morning, and we are in a mess, a Guam, as they say in Trinidad. The guys try wire and any number of other things to hold the hitch together. Nothing works. In desperation, they finally settle on an old T-shirt and tie the hitch to the truck with it! I am looking at that T-shirt hitch and thinking to myself, *are we nuts?? Are we going to get on this truck and go all over Port o' Spain on a truck tied to the tractor with a T-shirt?* An Appalachian Mountain expression comes to mind. *If my brain were put into a J bird, would it fly backwards?*

But we climb aboard and here we go, playing drums in the dark on a truck tied together with a T-shirt, waiting for the dawn to appear so we can actually see our pans. Finally, we turn the truck around amid wall-to-wall people in the street (a challenging feat!) and make our way to Ariapita Ave. True to the spirit of the band, the truck is equipped with a full bar and bartender. As we stare at the T-shirt, George says to me, "There are some things you can't do sober," and hands me my first swig of rum from the bottle at 4:30 AM.

—Continued on the next page



—Continued from previous page



Ruth and George on steelpan

Playing for the People

We are playing our hearts out for the people in the street who are dancing and waving, smiling, celebrating. What a sight! In spite of the power of the sound trucks with the big entertainers, the people in the street still dance and wave appreciation for the pan music.

Folks give thumbs up. Some of them comment on what a bunch of old people we are. What a kick! Some of us are getting on in years, and we are making good music! We pass by Victoria Square, the first competition, at around 7:30 AM. Three and a half hours down Ariapita Avenue lined with carnival revelers, we play our competition song for nearly nine minutes for the judges and after a count of four, play it again as off we go down the street. From there, we head on downtown to play at the next competition site. I am painted and dressed in elaborate colors, performing in front of hundreds of people on the street. Some of my performance genes are activated. It's as close to *diva* as I will get.

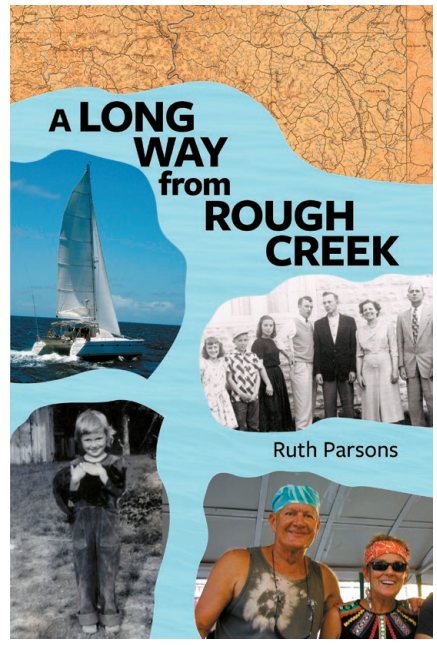
The ride is anything but smooth. I have to station my feet wide apart and brace for the starts and stops. It is a lot like a small catamaran on the sea. You don't get sleepy. We duck down when going under electrical or phone wires dangling down from their poles. Like my mother said, I am a long way from Rough Creek.

It's now nearly noon, about eight hours into this. The J'ouvert revelers are thinning out, heading home for some sleep. They walk slowly, but still get in one last "chip" (dance) as our truck works its way back to the Harvard club. Every bone in my body hurts.

What a way to experience J'ouvert, the opening of carnival! What a lot of energy expended! What a thrill to see the streets filled with people, and a wave of bobbling bodies and heads! It is the people's carnival, and a glorious free up. We cannot wait for next year. The Pod wears gentle smiles the rest of the day and night and the following weeks, and to some extent, forever.

Ruth and George Parsons sailed their catamaran, Makaru*, for 20 winter seasons, from the west coast of Florida to Trinidad and Tobago, where they stored their boat during the summers, and learned to play steel drums with local Carnival bands.*

Ruth was a Fulbright Scholar at the University of the West Indies in St. Augustine, Trinidad. Her memoir, A Long Way from Rough Creek, *captures many of their adventures up and down the island chain, as well as other events.*



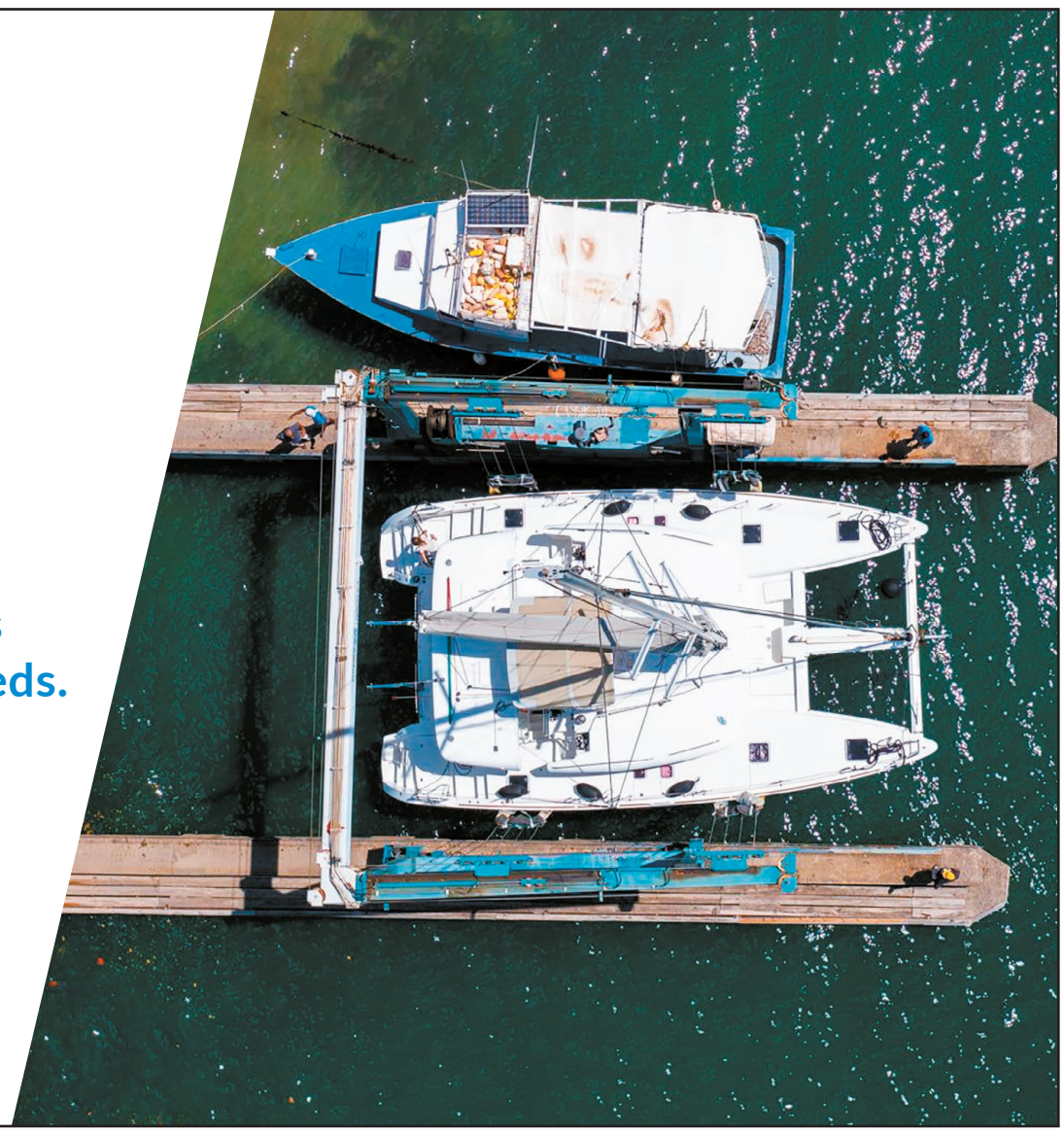
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CALENDAR

March 2025

1-4	Carnival Barranquilla (Colombia)
2	Gran Marcha, Curaçao
2	St. Maarten Heineken Regatta Warm-up
2-9	Dancehall Week, Jamaica. dancehallweek.com
3-4	Carnival, Haiti
3-4	Mas Domnik, Dominica. avirtualdominica.com/project/carnival-in-dominica/
3-4	Carnival Carriacou, "Kayak Mas" (with Shakespeare Mas) socanews.com/carnivals/carriacou-carnival/
3-4	Trinidad and Tobago Carnival
4	Carnival, St. Barts
4	Public holiday in BVI (HL Stoutt's Birthday)
4-11	Superyacht Challenge, Antigua. superyachtchallengeantigua.com
5	Public holiday in many places (Ash Wednesday)
6-8	Virgin Islands Jam Fest, St. John. vijamfest.com
6-9	St. Maarten Heineken Regatta. www.heinekenregatta.com
7-9	Dark & Stormy Regatta, BVI. www.westendyachtclubbvi.com
8	International Women's Day
8	Ladyville Sailing Club Regatta, Belize
9	HondaFest, Salinas Speedway, Puerto Rico
11	Public holiday in Belize (National Heroes' Day)
11	Public holiday in some places (Commonwealth Day)
12-16	SXM electronic music festival, St. Maarten. sxmfestival.com
13	Punta Cana International Music Festival, Dominican Republic
13-16	Moonsplash Festival, Anguilla. moonsplashanguilla.com
14	FULL MOON (Full Worm Moon)
14	Public holiday in in St. Vincent & the Grenadines (National Heroes Day)
14-21	Easterval on Union Island, SVG. caribbeanevents.com/event/easterval-on-union-island/
15	Isle of Light Festival/Santo Domingo Pop Festival, Santo Domingo, Dominican Republic. isleoflight.com
17	St. Patrick's Festival, Montserrat
17	St. Patrick's Day Festival, Grenada
18	Public holiday in Aruba (Flag Day)
18	Good Friday
18-20	Oistin's Fish Festival, Christ Church, Barbados thetopvillas.com/collections/event/oistins-fish-festival
19	Crab Festival, Sainte-Marie, Martinique. azmartinique.com/en/events/crab-fair
20	Easter Sunday
20	Vernal Equinox
20-23	St. Barts Bucket Regatta, St. Barts. www.BucketRegatta.com
22	Public holiday in Puerto Rico (Emancipation Day)
22	Dinghy Championship Hoedemaker Series Day 2, St. Maarten. smyc.com/dinghy-season-championship/
22-23	Antigua Budget Marine Laser Open and Optimist Open
22-30	Yachtie Appreciation Week, Dominica. https://paysdominica.com/yachting-festival-2025
23-31	St. Thomas International Regatta, St. Thomas, USVI sailracingacademy.org/tour/st-thomas-international-regatta-2025
29	Coveside Concert – Timeless. Plantation Cove, Jamaica
29	Taste of Rum, Puerto Rico's International Rum Festival. Puerto Rico Convention Center, San Juan
30	Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day)
31–6 Apr	BVI Spring Regatta & Sailing Fest, including Nanny Cay Cup, Scrub Island Invitational, and Governor's Cup Race, Tortola. bvispringregatta.org
TBA	Foxy's Music Fest, Jost Van Dyke, BVI. foxysbvi.com

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



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MERIDIAN PASSAGE OF THE MOON
MARCH — APRIL 2025

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.

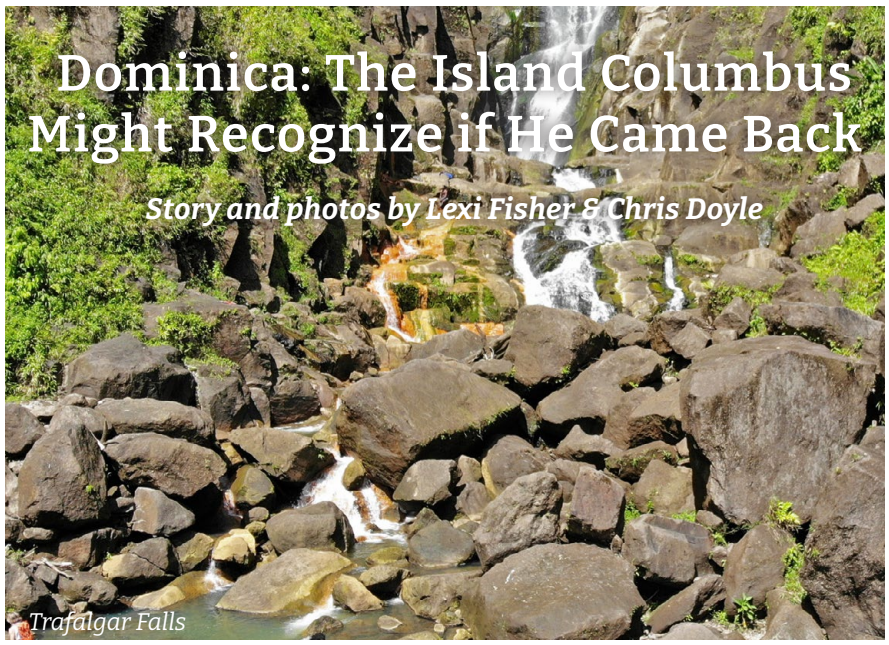
The first hour after moonrise, the westerly current is barely negated. The second hour the flood tide is stronger, the third and fourth hour it's strongest, then it eases off in the fifth and sixth hours. The maximum tide is three or four days after the new and full moons. For more detailed information enabling the sailor to calculate the direction and strength of the current, check the tidal section in the booklets that come with Imray-Iolaire charts A27 or B1.

March 2025

DATE	TIME
1	1329
2	1419
3	1511
4	1606
5	1704
6	1803
7	1904
8	2002
9	2057
10	2148
11	2234
12	2318
13	2358
14	0000 FULL MOON
15	0038
16	0117
17	0158
18	0240
19	0324
20	0412
21	0503
22	0556
23	0651
24	0747
25	0841
26	0933
27	1024
28	1115
29	1205
30	1258
31	1353

April 2025

DATE	TIME
1	1452
2	1553
3	1655
4	1756
5	1853
6	1945
7	2033
8	2117
9	2158
10	2237
11	2317
12	2356
13	0000 FULL MOON
14	0038
15	0121
16	0208
17	0258
18	0350
19	0444
20	0538
21	0631
22	0722
23	0812
24	0901
25	0950
26	1041
27	1135
28	1233
29	1335
30	1439



Dominica: The Island Columbus Might Recognize if He Came Back

Story and photos by Lexi Fisher & Chris Doyle

Trafalgar Falls

Dominica sits almost exactly in the middle of the Eastern Caribbean chain, between the French territories of Guadeloupe and Martinique. Known as the Nature Isle, its 300 square miles are differentiated from the rest of the island chain by its steep, mountainous terrain, abundance of waterfalls, active volcanic vents, and rocky coastline.

While it may not have the sweeping white-sand beaches typical of the Caribbean, it is the region's most unspoiled country, its most exciting destination for spectacular natural beauty, and likely the only island Christopher Columbus might recognize if he came back today. When he was before King Ferdinand and Queen Isabella of Spain, trying to describe the awe-inspiring mountains of Dominica, he had to resort to crumpling up a sheet of paper to illustrate the dramatic form of the land, with its valleys, gorges, and pinnacles.

That gives an idea of its topography but tells nothing of its amazingly lush vegetation. Greenery erupts everywhere, thrusting upwards, curling, stretching, climbing and falling, till the whole land is covered in a verdant tangle of trees, vines, shrubs, and ferns. Add to this a plethora of birds, butterflies, and brightly colored flowers, and you can begin to imagine its almost magical nature.

In addition, there are such unusual natural phenomena as a boiling lake and hot waterfalls, to say nothing of the more usual sulfur springs and crater lakes. The high mountains attract clouds, creating frequent showers interspersed with sunshine, and as a result the island is known as the land of many rivers. It could equally be known as the land of many rainbows. You are sure to see some and, around the full moon, you might see a moonbow. Dominica has some lovely beaches, but not in the profusion of the islands to the north and south, so tourism is low-key.

Dominica has about 73,000 inhabitants who have a natural curiosity about outsiders and enjoy meeting visitors. Nature lovers and free spirits will likely rate this majestic land their favorite. Some of the island can be seen from the boat, but the best times are found walking inland. Light rain gear is advisable. We will outline some attractions under the nearest anchorages. If you only stop at one anchorage, you can reach most of them by road, but anchoring at both Portsmouth and Roseau will allow you to see more.

It should be noted that many of Dominica's hikes, including the one to Trafalgar Falls, may be over slippery and muddy terrain and should only be undertaken by those who are reasonably agile and fit. It is best to take your camera in a waterproof bag. The Dominica Forestry Department has laid many hiking trails in the island's national parks. They have done an amazing job; some sections include miles of log walkways. The Waitukubuli trail runs the full length of Dominica, and it has 14 segments, most of which take 6-7 hours to hike. You can hike any of them with a guide or on your own. We give a link for downloading maps and details on the Dominica page of www.doyleguides.com.

—Continued on the next page



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—Continued from previous page

You can buy trail maps from the Forestry Department in the botanical gardens in Roseau. There are charges for visiting park sites and tickets can be bought by the visit ($5 US single site), or all sites by the week ($12 US). All the money goes toward park maintenance. The Waitukubuli trail has a separate charge, $12 US for a day, or $40 US for 15 days. In Portsmouth tickets may be purchased in the parks office at the mouth of the Indian River.

Just about all of Dominica is spectacular, and there are a number of lovely hikes on small roads and paths that are not part of the park. Dominica has seven potentially active volcanoes (most other Caribbean islands only have one). Eruptions are not expected anytime soon, but this history helps explain the dramatic scenery. An undersea fault to the north of Dominica occasionally shakes Dominica, the Saintes, and Marie Galante.

Navigation

The leeward coast of Dominica is generally steep to. A quarter of a mile offshore will keep you clear of all dangers, from the north down to Scotts Head. If you are closer in than that, watch out for shoals off Toucari, the Layou River, the coast below Morne Daniel, and Anse Bateau. Le Grand Maison is a shoal that extends between one and two hundred yards off the coast just to the north of Soufriere.



Doyle Guide chart of Dominica

As you round Scotts Head, keep clear of The Pinnacle. This rocky peak rises to within a few feet of the surface, about 300 yards west of the northern part of Scotts Head. You can see it when the sun is high and visibility is good, and on calmer days fishermen often anchor there. Give it a wide berth at night or in heavy rain. Other rocks extend underwater from the Scotts Head side, so do not try to pass between Scotts Head and The Pinnacle.

Be prepared for shrieking gusts that seem to come from nowhere off some valleys, especially in the Scotts Head area. These are worst on days when there are no clouds hanging over the mountains. They often have a downward component and have capsized at least one catamaran.

Doyle Guides contain the Eastern Caribbean's most comprehensive and reliable sailing information, available in hard copy and online through a free mobile app, website, and Facebook group. (www.doyleguides.com).

Dominica Entry and Exit Procedures

Ports of Entry:

The two ports of entry for Dominica are Portsmouth and Roseau. https://www.noonsite.com/place/dominica/portsmouth/ and https://www.noonsite.com/place/dominica/roseau/

Advance Paperwork:

All visiting yachts should pre-register with SailClear prior to arrival. http://www.sailclear.com/ For visitors from many countries, a visa is not required. Stays of up to three months are granted on arrival. Up to three days before arrival, crew can submit their landing card information online at https://edcard.dominica.gov.dm/

Entry Process:

On arrival the captain should proceed to the nearest customs and immigration offices with a SailClear notification ID number, crew passports and boat paperwork. A cruising permit is needed to move between anchorages.

Exit Process:

Same as the entry process. For stays of less than two weeks, clearing in and out at the same time is possible.

Rates:

There are minimal clearance fees during working hours (approx. XCD$5 per person). Clearance outside normal working hours will incur overtime fees.

noonsite.com

Check https://www.noonsite.com/place/dominica/view/clearance/ for more detailed information and updates. This information is provided by Noonsite.com, specialists in worldwide formalities for yachts, and was accurate at press time.



- Mercury Dealership
- Full Chandlery
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AkzoNobel	C/W	16	Grenada Marine	Grenada	25	North Yacht Shop	Grenada	14	Turbulence Sails	Grenada	8/MP
Antigua and Barbuda Tourism	Antigua	9	Grenadines Sails	SVG	MP	Norvos Insurance	C/W	19	Umbrellas Beach Bar	Grenada	27
Art Fabrik	Grenada	MP	Happy Kite	SVG	MP	Off Shore Risk Management	Tortola	8	Virgin Gorda Yacht Harbour	Virgin Gorda	12
B+G Marine Services	Tortola	19	Horizon Yacht Charters	Grenada	23	Offshore Passage Opportunities	C/W	MP	Westerhall Rum	Grenada	31
Blue Lagoon Hotel & Marina	SVG	7	Hydrovane International Marine	C/W	MP	Parts & Power	Tortola	10/21			
Budget Marine	St. Maarten	2	Island Water World	St. Maarten	32	Peake Yacht Services	Trinidad	18			
Budget Marine St. Kitts	St. Kitts	MP	Jolly Harbour Marina & Boatyard	Antigua	22	Power Boats	Trinidad	13/MP			
Catamaran Brokerage	St. Maarten	31	LAC Services	SVG	MP	Quantum Sails	Tortola	24			
Clarkes Court Boatyard & Marina	Grenada	4	Mac's Pizzeria	SVG	MP	Rosseau Lake College	Canada	28			
Club De Pesca Marina	Colombia	6	Marina Santa Marta	Colombia	20	Shipmate Marine	St. Maarten	MP			
Douglas Yacht Services	Martinique	11	McIntyre Bros	Grenada	31	St. Croix Marine Center	St. Croix	29			
Doyle Offshore Sails	Barbados	28	Mid Atlantic Yacht Services	Azores	MP	SVG Tourism	SVG	26			
Doyle's Guides	USA	19	Neil Pryde Sails	Grenada	MP	Tobago Cays	SVG	MP			

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