CARIBBEAN
COMPASS
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MARCH 2023 NO. 324
The Caribbean's Monthly Look at Sea & Shore



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FUJIN SWEEPS CMC!

— See story on page 18

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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

MARCH 2023 • ISSUE 324

Dead Boats: Looming Industry Crisis 17



BVI Spring Regatta Turns 50 22



Exclusive Tangvald book excerpt 27



Ode to the Morgan OI 41 33



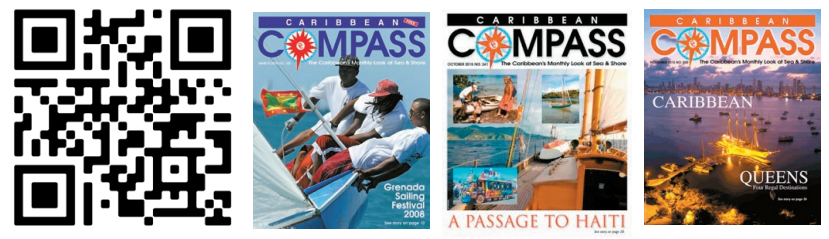


ON THE COVER:
Wet and Wild CMC: Fujin *swept all three races in the fifth running of the Caribbean Multihull Challenge Race and Rally. Photo by LaurensMorel/saltycolours.com. Read coverage of the action by Herb McCormick starting on page 18.*

Readers Forum 4
Channel 16.....5
Business Briefs 9
Regatta News.....12
Meet Marine Life 30
Calendar of Events 32
Meridian Passage.....32
Book Review 33
Caribbean Lives 33
The Night Sky 35
Marketplace 37
Island Poets 38
Classified Ads 39
Advertisers Index.....39

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Among the reasons I enjoy the *Compass* and give it such high ratings every month: It is intelligently put together, easy to navigate, easy to read-online and offline. So many from other lands are willingly and effectively contributing to *Compass*, one of the very few Caribbean publications that come out on a timely basis and with total regularity.
—*Maralyn Ballantyne*, St. Vincent

CARIBBEAN COMPASS

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AHOY!

I have been a *Compass* fan from the start, Issue One, and had an article of my own in Issue Two.

Compass is a brilliant concept, topical, regional, by and for the readers. Information, updates, advice, opinions, entertainment and select cruising adventures, sponsored by business offering services and goods that we want or need.

Tom and Sally published *Compass* for twenty-seven years, 320 issues. Then they retired — they are nearly as old as I am. For five months, we were without *Compass* while everything was being put together for *Compass's* second incarnation, crewed by a younger generation. Sail on ! Sail on !

My trepidation as to how the new *Compass* would look and read was put to rest with the new crew's premier issue, December 2022, #321 ... in which I was proud to have a piece of my own. Bela, Doyle, Lyman and other regulars were there... even a rare appearance by William Pringle and a cover photo by Tim Wright! The usual departments were there, including Street's Meridian Moon Passage table to help us outguess the current. Most of the advertisers were still aboard. And Readers Forum, including a photo of Pete sailing his delightful little dinghy with Sancho the cat standing watch in the bow. Big up !

There were some new contributors as well, new blood. If you are cruising these waters, having interesting adventures, have good (and high resolution) photos and always wanted to write and publish a story, go for it. Your audience includes those you have met along the way and the folks back home can read it online.

I regard "The Caribbean's Monthly Look At Sea and Shore" as an institution.
Fair Winds and Happy Trails.
One Love, Hutch (Jim Hutchinson)
OneManSpeaks.com

Jim,

This is all fantastic, and we certainly appreciate what you are doing!

Dan Merton
publisher





Channel 16

Young Sailors receive certificates from Hemingway International Yacht Club of Cuba

The Hemingway International Yacht Club of Cuba, in partnership with the Maritime Fisheries Institute Andres Gonzales Lines, proudly issued sailors' certificates to the 24 young people who passed the new Sailors' Course, taught at the Yacht Club's headquarters by two professors from the Institute, Carlos Miguel Pedroso Martínez and Carlos José Gómez Luis.



Graduates of the Sailors Course display their certificates.

The director of the Institute, Raúl Bobadilla González, congratulated the new sailors and urged them to continue promoting Cuba's historic seafaring tradition.

In his remarks, Commodore Escrich of the Yacht Club stated his intent to continue working closely with the Institute in a common effort to promote friendship and the cooperation between both institutions through the organization of educational, scientific and cultural events.

The Yacht Club and the Institute are united by the Friendship and Collaboration Agreement, which commits them to working together to promote the Cuban nation's culture of the sea. The Yacht Club has similar agreements with other boating clubs throughout the Caribbean and the US mainland, dedicated to the furthering of relationships through boating activities.

OCC Awards Barton Cup to the Schwartz Family

For 2022, the Ocean Cruising Club has awarded the OCC Barton Cup to Jon and Megan Schwartz and their young sons Ronan (15) and Daxton (13). The award recognizes an exceptional or challenging voyage or series of voyages made by an OCC member or members.

The Schwartzes are an American family, who, with their two cats Poseiden and Athena, left France on their new Boreal 47 *Zephyros* at the end of 2018 bound for the Caribbean.

In mid-2019, they headed to Panama, from where they transited to the Galapagos, on to Ecuador, and down to Easter Island, before continuing east to Chile, arriving before Covid hit the world. They enjoyed their exploration of

PHOTO COURTESY OF SCHWARTZ FAMILY



Jon, Megan, Ronan and Daxton

Patagonia for more than a year. The boys grew up quickly, becoming capable crew and sailors as they explored and raced dinghies with the local Chilean kids.

At the end of 2020, *Zephyros* headed across the Drake Channel for the family's first trip to Antarctica. They had a great time exploring before returning for another year in Chile (all done legally, with full permits and no bending of Covid restrictions). At the end of 2021, they returned to Antarctica, then sailed back up to Cape Horn and Chile, and on to the south Atlantic, with long passages to the Falklands, St. Helena, and Ascension Islands, before heading back to the Caribbean, completing their multi-year circumnavigation of South America.

Commodore Simon Currin stated, "We thoroughly admire the Schwartz family for their seamanship, as well as for their low-key approach to their adventures, rare in today's challenging times. They're great ambassadors of the OCC and the cruising community in general and very deserving of this, our most coveted, award."

Read more about the Schwartz family's adventures on their blog "Sailing Zephyros" (www.svzephyros.com).

Turkish Woman Completes Solo Sail Across Atlantic

On January 19, Başak Mireli arrived in Martinique, the first Turkish woman to successfully sail across the Atlantic Ocean alone. She achieved the 2,384-mile journey from the Cape Verde Islands on her sailboat, *Istanbul*, in 24 days.

Mireli began sailing in childhood, and returned to the sport after completing her university education, competing as a licensed athlete of the Istanbul Sailing Club. Discussing this journey, she said:

"I've been navigating these long journeys for many years. In July 2022, my husband and I embarked on a world tour, starting with a westward voyage across the Mediterranean and dropping anchor in the Canary Islands from Gibraltar. Then continuing our venture southward, we reached Cape Verde, where we eventually had to part ways. I braved the Atlantic solo until I eventually reached the Caribbean.

"The most extraordinary story I encountered while making repairs on the back of the boat was the sighting of a whale. To be surrounded by nothing but stars and other creatures, free of the constraints of time, was a completely unique experience, one I'd been longing for since I'd embarked on my journey … Each sunrise and sunset brought with it the anticipation of the unknown, and I was in awe of the beauty of timelessness."

Her next goal is to traverse the Pacific Ocean.

—Continued on next page

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—*Continued from previous page*

Temporary Residence for Sailors Urged in SVG

Godwin Friday, leader of the Opposition of St. Vincent and the Grenadines, has suggested that the government should give sailors temporary residence as a way of attracting more sailors to St. Vincent and the Grenadines.

Friday, member of parliament for Northern Grenadines and president of the New Democratic Party, said while the Grenadines is world-famous among sailors, the destination has lost much ground over the last 15 years.

Speaking during the budget debate, he said the country must believe it can recover the lost ground and its leadership role in the yachting sector in the Organisation of Eastern Caribbean States (OECS).

Friday urged the government to think of innovative programs that can be used to attract yachts to the country and to get them to stay longer.

"Don't treat them as somehow they're suspicious people that you have to try and get rid of when the six weeks are up and the immigration permit or whatever it is expires — they have to go out of the country and come back and so forth," he said, adding that when yachts leave, they might not return but may travel to another Caribbean island.

Friday suggested that yachts "of a certain net worth be granted temporary residence to stay in St. Vincent on their boats. That is a way to get them to think of us differently, to think of us not just as a place you stop but this is home as well. These are people who are retired, have some income; they're not coming here to take anything from anybody."

He said the country would benefit from the spending that these yachties do, and called for an end to the government's raising fees on yachts exorbitantly. He suggested the government invest in building more marinas to attract yachts, and that it beef up security so that visitors could feel safe from yacht invasions and robberies.

Coast Guard Rescue of Dismasted Boat

A Coast Guard Station San Juan boat crew assisted two boaters on February 2, and towed their dismasted sailing vessel to safe harbor in Arecibo, Puerto Rico.

A U.S. and a Norwegian boater were reportedly traveling aboard the 30-foot sailing vessel *Mare* on a voyage from the Bahamas to San Juan, Puerto Rico, when the vessel became dismasted, approximately 30 miles north of Arecibo, Puerto Rico.

Coast Guard watch standers at Sector San Juan received a Mayday call at 1 p.m. via a VHF Channel 16 marine radio communication, from the vessel *Mare* requesting assistance. A Coast Guard MH-60T Jayhawk helicopter and Station San Juan crew aboard a 45-foot Response Boat Medium responded to locate and assist the boaters.



PHOTO COURTESY OF USCG

Dismasted vessel Mare *rescued by Coast Guard Station San Juan.*

Upon arriving on scene, the Coast Guard helicopter crew escorted the sailing vessel *Mare* until the Coast Guard boat crew placed the vessel in a stern tow and made way to the Club Nautico marina in Arecibo, Puerto Rico.

"The training we do each and every day allowed us to assess the sea worthiness of the vessel and conduct a tow in unfavorable sea conditions," said Petty Officer 2nd Class David Rodríguez, Coast Guard Station San Juan coxswain for the case. "The mast hanging into the water created a dangerous situation and the crew did a great job throughout the evolution. We are all happy that everyone is safe."

Viking Explorers arrive in Grenada

After months of preparations, the Viking Explorers Rally, in its sixth edition, arrived at Port Louis Marina in Grenada in early February 2023.

The 23 boats which set sail January 6 from the Canary Islands included 88 crew members from all over the world — a total of 19 countries were represented.

Participants departed just as the Azores High gave the fleet a good start within the standard tradewinds. The fleet arrived at the Cape Verde islands six days later, after approximately 850 miles. They were greeted by the *Marina Mindelo* and Viking Explorers staff. There they could check their boats, do some adjustments and repairs, and depart again on January 17 for the big jump of approximately 2,100 miles to Grenada.

A few days later, the fleet tracking control team informed them that two big high-pressure systems would push a low pressure system down to lower latitudes, breaking the tradewinds and leaving most of the fleet without wind, for many days. Some chose to take a more southern route, which was the best decision, but most of the boats experienced some days of no wind.

By the end of January the first boats started to arrive in Grenada. S/Y *iSea* from Denmark, a J46 with captain Klaus Bonde, his wife Gitte and crew Martin and Antoine, arrived on January 29 after being 14 days out at sea, and the rest of the boats would follow over the next few days. S/Y *ZigZag* arrived on February 6, just a few hours before the welcome ceremony.





Top: Ayla*, award for oldest boat (with very new crew members)*
Bottom: Lazy Cat*, award for newest boat*

Boats were greeted by the Grenada Tourism Authority, marina manager and rally staff as they arrived, and enjoyed a well-deserved rum punch and were gifted with a welcome basket with local products. The participants could enjoy a few days of activities, local markets and cocktails, beach parties, as well as visits to a chandlery and to a hurricane safe boatyard, all these hosted by local sponsors.

The Viking Explorers is not a race, yet every year the rally hosts a prizegiving ceremony, presenting awards such as "Spirit of the Viking Explorers," which went to Bonde from Denmark, captain of S/Y *iSea*. Other prizes went to the youngest skipper, Lars de Bover from Belgium, captain of S/Y *Oscargot2*, a Bavaria 42, and oldest skipper Colin Stepples from New Zealand, captain of S/Y *Trim*, a Lagoon 42.

—*Continued on next page*

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The smallest boat award went to Paul Little from the UK, captain of S/Y *Moonshadow*, a Sigma 362, and the biggest boat award went to Peter Tiner from Sweden, captain of S/Y *Maiken*, an Amel 54. The award for the newest boat went to Glenn Hawkins from Norway, captain of S/Y *Lazy Cat*, a Fountaine Pajot Astrea 42, and the oldest boat award went to S/Y *Ayla*, a Maxi 120, with captain Roberth Granath from Sweden.



New Dimensions Orchestra plays for Vikings.

The party went on with a fine selection of rum tasting offered by the Grenada Distillery. Participants could also taste Grenadian Chocolate while the steel pan band New Dimensions performed in the background.

Viking Explorers has been running since 2018 and is sponsored by the Grenada Tourism Authority, Camper and Nicholson Port Louis Marina and the Grenada Distillery, among many other sponsors.

Viking Explorers 2023 is now officially closed, and bookings for the Viking Explorers 2024 are filling in fast.

For more information please contact hello@vikingexplorersrally.com.



ARC arrival in St. Lucia

ARC January 2023 Prizegiving Ceremony

ARC January 2023 came to a close on Saturday, February 11, with the prizegiving ceremony marking the end of the second edition of the new year's running of the Atlantic Rally for Cruisers. Held at the Golf and Country Club in Gros Islet, the evening concluded the program of events in St. Lucia, marking the end of the rally that began five weeks ago on the other side of the Atlantic in Las Palmas de Gran Canaria.

Organisers hoped that crossing the Atlantic later in the season, starting on January 15, would bring more reliable tradewinds for the 2,700nm ocean sail, but the second week brought challenges of light winds for some and few options for the navigators of the fleet other than to wait it out and enjoy the extra days on the ocean. The first arrival, *Finiens*, a German flagged Hanse 675 skippered by Timmy Bon, arrived in St. Lucia on January 31. All boats arrived ahead of the prizegiving with the last boat to come in, *Dena*, tying up at around 6 a.m. on February 9.

Awards were presented for each division and class, with *Te Reva* (FRA) taking home first prize in the multihull division, *Finiens* (DEU) winning Class A for the cruising division, and *Dubbel Zout* (USA) first in the Class B for the cruising division, also the only boat to record no motoring hours throughout the crossing.

For full results go to www.worldcruising.com/content/S638116403701250292/ARC_January_Results_All_Divisions.pdf.



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PHOTO BY CHRIS ANDERSON

SERVICE YOUR YACHT IN TRINIDAD AND TOBAGO

Sail

Trinidad and Tobago's strategic geographic location below the hurricane belt positions the country as an attractive location for storage, repair and maintenance services. During the Atlantic hurricane season (June 1 — November 30), some Caribbean islands are affected by devastating tropical storms and hurricanes. However, Trinidad and Tobago's location, just south of the hurricane belt, offers shelter and protection for cruisers and yacht owners.

Service

Located in the northwestern peninsula of Trinidad, Chaguaramas is a busy commercial port and is the main hub for yachting activities in Trinidad and Tobago. Chaguaramas's boatyards and marinas are equipped with advanced machinery and equipment to undertake repair and maintenance services of vessels of various sizes, including haul-out services. Staff are highly trained, skilled and experienced to undertake technical work. Products and services include, but are not limited to, repairs and maintenance (fiberglass work, welding, woodwork, upholstery services, sail making, electronics and electrical work, mechanical services, painting and rigging, propeller repairs, signs and engraving, tank cleaning, refrigeration, air conditioning), marina services (hospitality services, haul-out facilities, storage facilities and dock spaces) and other services (retail shops, travel agencies and readily available spare parts).

Some of the larger boatyards located at Chaguaramas are Coral Cove, Peake Yacht Services, and Power Boats.

For a more detailed listing of the services available in these and other boatyards, see www.ysatt.com/services-table.php.

Stay

Trinidad and Tobago caters to all yachting needs within a convenient one-mile radius. Several marinas and hotels in the Chaguaramas area provide services including storage, accommodation and hospitality for yachting visitors. The three main hotels in the area are Chaquacabana, Crews Inn Hotel & Yachting Centre and Coral Cove Marina Hotel. Each offers visitors a suite of hospitality services including restaurants, coffee shops, Wi-Fi, and other amenities for cruisers' comfort.

Tourist Attractions

Trinidad and Tobago is home to a multiplicity of attractive activities that visitors can be immersed in all year long. Activities range from hiking, nature trails, tours of heritage sites, beaches, festivals. The possibilities for fun and recreation are endless. Visitors can dock their vessels at any of the many boatyards or marinas available in Chaguaramas and enjoy all the diverse attractions that Trinidad and Tobago has to offer.

Things to Do: Trinidad

Trinidad offers a wide range of activities that cater to every preference. There are many nature tours and hikes within close proximity to Chaguaramas, such as the abandoned Tracking Station, Bamboo Cathedral and Gasparee Caves. For the adventure seeker, Macqueripe Bay, also located in Chaguaramas, has a zip line adventures through the rainforest or over the Bay. Five Islands Water & Amusement Park offers family fun.

Top: Las Cuevas at low tide
Bottom: Yacht in the cradle at Peake Yacht Services



PHOTO BY BRUCE AMLICKE

Trinidad's coastline hosts a wide array of beaches with pristine waters. A favourite is the Maracas Bay, which is a short 30-minute drive through the mountainous and lush Northern Range from Port of Spain, the capital of Trinidad and Tobago.

For more information on things to do and places to visit in Trinidad, please go to visittrinidad.tt.

Things to Do: Tobago

Tobago is located 20 miles from Trinidad. Visitors can sail there easily, or they can remain docked at their boatyard or marina and board a short flight with Caribbean Airlines (the national airline). Alternatively, there is an inter-island ferry service. Both modes of transportation are very efficient and quite cost-effective.

Tobago is home to the oldest protected rainforest in the western hemisphere and is a bird watcher's paradise. For tourists interested in diving and snorkeling, Tobago's reefs are rich in biodiversity. Popular spots that satisfy these hobbies include Buccoo Reef, Nylon Pool, Pigeon Point and Little Tobago.

For more information on Tobago please click on visittobago.gov.tt.

The Yacht Services Association of Trinidad and Tobago (YSATT)

The Yacht Services Association of Trinidad and Tobago (YSATT) is a nonprofit organization established in 1994 by the boatyards and marinas in the western peninsula of Trinidad to facilitate the growth and development of the yachting sector in Trinidad and Tobago. YSATT is the umbrella body for information in the sector for both local stakeholders and foreign visitors.

For more information on entry requirements for cruisers, visit the Yacht Services Association of Trinidad and Tobago at ysatt.com, or the YSATT pages on Facebook and Instagram. Additionally, you can contact Jesse James at +1 (868) 683-5202 and Sharon Rose at +1 (868) 757-0139. Information about the Trinidad and Tobago mobile guide app can be found at www.mtrip.com/trinidad-tobago-mobile-app, or on Facebook at facebook.com/exploretrinidad.

This article was submitted by the government of the Republic of Trinidad and Tobago.

BUSINESS BRIEFS



Yacht Servant *loaded with vessels.*

M/V *Yacht Servant* Marks First Year of Service

DYT Superyacht Transport, announcing the first anniversary of its 214m yacht carrier, *Yacht Servant*, calculates that *Yacht Servant* has sailed 80,857 nautical miles in her first year, meaning she has already sailed around the world four times.

With 22 global port calls and 365 days of employment, it has been a busy first year for this innovative vessel and her crew. Yacht owners, captains, and crew all report positive feedback about their first experiences with the young *Yacht Servant*.

The *Yacht Servant* offers a fixed sailing schedule to essential yachting destinations all over the world, and transatlantic delivery times averaging just 14 days.

DYT, as the owner/operator of a fleet of semi-submersible vessels, offers its clients a stress-free way of loading a yacht, with no lifting or lifting stress on the hull and no restrictions on size and weight. Its unique float-on, float-off loading system offers clients a hassle-free transportation experience.

DYT Super Yacht Transport, formerly known as Dockwise Yacht Transport, was founded in 1987. Today it is a member of the Spliethoff Group.

Peters & May Celebrates 50th Anniversary



In June 1973, Peters & May began its journey as a freight forwarding company, the first shipping agent originally based outside of a major port in southern England. Fifty years later, it is a global logistics leader with local knowledge, with ten offices worldwide, providing regular transatlantic sailings, one-way and return, between Europe, US, and the Caribbean.

"We are proud of our heritage and delighted to celebrate this milestone by highlighting the story behind the company's transformation into the trusted, reliable, and experienced set up of today," says CEO Simon Judson. "In such a forever evolving industry it is important for us to change with the times and keep our dynamic approach. From the corners of each division, our committed teams work diligently and with transparency across all regional offices. It is the result of their hard work that is testament to the success of our company today."

Unprecedented events such as Covid-19 and Russia's invasion of Ukraine posed new challenges for the industry, such as port congestions, fuel and transport hikes, and vessel and labour quarantining.

Since the 1980s, Peters & May has been associated with many prestigious events, from the likes of the Whitbread Round the World Race and The America's Cup to the Atlantic Rally for Cruisers (ARC) and Antigua Sailing Week (ASW). As the official shipping and logistics partner for ASW, Peters & May sponsors its own Peters & May Round Antigua Race which kicks off the event each year.

Magnetic Compass from Ritchie Navigation

The SuperSport Venture SS-PR2 magnetic compass from Ritchie Navigation not only displays an accurate heading even when stopped, but instantly shows minute course changes. Ideal for boats 4.5m to 10.5m in length, it's perfect for powerboat dashboards and sailboat bulkheads.

Like all Ritchie compasses, the SuperSport Venture SS-PR2 is 100%repairable. MED Wheelmark certified, it comes with a five-year warranty.

Contact Ritchie Navigation, 243 Oak St., Pembroke, MA 02359 USA. +1-781-826-5131



SuperSport Venture SS-PR2 Magnetic Compass

—Continued on next page

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—*Continued from previous page*

Yachting Destination of the Year: Grenada

Renée S.C. Goodwin reports: The country of Grenada, Carriacou, and Petite Martinique was recently named Yachting Destination of the Year by *Caribbean Journal*. The tri-island destination is located outside of the hurricane belt and is blessed with many naturally sheltered anchorages. The islands are home to numerous world-class marinas in a variety of settings — from low-key rural tranquility to top class superyacht facilities. The islands also offer fine dining, the peace of nature, and live music venues. Visitors can learn about culture and heritage, lounge on pristine beaches, chase waterfalls, or try the local rums and chocolate. Also recommended — stock up on Grenada's organic spices, including locally grown bay leaf, nutmeg, turmeric, ginger, clove, cinnamon, and pimento.

Grenada offers a year-round roster of lively festivals and regattas. Highlights include the 10th Annual Grenada Chocolate Festival, taking place this year from May 16 — May 21. This year there is an added rum element in celebration of the festival's 10th year. The Spicemas Carnival, Grenada's most celebrated attraction, runs from August 1 — August 15, and offers an authentically Caribbean spectacle of colour, culture, tradition, and music. The Petite Martinique Whitsuntide Regatta takes place from May 26 — May 29, followed by the Dive and Conservation Fest from May 29 — June 5. The region's longest running regatta, Carriacou Regatta, will be held from August 4 — 7.

Bequia Threadworks Launches New Collection

Bequia Threadworks, an ethical fashion brand and nonprofit organisation based in Bequia, St. Vincent and the Grenadines, recently launched its fourth and latest collection, "Into the Wild."



IMAGE BY MAXIN BROWNE

Women's wear from Bequia Threadworks

Founded in 2018, the Bequia Threadworks mission is to promote economic freedom and women's empowerment on the island through training and employment opportunities. As of 2023, the company employs an all-women team of 15.

New inhouse Vincentian designer Odini Sutherland helped birth this collection by infusing the relaxed atmosphere of Bequia with the lush tropics of St. Vincent and the Grenadines. The collection features new silhouettes, bold patterns and sustainable fabrics. In December 2022, Bequia Threadworks hosted a Collection Launch Party at its Boutique in Bequia, and launched a newly revamped website (www.bequiathreadworks.com).

The 2023 Collectable Tees feature a map of Bequia hand-drawn by Vincentian illustrator Anusha Jiandani, an example of the local and regional collaborations involved in "Into the Wild." The line is complemented by accessories and jewelery handmade by local artisans, with new pieces added every month.

Shop "Into the Wild" in-store in Port Elizabeth, Bequia, or contact boutique manager Merrydif at +1 (784) 526-6945 or boutique@bequiathreadworks.com for virtual shopping assistance. Bequia Threadworks aims to launch e-commerce for online shopping in the coming months.

Sevenstar Transport Cradles Certified

Juliette Verkerk of Sevenstar Yacht Transport reports: Sevenstar Yacht Transport is the first company to receive certification for its transport cradles from Lloyd's Register, one of the most reputable marine classification societies in the maritime industry. Max Stepanov, Manager of Operations at Sevenstar, commented on this certification:

"Every day setting the highest standards for safety, quality, and reliability in the yacht transport industry keeps us moving and motivated as a team and company. We are really thrilled to receive this recognition for our work and will continue to be a bit better every day."

After a thorough check, Lloyd's confirms the certification with an official design appraisal document (DAD) for all Sevenstar's cradles and securing devices, used for the transportation of yachts and other floating objects. Sevenstar will continue its cooperation with the world's leading marine classification societies and other partners in the maritime transport industry to deliver quality services to its clients.



PHOTO COURTESY OF SEVENSTAR YACHT TRANSPORT

Loadmasters check the cradles.

Lloyd's Register is a global professional services company specializing in engineering and technology for the maritime industry. The world's first marine classification society was created more than 260 years ago to improve the safety of ships. As a classification society, Lloyd's Register is an essential link in the overall safety chain of the marine and offshore industries.

For more information, contact Juliette Verkerk j.verkerk@sevenstar.nl +31 681 039 620; www.sevenstar-yacht-transport.com.

Hubbell Marine Isolation Transformers



Hubbell Marine announces that its suite of isolation transformers are both UL Listed and ABYC compliant, the only company that offers this level of protection.

An isolation transformer is a transformer used to transfer electrical power from a source of alternating current (AC) power to some equipment or device while isolating the powered device from the power source, usually for safety reasons or to reduce transients and harmonics. It is used by cruisers to access shoreside AC power.

Hubbell has 12 models of isolation transformers with the basic combinations of 50/60 or 60 Hz and 15 or 25 kVA. Engineered for 50A and 100A systems, they convert various dockside power, such as 208V, to the required 120/240V needed on board. Additionally, they protect against onboard shock hazards, deadly stray current in the water due to improperly wired marina components and galvanic corrosion, as well as annoying fluctuating power dips and surges that can reset or damage sensitive electronics.

With the Auto-Boost option, Hubbell isolation transformers measure the power upon startup. If the reading at the dock falls below 195–220V, the device instantly boosts output by up to 12.5% to ensure a constant, even flow. Such low-voltage conditions can occur when another vessel plugs into the marina's electrical system.

Hubbell designed its isolation transformers for simple installation by a qualified NMEA-certified electrician.

New Flashlights from Cascade Mountain Tech



Steelcore 650 lumen flashlight

Cascade Mountain Tech introduces a new line of flashlights for a range of cruiser needs. The Monahan Retro Lantern has the look of an old-fashioned gas lantern, but offers 400 lumens of dimmable power, running on a rechargeable lithium-ion battery. It is rechargeable with a powerbank, and has a folding handle for carrying or hanging, and a wide base which makes it stable on a variety of surfaces.

The Steelcore 1000 Lumen Flashlight offers 1000 lumens for maximum brightness, and its three-switch toggle can take it down to 350 lumens, or put on a strobe setting. It has an adjustable focus that swaps between a wide floodlight and narrow spotlight, with a reach of up to 720 feet. Its outer shell is poly-nylon; its core is steel, and it has an IPX8 rating, which means it can be submerged deeper than 1 meter.

The Steelcore 650 Lumen Flashlight comes with the same features as the Steelcore 1000 in a smaller, lighter package. It throws a beam up to 590 feet, and its three settings are high (650 lumens), low (350 lumens) or strobe to match your specific needs.

700 Lumen Rechargeable Aero Flashlight has a lightweight aluminum body and rechargeable 18659 lithium-ion battery. Its three settings are high (700 lumens), low (250 lumens) and strobe, and its adjustable lens focus gives a range of options from wide floodlight to narrow spotlight. It will run up to five hours on a single charge.

For more information, visit cascademountaintech.com. Products ordered from the website can be shipped to US territories in the Caribbean.

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REGATTA NEWS



PHOTO BY ARTHUR DANIEL RORC

Teasing Machine *makes her way to Camper & Nicholsons Port Louis Marina after crossing the finish line in Grenada.*

***Teasing Machine* Wins RORC Transatlantic Race**

RORC Vice Commodore Eric de Turckheim, racing his NMYD 54 *Teasing Machine* (FRA), is the overall winner under IRC for the 2023 Royal Ocean Racing Club (RORC) Transatlantic Race.

Teasing Machine became the first boat to win the RORC Transatlantic Race Trophy at Camper & Nicholsons Port Louis Marina on two occasions; *Teasing Machine* also won overall in 2017. This year's triumph follows an overall win under IRC for the 2022 Rolex Middle Sea Race, so *Teasing Machine* will be going for a hat trick of victories in the next RORC Caribbean 600.



PHOTO BY ARTHUR DANIEL RORC

A jubilant team on Eric de Turckheim's Teasing Machine*: Laurent Pages, Quentin Bouchacourt, Bertrand Castelnerac, Aymeric Chappellier, Quentin le Nabour, Paco Lepoutre, Gabriele Olivo, Christian Ponthieu, Jerome Teillet With Nikoyan Roberts (GTA) and Steve Cole (RORC).*

"Winning the trophy for the second time after such an incredible race is fantastic," said de Turckheim. "It was downwind all the way at huge speed, with very tough competition from *Black Pearl*, *Rafale* and *Tulikettu*. All these 50-footers are in different configuration, so *Teasing Machine* had to be in top, top form. The biggest battle was with *Black Pearl*; we were constantly watching each other on the tracker updates to see how we were performing. This year's RORC Transatlantic Race is probably the most amazing race I have done. It was not individuality which gave us success, it was an incredibly good team with extraordinarily good team spirit."

***Pen Duick VI* finishes RORC Transatlantic Race with youngest crew**

Marie Tabarly's 73-foot ketch *Pen Duick VI* (FRA) finished the RORC Transatlantic Race on Sunday, January 22, in an elapsed time of 13 days 19 hours 33 mins 53 secs. Proudly displaying the flag of the Yacht Club de France, the *Pen Duick* crew of 12 is the youngest in the race, and 50 percent of the crew are women sailors.

"The *Pen Duick* crew has been selected for the 2023 Ocean Globe Race and this is our first race together. There is no better way to cross the Atlantic than to race," said Tabarly. "For me, as long as I am at sea, I am happy, but these were not perfect conditions for *Pen Duick*. This boat likes to go upwind in heavy weather rather than downwind in light conditions, which we had for this race. However, it was very interesting for us to have the sensation and to work on the sail plan that we would like for the Ocean Globe Race.

"*Pen Duick* has a young crew, and there are not many boats like her, so there is no school to race such a boat. To gybe we need 11 people; we need to work together, stick together and have the vision of what is going on. *Pen Duick* is a heavy, powerful boat and you have to sail her in a very classical way, which requires focus as well as spirit from the team. Having a team that can work together is much more important than technical experience."

Pen Duick VI competed in the new RORC-organised Nelson's Cup Series in Antigua in February.

—Continued on next page



PHOTO BY ARTHUR DANIEL RORC

Marie Tabarly and PEN DUICK VI

—Continued from previous page



PHOTO COURTESY OF MANUKA SPORTS EVENT MANAGEMENT

Callisto *starts the race.*

Callisto Wins Pineapple Cup

Jim and Kate Murray's *Callisto* has won this year's Pineapple Cup — the biennial race from Florida to Jamaica. The Doyle-powered Pac52 enjoyed champagne sailing conditions. Doyle Sails expert Justin Ferris, who sailed with the crew, reports that there were "near perfect sailing conditions, warm water and a near perfect training run for *Callisto* for the lead up to the RORC Caribbean 600 Race. We were treated to exceptional downwind sailing conditions from windward passage to the finish line, 16-25 knots of wind and big waves as we neared the finish. This year's Pineapple Cup has to be one of the most enjoyable races I've done in years, and we really need to take our hats off to the race organizers and sponsors for sticking it out as the fleet numbers dropped. Jim and Kate Murray set a goal to keep it fun, basing the team around sailing buddies."

Their plan has paid off, as the mostly non-pro team has won three races in a row.

One of the oldest offshore races on the calendar, The Pineapple Cup — Montego Bay Race started in 1961. The 811 nautical mile race starts in Miami, and racers cross the Gulf Stream for the Northwest Providence Channel. The middle of the race offers a fetch down the eastern side of the Bahamas Island chain toward the tip of Cuba. The final stretch is typically a sailor's dream: a 240-mile downwind sleigh ride from Cuba's eastern tip, known as the Windward Passage, to the finish at Montego Bay.



PHOTO COURTESY OF MANUKA SPORTS EVENT MANAGEMENT

The winning team

Jim Murray describes his favorite moment: "There was a gorgeous crescent coming into Montego Bay and we had these large waves from the stern and it was gusting 24 knots and we just were absolutely hauling the mail downwind and the whole crew was actually pretty silent. It was everyone just doing their jobs, and after three days on the water that's why you do this, because everyone just loves being part of the team."

Team Bolke Wins Painkiller Cup

Team Bolke from St. Croix ran away with the 2023 Painkiller Cup event for paddleboarders, held on January 20 in the British Virgin Islands. The team of racers, comprising Bill Kraft, Isabel Picard and Jeremy Vaine, aced the 14-mile



PHOTO BY LILI RHYMER/ L MEDIA

The start of Painkiller 2023 at Trellis Bay, Tortola

downwind course to win in a time of 2:47 and pocket the $1,500 first place prize.

Second was Team Tree A Wee from St. Thomas, USVI, made up of Tristan Herman, Adam Quant and Meg Bosi.

Third place went to Johnny & The Rockette, a team from Tortola made up of Lee Donovan, Johnnie O'Hara and Amanda Baker.



PHOTO COURTESY OF LILI RHYMER/ L MEDIA

Happy post-race Painkiller Cup Racers

Conditions were nearly idyllic for the downwind team race. A squall at the start at Trellis Bay sent racers from the seven teams scooting downwind through the Caminoe Passage toward Guana Island. Bill Kraft gave Team Bolke an early lead, which they never relinquished.

"We've competed in the Painkiller Cup so many times," said Kraft. "We know what do to get the win." Kraft and his team won the event in 2020, and finished second four other times.

The annual Painkiller Cup is a unique event in that the teams of three racers must include at least one female paddler. The teams rotate every 25 minutes as they paddle down the north shore of Tortola and across to Jost Van Dyke. The finish is at Hendo's Hideout at White Bay, Jost Van Dyke.

A second smaller event is run concurrently. The three-mile Mini-Painkiller Cup starts at Sandy Cay and finishes in White Bay.

This year's mini-winner was Sam Morrell, followed by his father, Andy. Sadiq Khan of Tortola finished third, followed by another father/son team, Derek and Steve Denure from Canada. Moet Boel from St. Thomas was the top women's finisher, in fifth place.

The Painkiller Cup is sponsored by The Moorings, HIHO, Lemon & Line, Sun Bum & Hendo's Hideout.

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Great Dinghy Racing During First Day of Hoedemaker Series

Seventeen participants raced in the first day of the Hoedemaker Series, January 27. The Hoedemaker Series is part of the Grant Thornton Dinghy Season Championship and is hosted and organized by the Sint Maarten Yacht Club. This first day, competitors from the Friars Bay Sailing School, Club de Voile de Fryers Bay joined the regatta.

The race committee, led by sailing instructor and race officer Grace Cheasley, was able to start four races for three different classes: Laser, Optimist and RS Zest.

With two competitors in the RS Zest class, Robbie Ferron took the win over Massimo Lapierre, who came in second.

The Optimist class was the biggest, with ten participants. Nathan Sheppard from the Sint Maarten Yacht Club (SMYC) came third in the day results, winning one race. Sarah Michaux from the Club de Voile de Fryers Bay finished second. Corentine Corroy came in first, with three races won and one fourth place finish.

Racing Coach Sam Peeks said of the Optimists: "We are training hard with the young sailors in the Optimist group, every Wednesday, to introduce them to racing. It is great to see that more and more sailors feel comfortable enough to join a race. Sophia Chamas participated in her first race last Saturday, and she finished all her races."

The Laser Class race committee saw five participants. Francener Faustin from the SMYC finished third; Emma Lennox, also representing the SMYC, came second; and Emilien Le Normand finished first, representing the Club de Voile de Fryers Bay, only one point ahead of Lennox.

Full results for Hoedemaker can be found on the Sint Maarten Yacht Club website; visit www.smyc.com/dinghy-series.

ON THE HORIZON

Antigua Yacht Club Racing Events

The Antigua Yacht Club is hosting two events on March 25-26, the 5th Antigua Optimist Open, and the 20th Antigua Laser Open.

Racing for the Optimist Open will be governed by the 2021-2024 World Sailing Racing Rules and the Optimist Class Rules; the Laser Open will be governed by the 2021-2024 ISAF World Sailing Racing Rules of Sailing and the Laser Class Rules. Both events will also be governed by the prescription of the race committee and the sailing instructions.

Early Bird entry fee for both events should be submitted by 4p.m., March 15. For the Optimist event, the fee is US$50/EC$135; for the Laser event, it is US$60/EC$162.

Regular entry fee should be submitted by 4p.m., March 22. For the Optimist event, the fee is US$65/EC$175; for the Laser event, it is US$75/EC$202. Entry fee for both includes lunch on Saturday.

Members of the AYC may reserve an Optimist or a Laser by handing in an entry form with entry fee. There are only a limited number available.

Non-members are asked to bring their own boats, or they can charter a boat. The fee for an Optimist is US$70/EC$189, for a Laser US$90, in addition to the entry fee. Those who have a preference in equipment are more than welcome to bring their own.

The races will be sailed in Falmouth Harbour and will be a Trapezoid or Windward/Leeward. The course will be given in the sailing instructions. There will be a maximum of 12 races with one discard.

Prizes for the Optimist Open will be awarded for 1st, 2nd and 3rd places.

Prizes for the Laser Open will be awarded for 1st, 2nd and 3rd places in the standard, 1st in Radial and 1st in 4.7.

For more information, please contact Antigua Yacht Club 1 (268) 460 1799; events@yachtclub.ag; www.antiguayachtclub.com

Registration Open for International Optimist Regatta

Registration is open for the 30th anniversary International Optimist Regatta, the TOTE Clinic, and the TOTE Team Race which will take place from June 12-18 at the St. Thomas Yacht Club. More specifically, the TOTE Clinic takes place June 12-14, followed by the TOTE Team Race, June 15, and the IOR June 16-18. Sailors can compete in Advanced Red (ages 13-15), Blue (ages 11-12), and White (ages 10 and under) as well as the Beginner Green fleet. Trophies will be awarded to the top five finishers in the Red, Blue, and White classes and the top three overall as well as the top-place female. Participation awards will be awarded to all Green fleet sailors.

"The St. Thomas Yacht Club (STYC) invites sailors to register now for the 2023 IOR, TOTE Clinic, and TOTE Team Race," says Emily Zimmerman, regatta director and

PHOTO BY MATIAS CAPIZZANO



IOR 2022 entrants line up to start.

STYC commodore. "We are proud to say that over the past 30 years, winners and participants in the IOR have become college All-American sailors, Olympic and America's Cup sailors, underscoring both the great competition and fantastic sailing conditions we offer here in the U.S. Virgin Islands. This year, the IOR offers a great opportunity to tune up for the Optimist North American Championships, set for July 2-9, in Antigua. That said, we look forward to welcoming sailors, their friends, and families to St. Thomas to race with excellent wind, clear seas, and great competition."

The 2023 IOR can accept only a maximum of 125 sailors. Register early at www.regattanetwork.com/event/25798. The registration fee for the IOR is $300, with late registration after May 1 of $350. The fee to enter the IOR and TOTE Clinic is $700, or $400 for the clinic only. A refund, less a $150 processing fee, will be granted to those entries that cancel by May 1, 2023.

The IOR is sponsored by the U.S. Virgin Islands Department of Tourism, TOTE, and K3 Waterproof Gear.

Antigua Sailing Week (April 29-May 5) Adds Sea Hawk as Sponsor

Organizers of Antigua Sailing Week (ASW), are delighted to announce the return of Sea Hawk Paints to the roster of supporting sponsors for the April 29 – May 5 event.

Sea Hawk Paints reinforces commitment to the Caribbean sailing circuit, as it adds Antigua Sailing Week to its other regatta sponsorships, which include other regional events.



CARIBBEAN ECO-NEWS



PHOTOS SUPPLIED BY RRFB

RRFB volunteer outplants multiple colonies near the boulder coral nursery.

Rescuing Corals Across the Caribbean

Emma Doyle, coordinator of the MPAConnect (for Marine Protected Areas) Network, reports: In 2022 we reported on a new coral disease that was affecting Caribbean coral reefs ("A New Coral Disease in the Caribbean: Challenges, Resources and How to Help," March 2022 *Compass*). Called stony coral tissue loss disease, it spreads rapidly and affects some of the slowest-growing and longest-lived reef-building corals, including the iconic brain corals, star corals and pillar corals. The disease has now spread to 26 countries and territories in the Caribbean region.

What can be done? Across the region, managers have responded by monitoring affected corals. In some cases, they have been treated and some corals have successfully been saved. Others have proven resilient and survived despite the passage of the disease.

"Caribbean coral reef managers are now looking for additional tools to save the biodiversity of these slow-growing, reef-building stony corals in the face of coral disease," Doyle says. "Where the disease has already decimated reefs, they're looking for practical ways to restore those stony corals that have been lost."

Dana Wusinich-Mendez, Atlantic-Caribbean team lead for the Coral Reef Conservation Program of the National Oceanic Atmospheric Administration (NOAA) explains: "Coral rescue has become an important tool in our efforts to address the destructive impacts of stony coral tissue loss disease. It can serve as an insurance policy that will help Caribbean coral reef resource managers in their efforts to restore their reefs in the future as well as to build ecosystem resilience to future coral disease outbreaks."



Trays of boulder coral fragments in the nursery

While there is much already known about the restoration of faster growing species of coral, like the staghorn and elkhorn corals, new approaches are emerging to save stony corals.

"As the field evolves, we're seeing a trend towards ex-situ coral rescue in the form of land-based nurseries housing whole healthy corals or micro-fragments of healthy corals," says Ms. Wusinich-Mendez. "We're also seeing more monitoring of coral spawning, with the collection of gametes and then the rearing of coral larvae in lab settings or in-situ." These coral reserves can eventually be outplanted or broadcast on the reef.

Stony coral rescue is now underway in locations including Mexico, Belize, Honduras, the Cayman Islands, the Turks and Caicos Islands, the Dominican Republic, Puerto Rico, the US Virgin Islands, Dominica and the Dutch Caribbean.

The Reef Renewal Foundation Bonaire in late 2022 tested outplanting of fragments of three species of boulder coral: lobed star coral, mountainous star coral and great star coral.

"Outplanting these boulder coral fragments for the first time was a critical step for us, one that was necessary to fine-tune our restoration techniques and establish proper operating protocols," said Francesca Virdis, chief operating officer of RRFB. "From now on, our focus is scaling up their production to make sure that, with the help of our incredible community of dedicated volunteers, thousands of corals will be outplanted back to our reefs every year."

All three species of boulder coral, two of which are endangered, are key building blocks of the marine ecosystem and will bolster the resilience of Bonaire's reefs for years to come.

Having previously focused on staghorn and elkhorn coral, the foundation has expanded its restoration efforts to more species, first through a larval propagation program and now a fragmentation technique.

In 2019, RRFB, with a government permit and input from Stichting Nationale Parken Bonaire (STINAPA), collected a few boulder coral fragments from four wild colonies around the island. These fragments were hung on specially designed nursery trees and closely monitored for indicators of disease, bleaching, and other stressors over the following two years.

In December 2022, the first "reef-ready" boulder corals were taken to various restoration sites on Bonaire and outplanted using a novel, cement-based attachment technique. Fragments are pressed into small domes of fresh cement and secured to sand or rock; once hardened, these structures become part of the reef, where they will be monitored for the coming years by the Reef Renewal team. Although RRFB has been propagating boulder coral larvae for years, this is the first time that colonies were reared and fragmented in a nursery setting before being outplanted.

The boulder coral project is important not only for the preservation of key species, but also for ensuring the resilience of Bonaire's reefs in the face of growing local and global threats.

By expanding the quantity and species of coral they outplant, the Foundation is introducing much needed diversity to degraded reef areas, allowing them to better withstand today's ever-changing environment and the uncertain conditions of the future.

For more information, visit www.reefrenewalbonaire.org and contact mpaconnect@gcfi.org.

Sustainable Sails for Haiti

Students at Ursuline Academy of New Orleans, LA, are building sustainable sails to help both the environment and the subsistence fishermen of Haiti.

Ursuline's STEM for Others class, which teaches STEM (Science, Technology, Engineering, and Math) through a hands-on, service-learning project, has partnered with Community Sailing New Orleans and Sails for Sustenance, a nonprofit organization that collects used sails in the United States and ships them to Haiti to be used by Haitian fishermen, who largely rely on sails to power their boats.



PHOTO COURTESY OF SAILS FOR SUSTENANCE

Haiti fishermen receive sails.

Sails for Sustenance has had an enormous impact on the lives of the fishermen, but the question became how to do better than giving the fishermen sails that were already near the end of their useful lives. There is also another big problem — those sails are usually made out of petrochemical products, which contribute to the plastic pollution in the Haitian fisheries when they break down.

After studying the causes and effects of plastic pollution in the oceans, and the history, economy, and daily lives of Haitian fishermen, the Ursuline Academy students began learning about how sails are made, so they could develop a solution.

Students recently completed two prototype mainsails that were tested in 420s at Community Sailing New Orleans. One sail was made from cotton duck canvas, which is biodegradable. Another was made from Top Gun fabric. While this fabric is synthetic and more commonly used for boat covers, it is UV resistant, so it should last significantly longer than traditional sail materials such as dacron.

Both sails worked well. The class will now video conference with Haitian fishermen to get input before selecting the fabric to build a sustainable sail.

The STEM for Others class is raising funds to purchase the materials needed to build their next sail, which will be shipped to Haitian fishermen through Sails for Sustenance. If you would like to help, consider donating here: e.givesmart.com/events/tPG/i/_Auction/jKqI.

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On Carriacou, Rapid Plastic Granulator Goes into Action

Richard Laflamme reports: The equivalent of 20,000 plastic bottles were taken out of the Carriacou environment in a single week, with the encouragement and organization of the No-To-Single-Use Association, which has recently purchased a Rapid Granulator, a machine used for breaking down plastic products so that they can be recycled.

The granulated plastic on Carriacou is then taken to Paddy's Block Plant, where it is confined in hollow concrete blocks. These eco-blocks are built to hold the plastic for more than 100 years, which means it is removed from polluting the environment and put to constructive use. It also conserves limited natural material such as gravel and sand. This process is called Waste-to-Concrete. Eco-blocks meet the Grenada Bureau of Standards' structural class "A" specification.



PHOTO BY RICHARD LAFLAMME

Kentisha operates new Rapid Plastic Granulator.

The goal of the No-To-Single-Use Association and Paddy's Block Plant is to eradicate all 400 metric tons of waste plastic discarded in the landfill and environment in Carriacou annually.

Response from the Carriacou community has been phenomenal. So much plastic has been collected that Paddy's Block Plant is hard-pressed to keep up with it. Local contractors are eager to start using the new blocks to build eco-houses.

Rapid Granulator, based in Leetsdale, PA, USA, and Bredaryd, Sweden, manufactured of the granulator, has also donated $8,000 worth of equipment to the Association for the purchase of a vacuum extractor system.

The association sends out a plea to all Carriacou residents to help in reducing contamination in collection bags. Non-recyclable items such as aluminum cans, wood, cardboard, food, milk and juice containers, etc., still make up 25 to 30 percent of collections bags. Please put only plastic in those containers — any type of plastic is welcome.

Last, but not the least, NSU needs $32,000US to pay back the loan on our Rapid Granulator to make this initiative sustainable sooner. If you have a rich uncle, tell him what we are doing to stop plastic pollution here in Carriacou and ask him to talk to us at WhatApp 1-473-456-3474.

Electric Charter Catamarans Introduced

Angela Tuell reports: Dream Yacht Worldwide, a global charter vacation company, and Fountaine Pajot, designer and builder of leading-edge luxury catamarans, have announced a partnership to launch a collection of electric catamarans for charter.

Fountaine Pajot's Aura 51 Smart Electric model is equipped with electric motors and an on-board energy management system, the result of a collaboration of more than 60 technicians, engineers and electrical experts whose goal was a new approach to a zero-emissions propulsion energy system designed expressly for yachting. Efficient electric engines power the new Aura 51, with two lithium technology battery banks for storage, providing hours of motor cruising, or as much as a week at anchor without any emissions.

The Aura 51 Smart Electric will be the first electric model introduced to the Dream Yacht Worldwide fleet, available for charter in Italy beginning April 2023.



PHOTO BY FOUNTAINE PAJOT

Fountaine Pajot's ground-breaking Aura 51 Smart Electric model

Dream Yacht Worldwide and Fountaine Pajot expect to bring more than 22 electric yachts to the Dream Yacht fleet by spring of 2024. Of these, 10 will be sailing catamarans and 12 will be sailing yachts from Dufour, a part of the Fountaine Pajot Group.

"By partnering and supporting the research and development of electric yachts, we can continue to make sailing accessible to people around the world but with a lower impact on our seas and environment," says Loïc Bonnet, CEO and founder of Dream Yacht Group. "Being environmentally conscious is central to our mission to protect our planet and oceans, and we are confident that our charter clients will support this endeavor."

Romain Motteau, Deputy CEO, Fountaine Pajot, adds: "Aware of the urgency of preserving the planet, we are living through a great cultural change. The new generation expects much of us. Our owners are also changing their needs and today expect their boat to be more environmentally responsible, while maintaining a high level of demand in terms of comfort."

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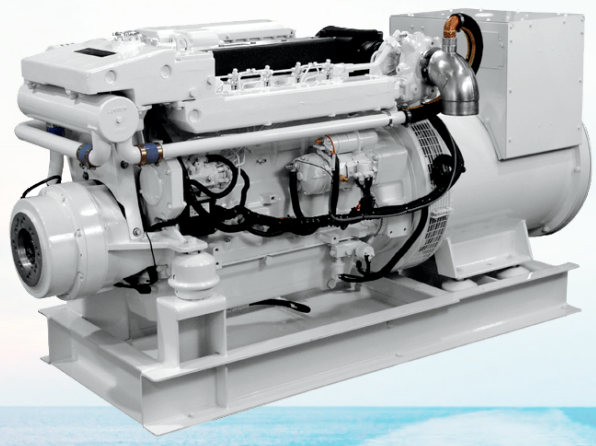
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Semi-submerged off Hog Island



Not too graceful in Tyrrel Bay

Looming Crisis in the Yachting Industry: Abandoned and Rotting Boats

Story and Photos by Chris Doyle

As a friend of mine who lives in Woburn said, "Everyone seems to be bringing their wrecked old boats down here, anchoring them anywhere and leaving them to rot. We are becoming a yacht junkyard."

In the past couple of decades, yachts and yachting infrastructure have increased enormously in Grenada. Haulout facilities and marinas have multiplied and the number of visiting yachts has shot up. Many customers came from Trinidad's successful yachting industry, which has recently suffered from lack of help and vision from their politicians and officials.

The vast majority of yachts and their owners contribute to the economy. Many remained in Grenada through Covid when most other visitors disappeared. For the most part Grenada's yachting policies have been highly successful, encouraged the creation of many small businesses, and have been a big boost to the economy.

Years ago, when there were only a few hundred boats anchored in Grenada, and if there were 20 boats in Tyrrel Bay, it was: "Wow, look how many boats are visiting!" There was plenty of space in most harbors.

The situation has changed dramatically. Anchorages are crowded, and space has become valuable. Abandoned, rotting hulls, and even just anchored empty yachts, take up as much space as boats that pay their dues and have people on board who spend money ashore, but they give no return and degrade our environment.

In Prickly Bay there now are at least three apparently abandoned boats that are not paying fees in a commercial mooring field. In addition to the increasing numbers of floating and likely abandoned boats, anchored and unsupervised boats, there are wrecks along the shore. These might have been salvageable at an earlier time but now, except for a few spars, they are a liability that will cost money if the coastline is to be restored.

How does this happen? Here's the story of one boat near where I anchor in Prickly Bay. It was bought by a Trinidadian who lived on it while working for Turbulence as an electrician. It has high tech batteries and lots of solar panels. The owner was in Africa at the beginning of Covid and he got stuck there. He has not returned and has not done anything to maintain the boat. It dragged anchor one night and some friendly cruisers towed it to a private mooring buoy and tied it up without permission from the owner of the buoy, where it still sits, its mainsail cover now ripped in the wind, and the sail therefore rotting. In the meantime, the boat caught fire and other friendly cruisers came and doused the flames. It is likely to stay there either till it sinks and becomes a navigational hazard, or the buoy breaks and it is lost at sea to pose a drifting hazard, or it becomes another shore wreck. In the meantime, Grenada has lost a few thousand dollars of unpaid monthly cruising permits and, if the boat ends up ashore, it will cost even more in coastal reclamation, not to mention that the space it takes up now could be used by someone paying their dues.

This story is multiplying in anchorages in both Grenada and Carriacou. Grenada has gained the reputation as being the best place to dump your rotting boat. Many boats lie at anchor untended in Hog Island and Tyrrel Bay (two are now wrecked on the beach in Tyrrel Bay, and if left alone this situation will only get worse).

This problem became a nightmare in Martinique, another island with a large yacht population. Mangrove-lined bays contained dozens of rotting hulks. Getting the legal right to remove wrecks in Martinique is a long, costly process, as was cleaning up the wreckage. Because of this, anchoring is now banned in many mangrove-lined bays in Martinique except during a storm warning, and the townships have spent millions getting things back in order.

The governments of most islands demand to know who is to be held accountable for a yacht that is unattended. If people wish to leave a yacht in Grenada and travel abroad, then there should be a law requiring that they be under the care of one of the many Grenada businesses that look after boats, either on dry land, in a marina, on a mooring or, if at anchor, under the supervision of one of the established businesses that offer boat minding services. Giving the responsibility to some stranger in a bar or to a neighboring yacht doesn't cut it.

The next problem that needs to be attended to is the monthly cruising permit. The way the law is written now, this is paid when a yacht comes in for the first month, and then after that you can pay as you go, or you can pay when you depart. The result is that there are boats in Hog Island that have been there for many years, before the law even came into effect, and their owners have never paid a cent. All monthly cruising fees should be payable in advance. And if the monthly fee gets in arrears for three months, there should be a fine, and this should be a step to classifying the boat as abandoned if no one is living on board.

Recently a friend did a quick unofficial survey around the bays in Grenada and told me there were 40 to 50 abandoned boats. At present there is only one long term outcome for these boats. They will cut lose and sink within a few years. Afloat, an abandoned boat degrades the look of our pristine bays and has no benefit. Once it sinks it becomes an environmental hazard. Oil leaks out of the engine and old paint and chemicals cans kept on board rust and leak toxic chemicals into the environment. This is particularly acute when they are tied into the mangroves. Mangroves provide a nursery ground for fish and lobsters that will later feed us. Even some of the antifouling paints used can be damaging to shellfish. For this reason no yacht should be allowed to tie into the mangroves except for a short period during a threatened hurricane.

Right now, I am told that to get control over one of these abandoned floating boats takes going to court in Grenada at the cost of over ten thousand dollars. Once they sink they become wrecks and the Port Authority can exert some control, though at this point I have seen no action. It seems absurd that someone who deliberately abuses the hospitality of Grenada should get protection from the courts while their dumped yacht is a hazard in our waters. We need legislation that will allow the government of Grenada to take control of abandoned yachts in coordination with those in the yachting industry. We need to be able to deal with these boats before they turn into environmental accidents. Many of us yachting folk who love and appreciate Grenada, will be willing to help clean up this mess while it is still manageable. In the long run it will help keep our environment clean and strengthen our already vibrant yachting industry.

On the plus side: some old wrecks, properly cleaned, can be assets when sunk as diving sites.

Leeward Islands:
A Jam-packed Caribbean Multihull Challenge Race and Rally

by Herb McCormick

The organizers called it "Five Years of Flight," a fitting tagline for the fifth anniversary of an event that from the very outset was aimed directly at a very select group of sailors and their boats: racing and performance-cruising catamarans and trimarans. St. Maarten was a very fitting venue for the regatta, having been the island that arguably was the birthplace of modern big-boat multihull racing, back when a local fanatic named Peter Spronk was designing and building fast, capable catamarans that he launched off the beach. The islanders who were around back then are proud of that link and their history, even more so now that they're involved with growing and continuing it.

With a record-setting number of participants and a whole new element added to the festivities — a dedicated cruising rally run in conjunction with the racing regatta that's been the hallmark of the event — the fifth running of the annual Caribbean Multihull Challenge Race and Rally, which took place from February 3-5 at Simpson Bay, St. Maarten, was an unqualified success. As the CMC continues to grow and evolve, it's an ideal time to look back at what transpired this year and ahead to the next edition, scheduled to take place next February 2-4, 2024.

Principal race officer Rein Korteknie needed perfect Caribbean trade-wind conditions to pull off what amounted to a Triple Crown of offshore contests, the CMC Trifecta of point-to-point races for the CSA 1 class, and the weather gods fully cooperated. Looking at the weekend forecast, he decided to run the shortest race of the three on the windiest day, and scheduled the CMC 27 Mile Around Island Circle Race sponsored by Amstel Bright for Sunday's finale. With that date established, he then sent the fleet on the Around Saba Dash sponsored by the St. Maarten Tourist Bureau on Friday and the Caribbean 60 Mile Multihull Sprint, a power reach around St. Barth's sponsored by FKG Rigging, for Saturday.

All three races were won in dominating fashion by Greg Slyngstad's 53-foot *Fujin*, making its third appearance in the CMC, which in so doing also captured the CSA 1 class. The half-dozen entrants in the division included two intriguing CMC newcomers, the Gunboat 60, *Cui Bono*, and the classic Lock Crowhter-designed trimaran *Oceans Tribute*, which sailed all the way from New Zealand to sail in the CMC. Neither, however, could better the series that was sailed by another CMC veteran, Anthony McVeigh's well-sailed catamaran 2 2 *Tango*, which placed second in CSA 1.

The growing Diam 24 class of one-design 24-foot trimarans continued to grow, as evidenced by Pierre Altier of *Cry Baby* earning the title of Most Worthy Performer for the regatta, an award presented to the boat that registers the most convincing victory in the event's most competitive class. Both Slyngstad and Altier also took home new Swiss dive watches from Oris, repeat sponsor of the CMC.

"The Diam 24 fleet was very exciting, I'm hoping for more Diam 24s in the future," said CMC director of marketing Steve Burzon, a member of the event's original founders and steering committee. "We still need to get some more high-level race boats to come beat *Fujin*! My plan is to pursue those competitors by continuing to attend boat shows like Cannes and the U.S. Sailboat Show in Annapolis, Maryland. I'm very bullish on the racing part of the event."

With a dozen boats in the fleet in what was the CMC's inaugural running of its new rally for cruising catamarans and trimarans, the total CMC entry list topped 30 boats for the first time. And the rally, which was run in three legs with overnight stops in Anse Marcel and Anguilla, proved to be a huge hit for organizers and participants alike. Balance Catamarans, a brand of high-performance cruising cats from South Africa, led the way with a half-dozen entries, which Burzon sees as a blueprint for future growth in the rally fleet. "The deal with Balance was incredible, and it's something we want to offer to other brands going forward," he said. "They got parties, live music, dancing, photos, organized games and sailing, all for the price of their entry. I really want to get other brands like HH Catamarans, Lagoon, Fountaine Pajot and others involved. They bring the boats and their customers, we put on the event. My plan is to organize the rally for as many cruising sailors and even bareboat charterers as possible."

Burzon added, "We welcomed back our repeating sponsors like Oris Swiss Watches, Fope Fine Italian Jewelry, Ballerina Jewelers, as well as the companies that sponsored our CMC Trifecta and many others. But I have to say the backing of the St. Maarten Tourist Board really made the difference. They gave us a lot of support. They said to use their money for marketing, which is exactly what we did. It allowed us to promote St. Maarten as the epicenter for multihull sailing, which is exactly what we are. There's a long history of great multihull sailing here on the island, and the CMC exists to honor that history and continue to build on it."

The St Maarten Yacht Club will host the sixth annual Caribbean Multihull Challenge Race and Rally from February 2-4, 2024. The event is open to all multihull sailors on racing catamarans and trimarans as well as chartered cats and cruising multis. For more information visit www.caribbeanmultihullchallenge.com.

For more information about the Sint Maarten Yacht Club, visit www.smyc.com.

ALL PHOTOS BY LAURENS MOREL/SALTYCOLOURS.COM









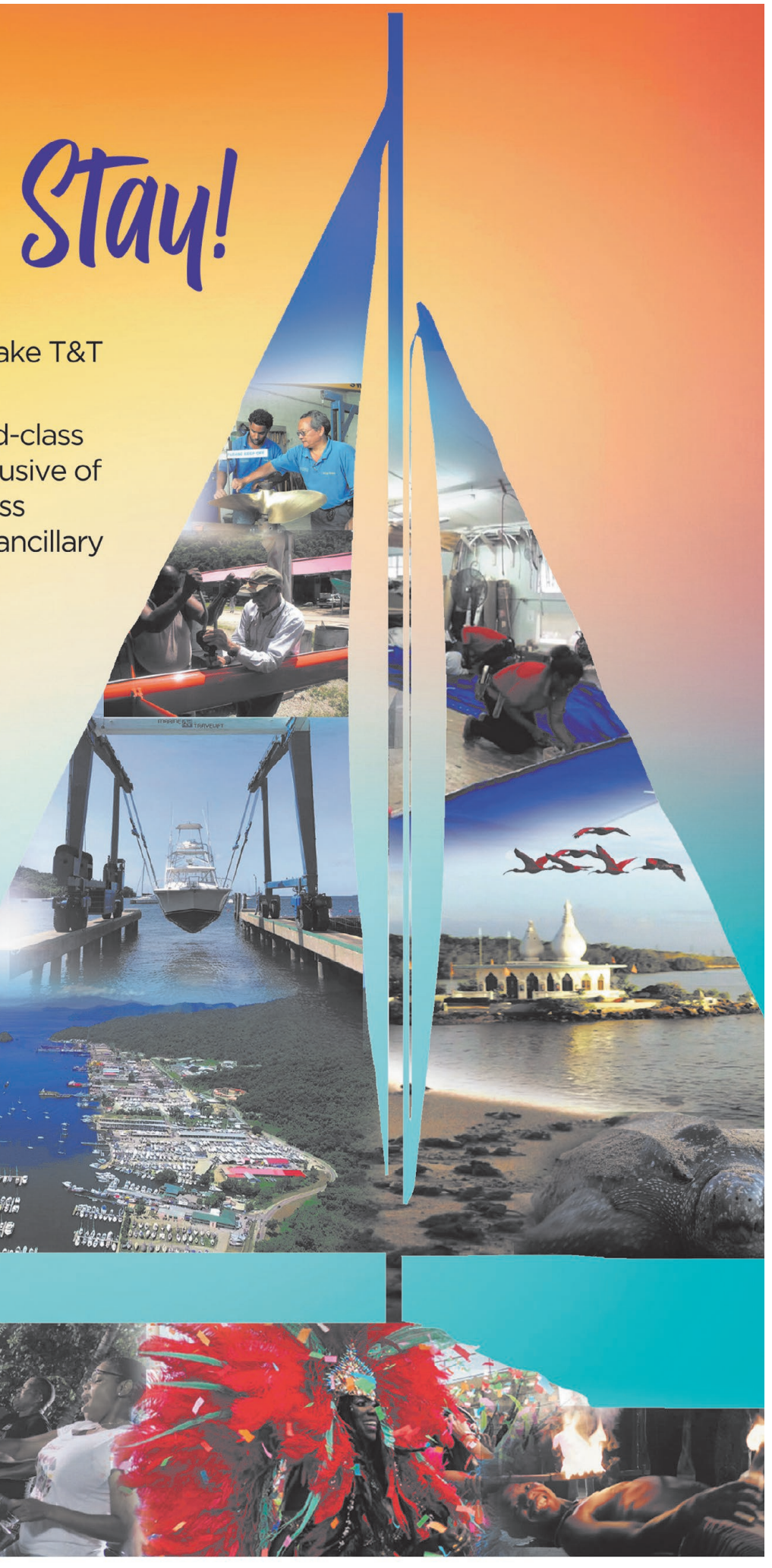
First: Race Competitor CMC V: Cui Bono. Second: Race Competitor CMC V: 2 2 Tango .
Third: Rally Participant CMC V: Sami Malu Fourth: Race Competitor CMC V: Diam 24 Merlin

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Windward Islands:
Grenada Sailing Week Returns with a Splash!

Dismasting, Carriacou Congestion, Record-breaking Protests

by Lexi Fisher

"Race committee, race committee, this is *Galatea*," crackled the VHF as I sat on a spectator boat near the start line. It was the first race of the day. *Galatea* had just tacked upwind, making her way toward the first mark and, despite having a late start, was closing in on the other Classics ahead of her. "Race committee, race committee, this is *Galatea*" came again, this time with just enough urgency in his voice to convey that there was trouble. And a third time "Race committee, race committee, this is *Galatea*, we've been dismasted and have a crew member in the water." My stomach sank and my mind immediately went to the worst-case scenario. My Dad and a handful of close friends were crew aboard the 125-year old classic, *Galatea*, and panic began to set in as I realized that someone could be seriously injured.

It was the fourth and last race day of the 2023 Pure Grenada Sailing Week, Grenada's annual regatta that ran from January 29 to February 3 this year, the first time in three years that the regatta ran its full week-long roster of events. The 2021 event was canceled due to Covid, and in 2022 Grenada Sailing Week (GSW) partnered with the Petite Calivigny Yacht Club (PCYC), a small club based out of Le Phare Bleu Marina. Together they hosted a three-day event based around PCYC's annual around-Grenada race, which included a stopover in Grenada's sister isle of Carriacou.

The Carriacou portion of the event proved so popular that the GSW board of directors decided to continue to include Carriacou as a destination. The 2023 Pure Grenada Sailing Week began with final registration and a skipper's briefing in Carriacou on Sunday, January 29. The next day boats raced a 30-mile course around the island, starting and finishing in Tyrrel Bay. The second race day, Tuesday, January 31, began again from Tyrrel Bay, but this time the sailors ventured the 14 miles of open ocean from Carriacou to Grenada, and then another 16 miles down Grenada's windward coast to Le Phare Bleu Marina. February 1 was a lay day, with Hobie cat match racing and family fun activities at Le Phare Bleu. The fleet returned to the racecourse the next day, the first day of multiple races around the cans off Prickly Bay, the last of which brought the fleet around Point Saline for a finish in Grand Anse. The regatta finished off with a final race day of shorter races off Grand Anse.



PHOTO BY ARTHUR DANIEL/GSW

The CSA 2 class jockey for position at the start of race day 2.

Final registration took place at Las Iguanas, a small cafe and restaurant at Carriacou Marine in Tyrrel Bay, and for the second year in a row I was sitting at the table as a member of the organizing committee. I was joined by Bastien Pouthier, the Caribbean Sailing Association's chief measurer, along with volunteers Aggie and Carleton, who were dutifully guarding the Mount Gay Rum red caps and skippers bags. Bastien had spent the last couple of days measuring boats and assigning CSA ratings, a system I attempted to grasp while checking in the 30-odd boats that would be taking part. Because of the number of boats that often register at the last minute, final number and type of CSA classes couldn't be determined until just before the regatta began. Final classes and numbers were as follows; CSA 1: 5 boats, CSA 2: 11 boats, Simplified: 4 boats, Classic: 7 boats, Multihull: 6 boats.

There were a number of other logistical challenges for both the organizing committee and the participants, particularly that of running a regatta across two islands. While the breathtaking landscape and excitement of circumnavigating Carriacou and then an offshore race to Grenada lent novelty and adventure, participants had to cope with finding crew accommodation ashore and transport back and forth in Carriacou, a small island not accustomed to the demands of a regatta this size. Transportation of equipment during the race from Carriacou to Grenada was also a consideration. The GSW committee did its best to preempt these issues, arranging for heavily discounted dock space and complementary water taxis and bus transport.



PHOTO BY TIM WRIGHT/GSW

Crew hoists the spinnaker aboard Mah Jong, *a 52-foot yawl.*

Despite these challenges, everyone was in good spirits as Tyrrel Bay bustled with crew readying their sails for the first race day around Carriacou in a gentle ten to 12 knot northeasterly breeze. Some boats struggled during the first part of the race as they tacked upwind to the northern point of Carriacou, and all but one, Sean Thomas's multihull *Apollon and Daphne*, made it around for the downwind passage outside the azure waters of Carriacou's windward reef. In what would be a week-long trend, Michael Figueres's Farr 40, *Maisons Satec*, took line honors, having completed the 30-mile course in just under three hours (2:57:05). Corrected times were calculated and first place results were:

CSA 1: Richard Szyjan's Hobie 33, *Category 5* (with an honorable mention for *Maisons Satec*, which placed second in under two minutes of corrected time). CSA 2: Mark Chapman's *Dingolay*. Simplified: John McMonigall's Oyster 82, *Zig Zag*, which finished over 40 minutes of corrected time ahead of the second place boat, *Amandla Kulu*. Classics: The Alfred Mylne 65, *The Blue Peter*. Multihull; Robbie Yearwood's Leopard 47, *Spirit of Everest*.



PHOTO BY TIM WRIGHT/GSW

Mark Chapman's Dingolay *rounds a mark.*

Light winds once again plagued the fleet as the horn blew in Tyrrel Bay for the second race day which would take the boats 38 miles from Carriacou to Grenada. The largest class, CSA 2 with 11 boats, had the tightest and most exciting start of the regatta so far as the Farr 65, *Spirit of Juno*, inexplicably jibed shortly after the start line, narrowly missing another boat and provoking loud gasps from the race committee. The fleet set off for the passage through open ocean, around offshore islands, and then hoisted spinnakers for the downwind run along the rainforested peaks of the Grenada mainland. The local favorite *Category 5*, however, failed to pass outside one of the offshore islands, and was disqualified from the race. Bronwen McKiever's *Sea Swan* beat her much larger rivals to take first place in the Simplified class, and *Glacier*, the locally built Carriacou Sloop and class underdog, placed first. Final results for the remaining classes were as follows. CSA1: Terrien Jean Francois's *Sang Neuf*. CSA 2: Mark Chapman's *Dingolay*. Multihull: *Spirit of Everest*.

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The fleet had a layday for some much-needed rest before returning to the racecourse on February 2 for a series of shorter races off Grenada's south coast. It was a hectic day on the water, first with a mark going adrift between class starts, and then more misfortune for *Apollon and Daphne* as the crew found themselves hooked on the start mark. An ambiguous course chart diagram and lack of awareness of the Sailing Instructions led to a record 11 protests. It was a long afternoon of protest hearings, which eventually led to five boats being disqualified from the final race of the day. The prizegiving was delayed, but eventually the day's results were announced: CSA 1: *GFA Caraibes – La Morrigaine*. CSA 2: *Huey Too*. Simplified: *Zig Zag*. Classic: *Galatea*. Multihull: *Delphine*.



PHOTO BY TIM WRIGHT/GSW

Apollon and Daphne *hooked on the start mark*

The fourth and final race day began off Grand Anse, a two-mile arc of golden white sand and Grenada's premiere beach location. The tradewinds had picked up with intermittent gusts of 23 knots as the fleet headed out to the courses. The spectator boat I was on was late to the start line, so we mulled about trying to stay out of everyone's way until we could sneak in to idle next to the committee boat for the next series of starts. We had just made it into the shadow of the committee boat when *Galatea's* news came through, my sense of relief at a successful regatta shattered as I impatiently waited for word on the safety of the crew.

Finally it came; a female crew member had gone overboard, but she and everyone else was fine. *Galatea* had lost the top 12 feet of her wooden mast and was being towed to a nearby mooring. As the spectator boat motored back into the bay we could see her crew on deck staring up at the brave soul who had been hoisted up the mast to rig up a temporary halyard.



PHOTO BY TIM WRIGHT/GSW

Matthew Barker's The Blue Peter *takes a lead over* Mah Jong.

The crew member that had gone in the drink was a friend of mine, Katrina Kelshall, *Galatea's* first mate, whom I caught up with later that night. "We don't really know what happened, but I think it was one of the top spreaders that went first," she told me. "We'd had a late start, which I was quietly brooding about, but we were heading for the first mark and had just caught up with the rest of our class."

They were approached by another boat that had the right of way, forcing them to duck behind. "I was calling the duck, just to shave their transom, when I heard the bang, and the shroud I was holding onto let go. The next thing I knew I was in the water."

Katrina made it safely back aboard just as the crew were hauling in the splintered mast. Despite being given the opportunity to disembark, the entire crew decided to stay on board to sail *Galatea* back around to her home port that evening.

After an additional four protests that afternoon, none of which resulted in any changes to the rankings, overall winners were announced: CSA 1: *GFA Caraibes – La Morrigaine*. CSA 2: *Huey Too*. Classics: *The Blue Peter*. Multihull: *Delphine*. Simplified: *Zig Zag*.

As the band set up for the final party of the regatta I reflected on the events of the week. Even with the record-breaking number of protests and the emotionally-charged hearings that undoubtedly left many sailors frustrated, the members of the GSW committee continued to be treated with kindness, gratitude, and respect.

The entire *Galatea* crew remained steadfastly aboard to sail her safely home, impressing everyone with their dedication; and the news of someone going overboard made all the stressors of a hectic week seem so small and unimportant. Everyone was safe, and that was all that really mattered.

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BVI SPRING REGATTA & SAILING FESTIVAL:
50 Years of Warm Water and Hot Racing

by Michelle E. Slade



PHOTO BY INGRID ABERY @BVISR

A classic regatta scene: The fleet heads upwind in Sir Francis Drake Channel in perfect conditions.

The BVI Spring Regatta and Sailing Festival is celebrating a 50th Anniversary. It's come a long way since its humble beginnings as a local island regatta hosting 20-foot Squibs to an international sailing event drawing the best in international yacht racers who come with their crews, families, and friends to the spectacular waters of the British Virgin Islands.

The casual two-day racing affair that took place in spring of 1972 quickly grew into a world-class sailing event. The BVI Yacht Club had formed, and members felt it was high time to get a decent yacht race on the club calendar.



PHOTO BY INGRID ABERY @BVISR

Mixing it up at the race start

The Sir Francis Drake Channel has always served as an important conduit for yachts making passages from island to island, and when Squib and Sunfish fleets started racing locally in the channel in the late 1960s, it was obvious bigger yachts could be accommodated there and beyond. The onslaught of bareboat charter companies during this time meant that larger boats were available for racing, in addition to the fleet of privately owned yachts who patronized the BVI in the winter and early spring months.

Perfect conditions and boats ready to race? Time for a new regatta!

The 1972 Spring Regatta was hosted out of the Careening Hull adjacent to Road Reef with 25 entries, from which Squibs emerged as the first-ever one-design class. The following year, Spring Regatta became a joint effort between the BVI Yacht Club and the BVI Hotel and Tourist Association, and almost doubled in size with 46 entries.

Early courses had the fleet racing back and forth across the channel with island finishes — the two-day event had a course that ended in Virgin Gorda on the first race day, and Peter Island the next. Boats from the US Virgin Islands and Puerto Rico competed, and a friendly rivalry developed between islanders who knew the waters well and sailed year-round with an enviable understanding of the area's weather patterns and currents.

Off the water, the Regatta, with the club's support, began to enjoy support from local businesses who partnered with the event as sponsors, and post-racing celebrations began to take on a life of their own, bringing sailors and non-sailors together at casual post-race festivities.

Moving into the mid-90s, racecourses evolved. What had been destination racing with island finishes now included racing within the channel, with buoy markers set for windward leeward courses. Two races per day were now the norm, and the number of classes increased.

New trends in race management were adopted as different challenges on the racecourse began to surface. New boat designs meant faster boats in the racing class and more big boat entries. For example, the advent of asymmetrical spinnaker boats in the J/boat designs gave an advantage to smaller boats, allowing a 24-foot J/boat sailing downwind to rival a 60-foot boat in speed.

Meanwhile, the race committee was sending every class off on the same start. Typically, this meant that larger boats starting on the same course as smaller boats would finish well ahead of the smaller boats and would have a lot of down time between races. These challenges necessitated the introduction of new courses and classes for a level playing field, and importantly, rolling starts, allowing for smoother transitions and more races sailed per day.



PHOTO BY ALASTAIR ABREHART

What could be more fun than chartering a racing yacht from one of the many BVI bareboat companies?

Early in the new millennium, the Regatta race committee instituted another important improvement: racecourses would be determined on race day depending on conditions. Fortunately, there are many course options. The BVI's 64 islands and rocks serve as natural marks, making for an amazing playground of possibilities. The Regatta race committee produced a map indicating separate committee boat areas as well as multiple course options within each area for different conditions. This meant that the race committee could now call the shots on race day from its own boat, and change courses on the run. Many regattas world-wide have since adopted this system.

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Bring on the sailing festival

By 2003, the event was beginning to feed from the neighboring St. Thomas Rolex International Regatta, which was scheduled the week prior to Spring Regatta, meaning more boats and more visitors. Expanding the Regatta meant more days of racing for competitors, and more time to enjoy the BVI both on and off the water. The Sailing Festival was born, stretching racing activity and parties to a full week. The venue officially moved to Nanny Cay Marina in 2002, which has since been the permanent host site for the event.



PHOTO BY INGRID ABERY @BVISR

Foredeck maneuvers conducted in tropical hues

For locals, the social aspect of Spring Regatta is all-important — it's one time in the year they can wander down to the Village at the end of the day, enjoy a cocktail and catch up with someone they haven't seen in a while. And Spring Regatta also brings a sense of pride and gratitude for the opportunity to share their beautiful BVI, its incredible waters and world-class sailing.



PHOTO BY INGRID ABERY @BVISR

Post-race party at the regatta village at Nanny Cay Marina

The BVI Spring Regatta has also been aware from the very beginning of its ability to impact the community, both economically and as a vehicle for environment awareness and supporting sustainable green practices. It has taken on a mission to give back to the community that supports it. Each year, the BVISR committee designates proceeds to go to local charity and non-profit organizations.

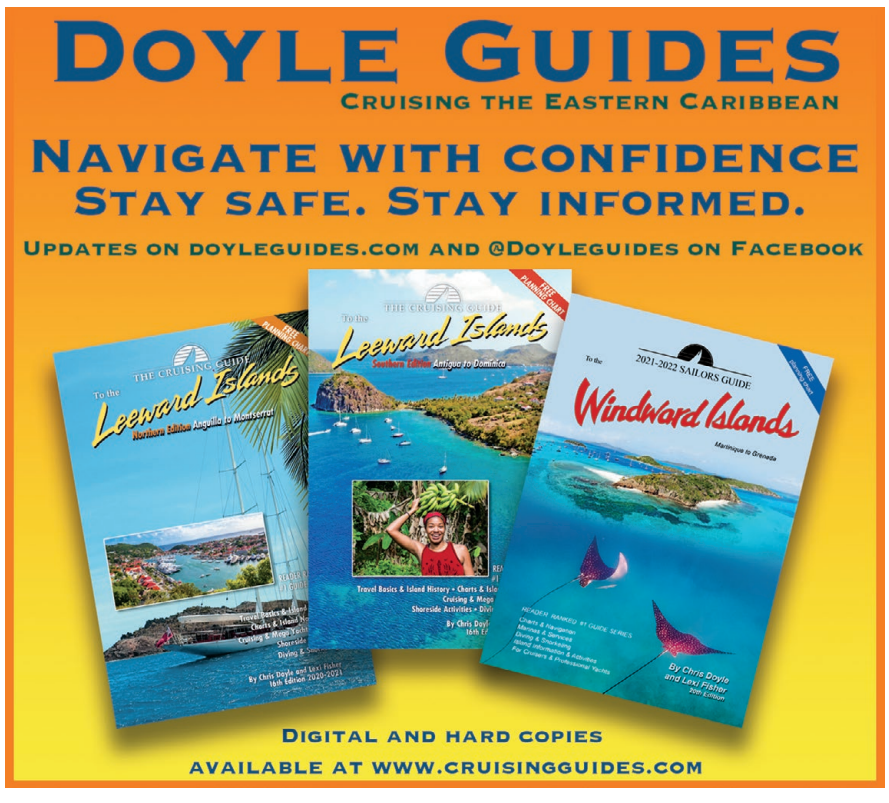
The BVI Spring Regatta and Sailing Festival is now one of the largest single events on the BVI calendar, bringing many visitors to the territory. Some 80-90 percent of competitors who race BVI Spring Regatta are foreigners who may not otherwise have come to the BVI, and many of these competitors return time and time again to race.

The sense of community that the Regatta inspires, and the friendships that are forged, run deep, as Judy Petz, regatta director for more than twenty years, can attest:

"The international community who comes to sail contributes not only to the local economy but also to the intrigue of the Regatta. Walk the docks at any marina, anchor in any bay, tie up in a mooring field, and the number of different languages that can be heard is significant. But more important are the friendships that are formed — the connections are far and wide wherever there is sailing, connections that are valuable and satisfying, and friendships that go on for years. That is what we love about the BVI Spring Regatta & Sailing Festival."

Wherever you may be, raise your glass and toast to 50 fabulous years of racing at the BVI Spring Regatta & Sailing Festival!

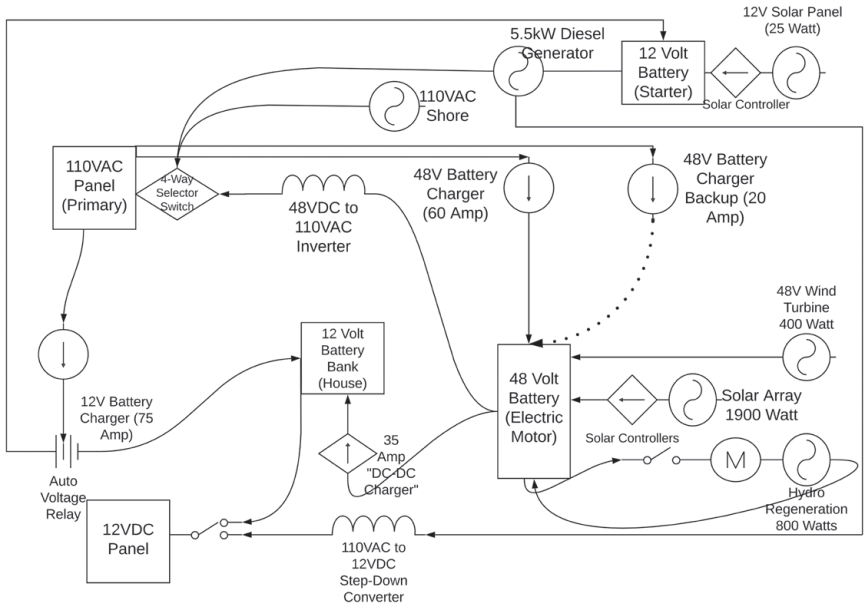
The 50th edition of the BVI Spring Regatta and Sailing Festival runs March 27-April 2, 2023. The seven-day event starts on Monday March 27 with the Sailing Festival opening day festivities and skipper pack collection.





PART FOUR: 48V DISCHARGING /ELECTRIC MOTOR USAGE

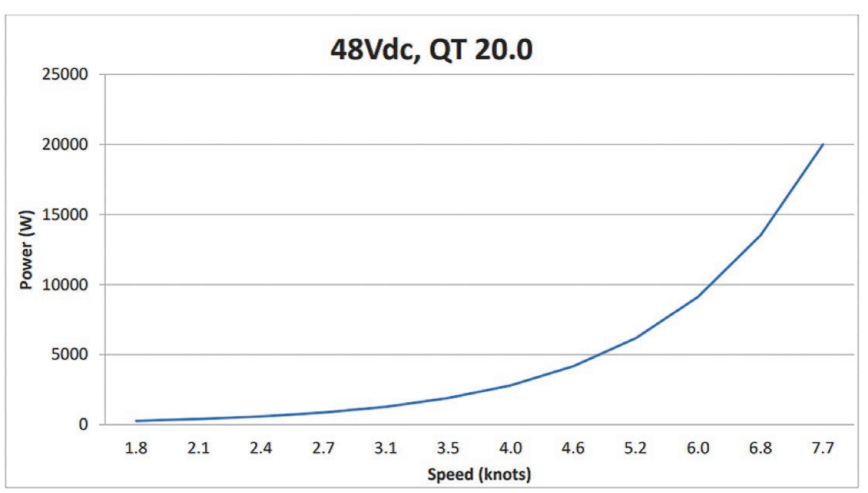
Story and Photos by Keith Dickey and Rebecca Frontz



In our last article we talked in detail about the charging system on *Vagari*, as well as the 12VDC and 110VAC discharging. In this article, we will discuss in detail the 48VDC discharging. This can be thought of simply as the electric motor usage as it is the only system that directly utilizes 48VDC on our boat.

A concept to first acknowledge when using an electric motor is to think in energy draw rather than RPMs, as you would with a diesel motor. While you can think of energy in terms of watts (power) or amps (current), our preferred monitoring unit is amps. It is easily visualized on both our electric motor display and our Bluetooth Victron battery monitor display. When pushing down the lever of the throttle, the amp draw becomes the important number to monitor, as this is where much of the constraint of our system is felt and measured. Generator and battery charger size, electric motor size, and air-cooled versus water-cooled motor all factor into at what amps an electric motor can be run and sustained. Before delving into these variables and their role in the system as a whole, it's important to describe the relationship between energy draw and boat speed.

As depicted in the graph provided by the original equipment manufacturer (OEM) Electric Yacht, you can see the relationship between energy (shown as watts) and boat speed in knots is exponential. Initially, with small increases in energy draw you see somewhat larger or proportional increases in boat speed. However, at larger energy draws, you see smaller increases in boat speed. While this is similar to how a diesel motor would consume fuel to move a boat, the curve is considerably more pronounced with an electric motor. Regardless of brand or size, all electric motors perform in a similar manner. The predicted performance in the graph is specific to a Pearson 424, like Vagari, but is theoretical and doesn't account for environmental variables.



There is a large disparity in the performance of the motor based upon environmental conditions. The primary conditions affecting the performance are sea state and wind. The direction we are moving the boat in relation to these two variables has a large impact on performance as well. When using the motor, we are primarily moving against these conditions. If we are moving in a favorable direction compared to the wind and waves, we are almost always sailing. As such, we are discussing the performance that occurs when we are moving in the absence of, or more likely, against the winds and waves. Also of note, we are referring to purely motoring without sails. We are not talking about "motor assist sailing" as discussed in our first article, where we are primarily sailing, and simply using the excess renewable energy coming into the boat to spin the prop so as to be energy net neutral.

To become better acquainted with our system while hiding out from hurricanes in 2021, we tested our electric motor setup in the Rio Dulce in Guatemala. The conditions were ideal for the test as there was no wind, wave, or current. The water was glass. In the table "Energy Usage (Amps) to Speed (Knots) at Various Conditions," you can see the results of our test in the Ideal Conditions column. It is worth noting that our performance is actually better than the theoretical predictions provided by Electric Yacht. This is especially noticeable when we were drawing between 80 – 200 amps. In these conditions, the motor and the boat perform exceptionally well. It is very satisfying moving a boat at 5+ knots without any sound or vibration.

Energy Usage (Amps) to Speed (Knots) at Various Conditions

Amp Draw	EY Prediction	Ideal Conditions	Calm Seas	Moderate Seas	Heavy Seas
20	2.8	2.5	1	n/a	n/a
35	3.2	3	1.2	1	n/a
60	4	4	2.5	1.5	n/a
80	4.4	4.8	3	2	1.4
120	5.1	5.8	4	3	1.8
200	6.1	6.5	5	4	2.4
300	7	7	6	4.5	3
380	7.5	7.5	6.5	5	3.5

Notes/Caveats:
Assumes no/little current
Assumes motoring 30 degrees or closer into the seas & wind
'On a Lake' = calmest conditions possible, no wind or wave
Calms Seas = 5 knots or less of wind and less than 1' seas
Moderate Seas = 5 – 15 knots of wind and seas less than 5'
Heavy Seas = 15 – 20 knots of wind and seas 5 – 8'

Energy Usage (amps) to Speed (knots) at Various Conditions

As nice as the performance is during ideal conditions, there is no wind and no sea state that is not commonly encountered by a cruising sailboat. More common for a cruising boat are very light wind and small sea state which is represented in the Calm Conditions column. These are the conditions we often find when we are entering or exiting a protected anchorage. This also happens to be the most important use of our electric motor. In these conditions, the performance of the motor is slightly decreased but still allows for a sustainable amp draw with a satisfactory associated speed. Sustainable amp draw is defined as less amps going out than are coming in via charging, which is approximately a max of 100 amps with our system via generator and solar. We generally enter an anchorage drawing between 40-100 amps and the boat is moving around 2.5 to 3.5 knots. We find this speed ideal for maneuverability and safety.

When we are hoping to move the boat in a moderate sea state, we begin to see the performance of our system deteriorate. In these conditions we can sustainably generate enough speed to steer the boat, usually around 2 knots, but not much more than that. We encounter these conditions most often when we are 1-3nm away from the anchorage and the wind and waves are directly on the nose. It can be pretty slow going and we are often eager to get in, but we arrive.

There have been a few times when we have needed to motor the boat in heavy sea conditions. In these conditions, we really notice the limitations of our system. We are able to create enough speed to move the boat, but not in a sustainable manner. The motor is drawing more amps out of the batteries than we are able to charge back in, including our renewable charging sources (i.e. solar and wind). The batteries begin to drain. The specific conditions dictate how long we can sustain motoring, but, in general, it is only about one to three hours. Thankfully, it is not often we need to do this and, as we have gotten better at planning and using the motor, this need has been further reduced. As noted, it is our inability to generate more than 100 amps of charging and, to a lesser extent, the motors themselves being slightly undersized at 20kW, that limit our ability to move in these conditions.

An anomaly in performance: For the first 12 months of cruising we would have intermittent periods of *greatly* decreased performance. We would increase the amp draw in an attempt to overcome this, drawing upwards of 150-200 amps, and the boat still would not move forward. We had no thrust. This would often happen in calm conditions when entering an anchorage and we were at a loss as to why this was the case. We experienced it approximately ten times over the first 12 months, but the time entering Ponce, Puerto Rico, was the most pronounced and memorable.

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Ponce harbor consists of a large, partially protected bay and a much smaller and considerably more protected bay with a marina to the east. Having successfully sailed from the Dominican Republic and across the Mona Pass, we entered into the large bay of Ponce via a channel between reefs just before sunset and dropped the sails. Given the multiple day passage, we were eager for a calm night of sleep in the smaller, protected bay. We pointed the bow of the boat toward the smaller bay and turned on the motor. We had only 400 feet to motor to enter the calm bay, but the boat would just not move forward. No thrust again! The wind was blowing about 15 knots directly on the nose, but there was very little sea state. We lost all our speed and therefore steerage; we began to drift with the wind. Becca was at the helm and increased the amp draw to over 300 and still nothing. Keith quickly put the headsail back out to give us speed to steer. We tried three separate times to cover this 400 feet, only to be defeated each time. After nearly crashing into a dock near the entrance to the smaller bay on the third attempt and with nightfall quickly approaching, Becca rightfully suggested we anchor in the big bay and address the problem in the morning.



The time entering Ponce, Puerto Rico, was the most memorable.

The next morning, after checking every possible system we could think of *inside* the boat, we decided to check the shaft and propeller *outside* the boat. Keith dove the prop, but alas, there was no fouling to be seen. With the anchor still down, we put a 50 amp draw on the motor and the boat began to move forward as we would expect in calm conditions. We raised anchor and moved the 400 feet without issue. Both of us were dumbfounded.

Two anchorages later, the same issue occurred, but this time it was even move dangerous as we were on a drift path with rocks. Keith quickly rammed the throttle in reverse and the boat began to pull away from the rocks. Putting the motor back in forward, the boat began to move forward again without issue. At this point we didn't know the exact issue, but we knew how to fix it.

Putting all of this together, we suspected that something was catching on the prop or shaft or there was an electrical systems issue. Given the conversations we had with Electric Yacht trying to find/address the problem, we suspected it was the former. Once the anchor was safely down, Keith dove the prop again, but there was no fouling to be found.

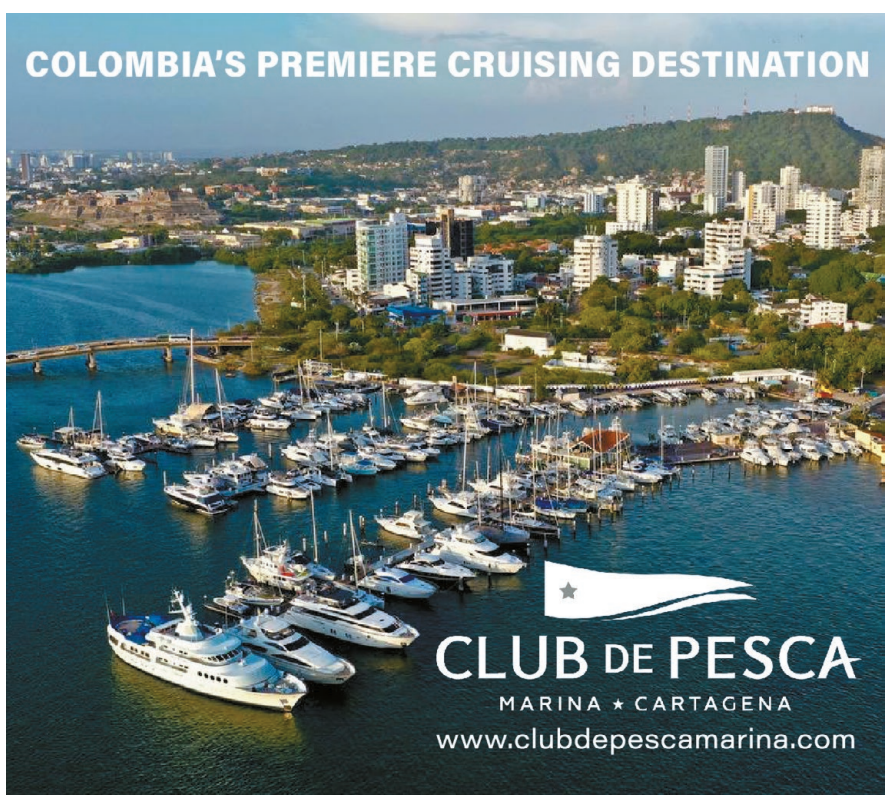
It would not be until our sail between Culebra and St. Thomas that we got confirmation as to what was going on. Keenly watching for any change in the motor system or battery gauges, we noticed that the amp draw from the motor *decreased*, while the RPM of the prop (as measured by the Electric Yacht display) *increased!* With Becca at the helm, Keith rigged up a borescope on a boat hook and shoved it in the water, but could not see any fouling of the prop. Becca put the motor in reverse and a huge plume of sargassum blew off the strut that houses the cutless bearing. With this additional piece of info, we were able to piece together what was happening.

Sargassum, which is very prevalent in the Caribbean, was catching on the strut, which sits about six inches in front of the prop, causing the water to cavitate. This cavitation reduces the viscosity of the water and essentially renders the prop useless. The prop spins faster due to less resistance from the water-air mix flowing over it and the amp draw decreases because of the lower resistance, but the prop is not able generate any thrust! The absolute kicker to this is that when the boat stops moving forward — for example, once you drop anchor — the sargassum falls off the strut. This is why there was no fouling when checking the prop in Ponce the next morning. We have picked up sargassum like this many, many times since then, but we always know what to do now. We plan to put a prop protector on shaft at our next haul to help with the issue.



Vagari's *prop, shaft and strut*

As it turned out, the intermittent extremely poor performance of the motor was not due to anything with the electric motor itself, but it took us a long time to come to that answer. Despite it not being an equipment issue, Electric Yacht was there to help us rule out a lot of the other potential causes. We have mentioned it before, but it is absolutely critical to choose original equipment manufacturers that will be willing to assist you when (not if) you have issues with your system. In our next article, we will talk about this further, with a detailed discussion of the conversion expenses of *Vagari* and the trade-offs between between costs, quality, and support. In the meantime, if you have any questions, please email us at sail.vagari@gmail.com.





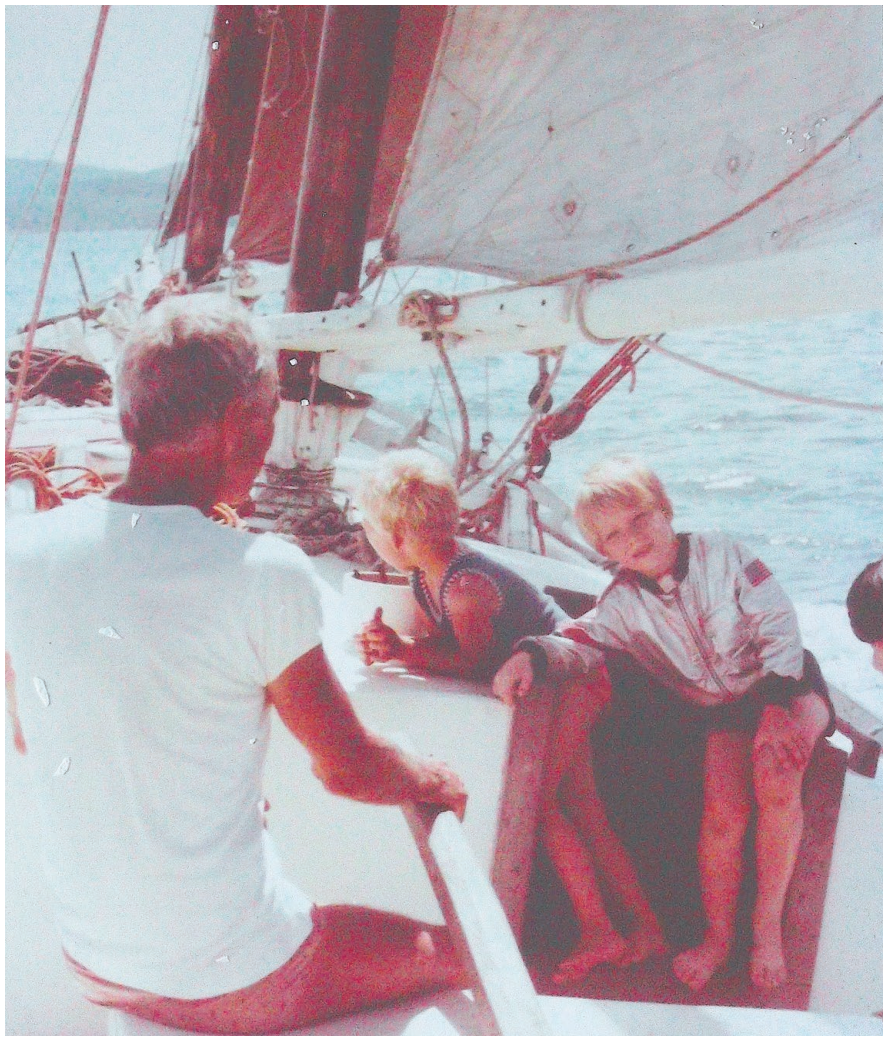

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A RECKONING ON BONAIRE

Years after he lost his family on the island's dreaded Iron Shore, Thomas Tangvald returned to dive on the wreck that left him an orphan.

by Charles J. Doane

Thomas Tangvald was the ultimate boat kid. He was born at sea aboard his father's home-built bluewater sailboat, *L'Artemis de Pytheas*, in May 1976, in the middle of the Indian Ocean. During his early years, *L'Artemis* roamed from Asian waters to the North Atlantic, from South America to Western Europe and back again. But during the time Thomas was coming of age, he and his floating family were based primarily in the Caribbean — most particularly in Puerto Rico and the Spanish Virgin Islands.



PERSONAL COLLECTION OF THOMAS TANGVALD

Thomas as a boy aboard L'Artemis de Pytheas*, to the left standing in the companionway. His father Peter is steering.*

Thomas's Norwegian-born father, Per Tangvald, known more commonly as Peter after he emigrated to the United States in 1949, was once a renowned bluewater sailor. He'd won the very first singlehanded transatlantic sailing race — from the Canary Islands to Antigua — against an old friend, Edward Allcard, in 1957. He had sailed west-about around the world in an engineless 32-foot cutter during the 1960s and wrote a bestselling book about it. He had also, notoriously, married seven times and lost two wives at sea — one to pirates and another one overboard. More than a few people suspected he had murdered these women. Thomas's mother was the pirate victim, a young Frenchwoman named Lydia, who was shot to death in the Sulu Sea, south of the Philippines, in front of Thomas's wondering eyes, when he was but two years old.



COURTESY OF CLARE ALLCARD

Thomas inspects the remains of the boat he was born and raised on at the wreck site on Bonaire.

By the time he was 15, Thomas was living aboard a boat of his own he had purchased for just $200 on Culebra. This was a ratty 22-foot Chapelle-designed scow with leeboards that he appropriately named *Spartan*. Still he was not wholly independent of his father, and when Peter Tangvald announced in July 1991 that the family should sail south from Culebra to Bonaire to stay clear of hurricanes, it was decided Peter, on his engineless boat, should tow Thomas on his tiny engineless boat some 400 miles across the breadth of the Caribbean.

And this is how Peter Tangvald died — on a dark moonless night on the windward shore of Bonaire. Both he and his 7-year-old daughter Carmen, Thomas's half-sister, were killed in a terrible wreck as *L'Artemis de Pytheas* ran under full sail into a ragged, merciless coral shelf known locally as the Iron Shore. Thomas — fully alert and following behind on Spartan, at the end of a 300-foot tether — barely managed to save himself at the last minute by jumping overboard half-naked on his surfboard.



COURTESY OF HANNEKE BOON

Peter Tangvald (left) down below aboard L'Artemis de Pytheas*, in a conversation with multihull designer James Wharram (right, with glasses).*

Thomas spent six hours paddling around before he finally struggled ashore in the morning. His father's boat, he found, had been ground into "millions of little bits of teak." Thomas's body was covered with friction burns, and by the end of that day he was lying in a bed in the local hospital. Over the next two days he was taken back to the wreck site to identify bodies. His sister was found afloat near shore. His father was found on shore with his face smashed in.

Not long afterward, Thomas had two dreams. In the first his father came to him looking very different than before, but still Thomas recognized him.



COURTESY OF CLARE ALLCARD

Thomas at the wreck site with the surfboard that saved his life.

"Yes, it's amazing, isn't it?" said his father. "I'm all better now."

In the second dream Thomas was studying a huge map, trying to decide where he should go to search for his father. But then he remembered he didn't have to look for him… because he was already dead.

***

Thomas returned to the Caribbean and to the Spanish Virgins in the year 2000, on another 22-foot boat, *Melody*, a full-keeled Itchen Ferry cutter that he sailed non-stop, singlehanded, from England to Culebra in 47 days. He arrived on May 23, his 24th birthday, and was so happy to be back he at once proclaimed it the best birthday he'd ever had.

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During the intervening years, he had lived first in Andorra, a tiny micro-nation in the Pyrenees Mountains between France and Spain, with his father's old sailing buddy Edward Allcard and his wife Clare, who gamely served as foster parents. Later he spent three years attending the University of Leeds in Great Britain, where he studied advanced mathematics and fluid dynamics, and another two years in Cornwall, where he worked to prepare *Melody* for sea.

Thomas, who most likely suffered from post-traumatic stress disorder, soon lost his way after returning to the Caribbean. He lost 10 months to a crack cocaine habit, crawled out of that through sheer will power, but then developed a debilitating taste for rum. Ultimately, however, he found some measure of stability after he met and married a Puerto Rican woman, Christina Pasquinucci. They had a child together, a son they named Gaston, after a Belgian comic-book character Thomas had revered as a boy.

Not long after Gaston was born, Thomas started building a house for his family on Vieques, in an area known as Monte Carmelo. It was very simple, with plywood cladding and galvanized tin roofing, water caught and plumbed from cisterns, and a trickle of power run in from a pirated electrical connection. But it was an elegant structure — an open-air, open concept "eco chalet," as Thomas termed it. On the ground around the house, Thomas also started growing all sorts of flowers and fruits and vegetables.



COURTESY OF CHRISTINA PASQUINUCCI

Thomas as a young man with his family: Christina Pasquinucci, his wife, and his young son Gaston.

In May 2008, while Thomas was still building this house, there came to Vieques a Norwegian film crew led by a larger-than-life character named Alex Rosén. Alex was a celebrity in Norway, a rock musician turned comedian and TV personality who had been sailing since childhood and of course knew of the famous Norwegian sailor Per Tangvald. During a voyage to the Arctic, he had read Per Tangvald's last book, a posthumous autobiography with an epilogue by Thomas, describing the wreck that killed his father and sister. Alex resolved he would track down Thomas, the sole survivor, and lead him back to Bonaire, where the tragedy had occurred.

"I was thinking these would be great scenes in a TV program," he later explained.

Alex had done his research before flying to Puerto Rico to meet Thomas in person. He had contacted various members of the Tangvald family in Norway and concluded there was one in particular he should bring with him to Puerto Rico and Bonaire. This was Gjermund Tangvald, Thomas's nephew, the son of a daughter Per had fathered with his very first wife. Gjermund and Thomas, though a generation apart, were about the same age and had spent time together when they were younger.



COURTESY OF JEAN HEYLBROECK

Thomas (left) with his father and younger sister Carmen aboard L'Artemis de Pytheas, *one year before the wreck.*

The arrival of the Norwegians, descending like a comic Viking horde, was a major event on the sleepy island of Vieques. Alex played the part of a jesting ringmaster while Gjermund acted as his foil, dragging piles of luggage around at his behest. With the working film crew in train, they raided the local supermarket, purchased huge quantities of food and beer, then hauled these to Thomas's house. Here, on May 17, they staged an impromptu celebration of Norway's Constitution Day. They marched about the plywood shell of the house blowing horns, Christina sawed discordantly on a violin, and they all waved tiny Norwegian flags in the darkening tropical evening.



COURTESY OF CHRISTINA PASQUINUCCI

The house Thomas built on Vieques

After a week on Vieques, the Alex Rosén circus, with both Gjermund and Thomas in tow, flew on to Bonaire. Here the immediate goal was to see if Thomas could find the spot where his father and sister had been killed. Then, hopefully, they would dive on whatever remained of *L'Artemis de Pytheas*. Soon after they arrived, Thomas studied a map of Bonaire's east coast, then led Alex, Gjermund, and the film crew out to the area where he had emerged from the sea on his surfboard 17 years earlier.

Both Alex and Gjermund were amazed at the alacrity with which Thomas identified the precise bit of coral rock where *L'Artemis* had crashed ashore. Gjermund recalled Thomas was energized and excited to be back at the scene and that something within him led him right to where he wanted to go. "Thomas looked up once at the sun," he later exclaimed. "Just once! And then pop! Pinpointed the rock right away."



COURTESY OF JEAN HEYLBROECK

L'Artemis de Pytheas *under sail, with the rig she carried at the time of the wreck.*

"It was great to watch it, because I could just feel him thinking," remembered Alex. "He used the in-built navigator in his head and immediately found that spot. It was such a moment."

Thomas paused to make sure he was in the right place, walking a few paces in different directions across the maze of jagged coral to check his bearings. Great plumes of spray kicked up by the wind-driven waves as they crashed ashore blossomed in the air around him — the same grinding, merciless surf that had killed his father and sister. Speaking to Gjermund and to the camera, Thomas's voice trembled faintly with emotion. Then he searched the ground carefully and soon found affirmative evidence. Corroded copper rivets. The very rivets his father had used to bind together the two layers of teak planking in the hull of *L'Artemis*.

And then he started weeping. Gjermund grabbed him reassuringly by the shoulder, but Thomas tried to downplay the moment.

"I guess I don't really try to think about it too much," he confessed.

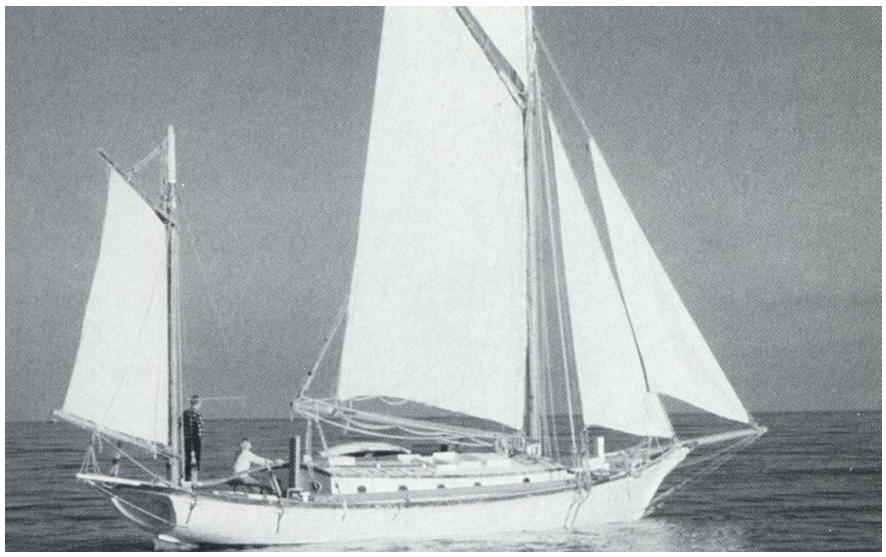
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The film crew, out of respect, shut down their camera. It was, as far as anyone knows, the first time Thomas had ever cried publicly over the loss of his family.

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The dive itself was challenging. The shelf of coral rock where *L'Artemis* was wrecked dropped off steeply into the sea before it, and sharp white-capped waves driven by the relentless tradewinds were constantly crashing on to it. The action of the water on its surface, and the surge of the seas under the water, was tremendous. Only one of the several dive boat operators on the island, a retired U.S. Marine named Larry, was willing to take Alex and company out to dive in this area, so close to the dreaded Iron Shore.



PERSONAL COLLECTION OF PER TANGVALD

L'Artemis de Pytheas *under sail not long after she was first launched, with Thomas's mother, Lydia Balta, on the helm. This was the first of many different rigs that Peter Tangvald installed on the boat over the years.*

The operation was conducted over the course of two days. Both Alex and Gjermund were certified divers so could legally rent scuba gear, but Thomas, though he had some diving experience, had no certificate and had to settle for the basics — a mask, a snorkel, and a pair of swim fins. The agreed-on maximum dive depth was 24 meters, just under 80 feet. Larry briefed the team on what they could expect. The surge rushing into and away from the shore would be strong as waves pushed by overhead and were reflected off the coral shelf. This action would only grow stronger, like a lung inhaling and exhaling harder and harder, as they moved into shallower water closer to the shore. They had to time their movements to account for this and had to be especially careful not to get caught in any breaking white water that could throw them into the sharp claws of the shelf face.

The goal during the first phase of the dive was simply to search for whatever debris field *L'Artemis* might have left on the bottom. After their survey ashore, Alex had marked the spot where Thomas believed the boat had crashed with a small buoy. This provided a reference and enabled the dive team to locate the remains of *L'Artemis* fairly quickly. Ultimately, a fair amount of debris was discovered in about 40 feet of water. There were hundreds of pieces, most of it metal or crockery, as the wooden bits of the boat that had fallen into the water had rotted or been swept away. The defining feature was a line of lead ballast blocks that had been bolted to the keel of *L'Artemis* and now law strewn across the bottom like a broken spine.

The next goal was to recover as much debris as possible. Gjermund remembered this was where he came closest to getting into trouble. The trick was to spot a piece of debris to pick up from some distance away, ride an inrushing surge to get in close to it, grab the item, then exit on the reciprocal outflowing surge. Gjermund mistimed one of his runs and ended up clinging to the bottom as he was caught in a cloud of tingling white water that tore at him like an underwater wind. Fortunately, he got away safely.

As he later remembered: "When I saw it on film I was pretty disappointed. The dive was way tougher than it looks in the show. I guess the big reason was that the cameraman had to stay in deeper water."



DRAWING BY LARRY VAZEOS

Peter Tangvald in Cayenne, French Guiana, hauling L'Artemis de Pytheas *out of the shed where he built her. He designed the boat himself and built it over the course of seven years.*

This was also where the dive team played a bit of a trick on Larry, who was standing by aboard the dive boat. Thomas, with just a mask and snorkel, was quite limited in what he could do. But towards the end of the recovery dive, he shared air from Gjermund's tank via an auxiliary line and regulator, known as an octopus, so he could get a much closer view of the wreck site. To Larry, from his vantage point on the surface, it seemed Thomas might well have drowned, as he disappeared and stayed underwater for a very long time. Larry was much relieved when Thomas finally reappeared, but he went ballistic when he realized what had happened. After the team reboarded the boat, he chewed them out at length, yelling coarsely, as only an ex-Marine can.

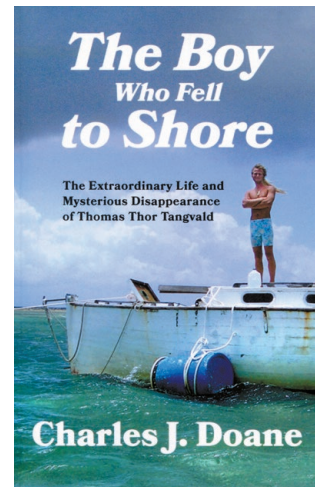
"Then he smiled, and it was like nothing had happened," recalled Gjermund. "He was so cool and so professional."

Thomas was certainly interested in what they recovered from the wreck. There were porthole frames, cleats, winches, chainplates, many fasteners, and most poignantly, a fragment of his father's old sextant, as well as the twisted remains of a small gong. This originally had belonged to Thomas's grandfather, Thor, Peter's father, and had served as the ship's bell aboard *L'Artemis*. But Thomas was at heart an intensely practical young man, and what he most wanted out of all this was not merely wreckage, but something he could actually use.

It seemed likely that anything useful from the wreck must have been salvaged by local Bonairians long ago. Thomas and his tragedy, however, were well remembered on the island. Amado Felix, a local businessman who had done much to help when Thomas was stranded on the island 17 years earlier, again came to his aid and arranged for him to broadcast a plea on the local radio station to anyone who had salvaged gear from the wreck. One response came immediately from a marine salvage and antiques dealer, an old wreck diver, who thought he might have an anchor from *L'Artemis*. This was on Thomas's 32nd birthday, May 23, and while driving over to the dealer's shop in their rented truck with a camera running, Alex and Gjermund lustily sang "Happy Birthday" to him.



PERSONAL COLLECTION OF PER TANGVALD



Thomas as a young man, sailing in the Spanish Virgin Islands.

Out of a large collection of anchors hanging on a wall outside the dealer's store, Thomas instantly recognized the one that had belonged to his father. This was a unique folding Northill seaplane anchor, forged in stainless steel, which was still in excellent condition. The dealer graciously bestowed it upon Thomas as a gift, and Thomas was overjoyed.

"It's like I almost have the boat again, or something," he happily declared on camera afterwards. "It's only a very small part of it, but it's like trying to undo what happened. Or come to terms with it." But then, curiously, he undercut the significance of the moment by adding: "I've never really been very disturbed by it. Of course it affects you, but not terribly. Now I feel more… OK, it's done."

But the final stop Thomas and company made before leaving Bonaire, at the local cemetery where Peter and Carmen were buried, belied any emotional ambivalence. Amado Felix had reminded Thomas where he might find the spot. And here again, standing over a pair of shallow concrete tombs containing the remains of his father and sister, Thomas wept openly. Gjermund, who this time fully embraced his uncle as he broke down, recalled that Thomas cried much more over his sister's grave than his father's.

It was, in the end, a powerful positive experience for all concerned. Alex to this day remembers this as the best television program he ever made. Gjermund, meanwhile, was thankful to have reconnected with Thomas and to have shared in his catharsis.

As for Thomas, his wife Christina recalled later that there was "a whole new aura in him" when he returned home to Vieques, "like a part of him was clean and in peace and much happier."

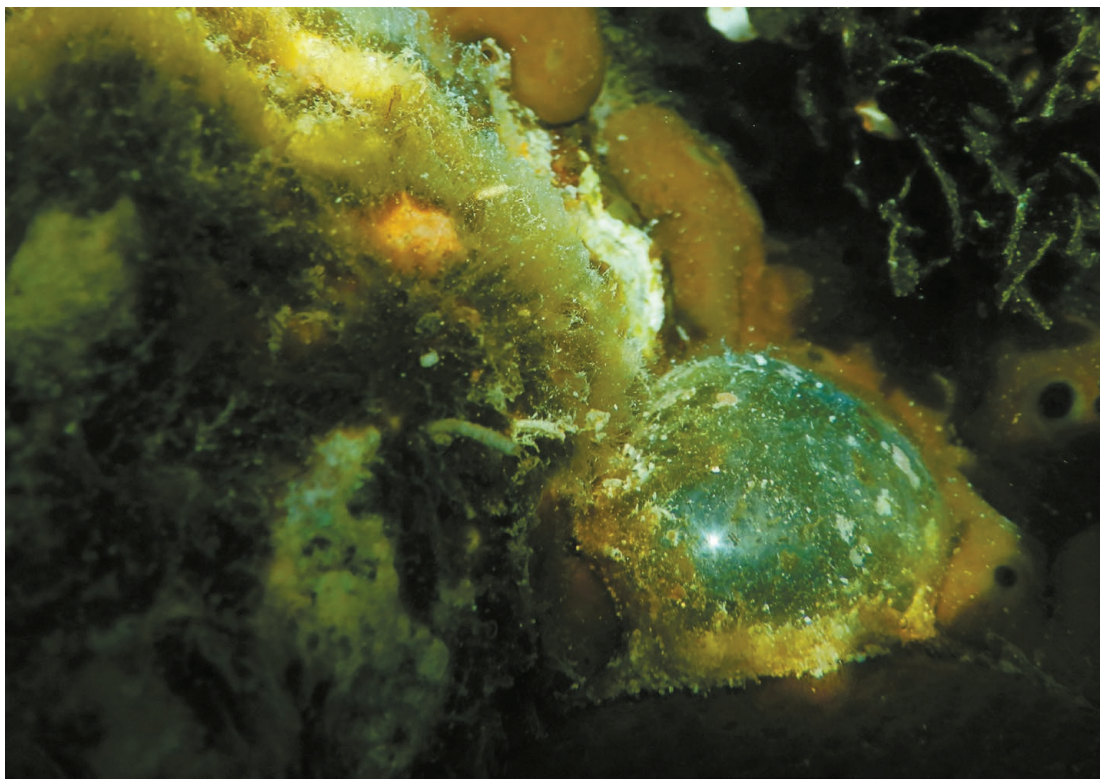
This article is adapted from Doane's new book, The Boy Who Fell to Shore: The Extraordinary Life and Mysterious Disappearance of Thomas Thor Tangvald, *published by Latah Books (latahbooks.com).*

Author's Note: *Two half-hour episodes concerning Thomas and the wreck dive on Bonaire were broadcast on Norwegian television on March 5 and March 12 of 2009. They appeared on a show titled Folk i farta ("People on the Move"), a series of profiles of Norwegians living and working abroad that was hosted by Alex Rosén and produced by NRK1, Norway's oldest and most popular television network. The episodes are still available for viewing online. A search for "Tangvald Folk i farta" will lead you straight to them.*

The Underappreciated Green Macroalgae - Part 1

Story and Photos by Darelle Snyman

This month we take a look at another impressively diverse, often not so welcome, group of Caribbean residents, the macroalgae or seaweeds. On a coral reef the balance between these notorious competitors and coral is a delicate one, easily disrupted if there are not enough herbivores to keep their growth under control with their continuous grazing. However, while these organisms might not be as captivating as the colorful coral animals, they are equally important and interesting once you delve deeper into their lives.



The silvery sheen of the sea pearl catches your eye and draws you in for a closer look.

Macroalgae can be either calcified and/or fleshy in structure. They exhibit a vast array of growth forms. Highly adaptable, they colonize coral reefs, seagrass beds, mangrove forests, and the intertidal zone. Three broad groups of macroalgae can be recognized: red macroalgae (*Rhodophyta*), brown macroalgae (*Phaeophyceae*), and green macroalgae (*Chlorophyta*). This two-part article will focus on the ancestral relatives of vascular plants, the Chlorophyta or green seaweeds.

A true treasure among the green macroalgae is the very unique and aptly named sea pearl (*Valonia ventricosa*). These squishy, mostly solitary, bubbles have fascinated me from the first time I stumbled across them nestled in depressions in the reef. The silvery sheen of the glitzy baubles catches your eye and draws you in for a closer look. Their tight, spherical cell wall makes them highly reflective under water, giving them that unique sheen that led to them to be also called sailor's eyeballs. That beautiful sheen, however, can sometimes be obscured by a thin layer of lavender crust alga (*Hydrolithon farinosum*), a pesky encrusting red alga.

Sea pearls are not picky where they set down roots, and can be found among coral rubble, mangrove roots or seagrass, and on sandy bottoms. They are attached to the substrate by minute, hair-like threads called rhizoids that provide a surprising strong hold. Their coloring, which depends on the amount of chloroplasts present, ranges from grass green to a dark, olive green. Algae bubbles can reach the respectable size of 2 inches or 5 cm, a fact that makes them one of the largest single-celled organisms in the world. This is actually a big deal since unicellular organisms are normally microscopic, limited in growth by surface-area-to-volume-ratio restrictions. Sea pearls have overcome these limitations by having multiple nuclei and multiple chloroplasts. Squishing and bursting a sailor's eyeball will result in more of them popping up as they only need to have one nucleus to grow into an entirely new ball. Their large cell size and unique function have made them the subject of many a scientific study, especially regarding the transfer of water and other fluids across biological membranes.



Hard to believe that the dainty, uniquely designed green mermaid's wineglass arose from a single plant cell.

A green algae that truly illustrates the structural beauty and diversity of macroalgae for me is the beautifully named green mermaid's wineglass (*Acetabularia caliculus*). Hard to believe that these dainty, uniquely designed algae also arose from a single plant cell. Since its discovery in the 1800s the genus Acetabularia has been a source of fascination for many a scientist. In fact, Acetabularia was actually the genus used to first demonstrate that genetic information is contained in the nucleus of organisms whose cells have a nucleus, which essentially means all animals and plants. These delicate algae grow singly or in clusters, and each alga body, or thallus, represents a single cell with a single nucleus. The unusually large nucleus is situated at the base of the stalk or stipe, allowing it to regenerate if damaged. Calcium absorbed from the water provides it with the light calcium carbonate skeleton that gives it that fluid rigidity, allowing its stunning umbrella shaped cup to face the life giving rays of the sun.

These hardy beauties can be found on a host of substrates, from pebbles, shells, pieces of rock to seagrass beds, mudflats, and mangrove roots. The cup of the green mermaid's wineglass has rounded ridges that radiate from the center to form bulbous edges.

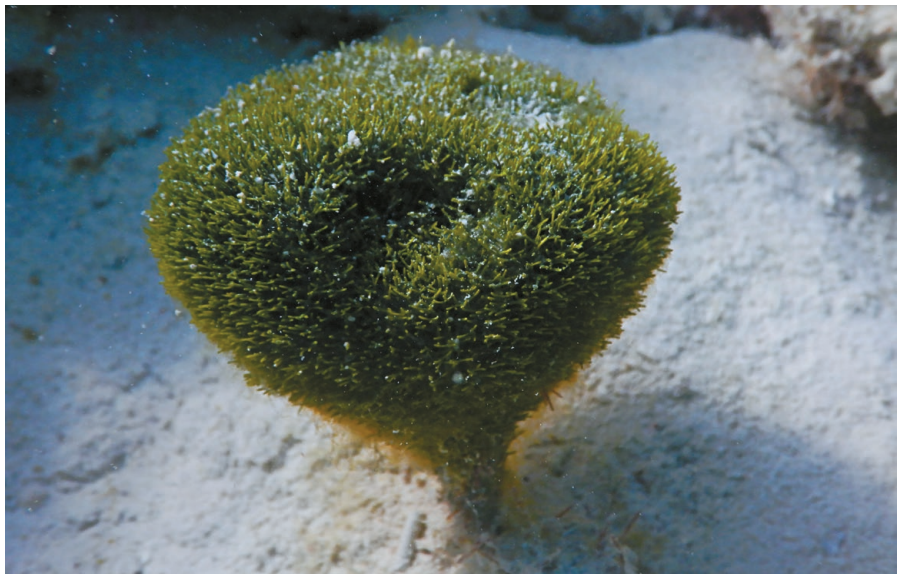
Reproduction mirrors fungi growing from spores. During sexual reproduction tiny cysts form in the cap that produce gametes. The cysts have tiny caps that open when the gametes are ready for release. Each individual produces only one type of gamete which unites with a different type to form a zygote. It takes approximately six months for the zygote to develop into the striking thallus that is fed upon by many fish and sea urchins. These tiny organisms are also unique in their ability to absorb mercury from the water and concentrate it in polypeptides in their tissues.

Another uniquely structured green alga that relies on a supportive calcium carbonate skeleton is the bristle ball brush (*Penicillus dumetosus*). This common Caribbean resident of sand flats and seagrass beds can be recognized by its rounded ball shape of tightly packed filaments that arise from a stout green stalk. It is also referred to as Neptune's shaving brush because of its rounded shape. Their calcium carbonate framework allows bristle ball brushes to reach heights of 6 inches (15 cm). The carbonate component becomes part of the seafloor sediments when the alga dies and the soft parts decay away.

Another Penicillus family member to look out for is the flat-top bristle brush (*Penicillus pyriformis*), whose tightly packed bristles, as the name indicate, end in a flat top, forming and inverted cone.

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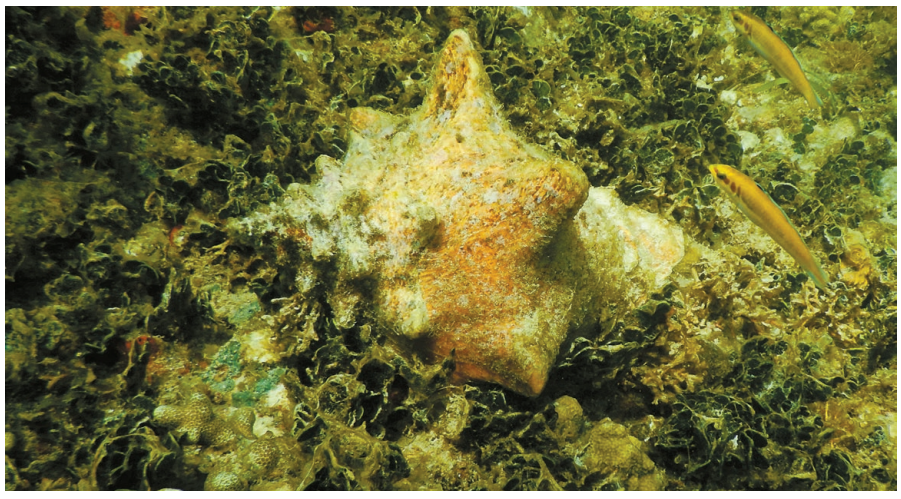
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The bristle ball brush is also referred to as Neptune's shaving brush because of its rounded shape.

Calcifying green algae, such as Penicillus, are major contributors of the carbonate that forms key reef habitats. In many tropical locales the beautiful white, sandy beaches we enjoy are mostly composed of the bleached and eroded calcium carbonate skeletons of one of the most common green algae on the reef, Halimeda. Studies have shown that, when considered globally, carbonate from Halimeda spp. accounts for an estimated eight percent of the total global production.

A typical Halimeda alga consists of flattened, leaf-like segments reinforced with calcium carbonate and covered with algal protoplasm. The tiny, calcified segments are interconnected by a thin strand, giving the plant its flexibility. It has been shown that 60 to 80 percent of these segments are composed of aragonite, a crystal form of calcium carbonate — no wonder they can contribute so greatly to marine sediments when they die and decay. Their crunchy nature also makes them unpalatable to most herbivores, contributing to their success on a reef.



Queen conch lying in a bed of Halimeda spp

Once you can recognize these segmented algae, you will spot them all over a reef nestled among coral, hanging down in a crevice or forming dense carpets across sandy bottoms. It is not the easiest task to identify individual species — for example, the watercress alga (*Halimeda opuntia*) grows crammed closely together in dense, spreading mats where it is often difficult to discern individual algal bodies or thalli. The large leaf hanging vine (*Halimeda copiosa*), as the name indicates, grow in bunches as long chains of beautiful green, rectangular segments joined down the middle by a single stalk, a species more easily recognized because of its distinctive growth form. Members of the genus can reproduce asexually and sexually, with sexual reproduction being completed within an amazing 36 hours. Members of this diverse genus are also known for the noxious metabolites they synthesize to further protect them from those pesky herbivores. It is these secondary metabolites that have become the focus of many scientific studies and their potential use as phytopharmaceuticals, especially for their hydrophilic antioxidant properties. Methanol and dimethylformamide extracts of the watercress alga (*Halimeda opuntia*) have shown positive antibacterial action against microorganisms such as Staphylococcus aureus, Escherichia coli and Bacillus subtilis. Ethanol extracts of the same species exhibited activity against hepatitis C virus, while extracts from other species have shown cytotoxicity towards cancer cells. Again it shows how much potential is locked up in nature in the most unlikely places. Imagine being saved from the hazards of cancer by what would normally be considered a lowly alga.

Next month we will look at more of these unique organisms with beautiful names such as mermaid's fan and mermaid's teacup.



CALENDAR

MARCH 2023

2 – 5	St. Maarten Heineken Regatta. www.heinekenregatta.com
4 – 6	Dark & Stormy Regatta, BVI. www.westendyachtclubbvi.com
6 – 12	Superyacht Challenge Antigua. www.superyachtchallengeantigua.com
7	FULL MOON
7	Public holiday in BVI (HL Stoutt's Birthday) and in Belize (National Heroes' Day)
8	International Women's Day
11	Fishing & Liferaft Seminar, Island Water World, St. Maarten
13	Public holiday in some places (Commonwealth Day)
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 – 19	Barbados Independent Film Festival. www.barbadosfilmfest.org
16 – 19	St. Barths Bucket Regatta, St. Barths. www.BucketRegatta.com
17	Public holiday in Montserrat (St. Patrick's Day). St. Patrick's Day Festival, Grenada
18	Public holiday in Aruba (Flag Day)
20	Vernal Equinox
22	Public holiday in Puerto Rico (Emancipation Day)
23	Round the Rocks Race, St. John, USVI. www.stthomasyachtclub.org
24 – 26	St. Thomas International Regatta. www.stthomasyachtclub.org
25	Power Management Seminar, Island Water World, St. Maarten
26 - 27	Antigua Laser Open. www.antiguayachtclub.com
27 – 2 April	BVI Spring Regatta & Sailing Fest, Tortola. www.bvispringregatta.org
30	Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day)
TBA	Foxy's Music Fest, Jost Van Dyke, BVI. foxysbvi.com
TBA	Yachtie Appreciation Week, Dominica. www.sailopo.com

APRIL 2023

5 – 8	Oyster Regatta, Antigua. oysteryachts.com/events/antigua-regatta
6	FULL MOON
6 – 10 (TBC)	Bequia Easter Regatta. www.bequiaregatta.com
7	Public holiday in many places (Good Friday)
9	Easter Sunday
10	Public holiday in some places (Easter Monday)
12 – 18	Jamaica Carnival.www.socaislands.com
14 – 16	St. Croix International Regatta. www.stcroixyc.com
15	Atlantic Crossing Seminar, Island Water World, St. Maarten
16 – 22	Les Voiles de St Barth. www.lesvoilesdestbarthrichardmille.com
18	Public holiday in Puerto Rico (Birthday of José de Diego)
19 – 24	Antigua Classic Yacht Regatta. www.antiguaclassics.com
20 - 24	Tobago Jazz Experience
22	Earth Day
22	Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
27	Public holiday in St. Maarten and Bonaire (King's Day)
28	Public holiday in Barbados (National Heroes' Day)
30	Public holiday in Bonaire (Rincon Day)
29	Peters & May Round Antigua Race. www.sailingweek.com
30	Jazz 'n' Creole event, Dominica.www.dominicafestivals.com
30 – 5 May	Antigua Sailing Week. www.sailingweek.com
TBA	St. Barth Theatre Festival. www.festivaldetheatredesaintbarthelemy.com
TBA	Governor's Cup Race, BVI. www.royalbviyc.org
TBA	Start of Salty Dawg Rally, USVI to US East Coast. www.saltydawgsailing.org
TBA	West Indies Regatta, St. Barth. westindiesregatta.com

All information was correct to the best of our knowledge at the time this issue of Compass went to press — but plans change, so please contact event organizers directly for confirmation.

If you organize a sailing or boating event not listed here that you'd like to have included in our monthly calendars, please send information two months before the event date(s) to editor@caribbeancompass.com

PICK UP!

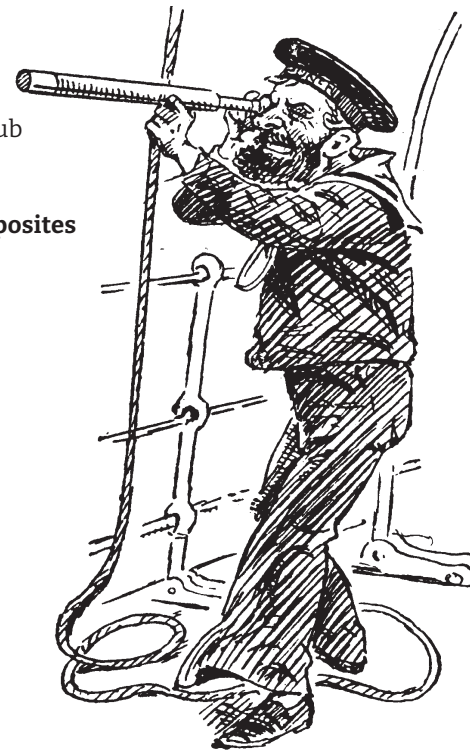
Ahoy, Compass Readers! When in St. Maarten, pick up your free monthly copy of the Caribbean Compass at any of these locations (our advertisers in this issue in **bold**):

DUTCH SIDE

Budget Marine
Island Water World
St. Maarten Yacht Club

FRENCH SIDE

Boat Paint and Composites





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.

March 2023	
DATE	**TIME**
1	2001
2	2052
3	2141
4	2228
5	2313
6	2356
7	0000 FULL MOON
8	0037
9	0118
10	0200
11	0243
12	0330
13	0420
14	0515
15	0614
16	0716
17	0819
18	0919
19	1017
20	1110
21	1201
22	1250
23	1328
24	1427
25	1517
26	1608
27	1701
28	1754
29	1846
30	1936
31	2023

April 2023	
1	2109
2	2152
3	2234
4	2315
5	2357
6	0000 FULL MOON
7	0041
8	0127
9	0216
10	0311
11	0409
12	0510
13	0611
14	0711
15	0808
16	0901
17	0951
18	1039
19	1127
20	1215
21	1305
22	1356
23	1449
24	1543
25	1636
26	1728
27	1817
28	1903
29	1947
30	2029

Ode to the Fornicatorium
Remembering Charley Morgan and the Out Island 41

by Charles J. Doane



Eleven Out Island 41s docked at The Moorings in 1972.

The recent passing of designer/builder Charley Morgan (November 17, 1929 — January 7, 2023) and insistent pleas from the *Compass's* tenacious new editor-in-chief (all hail Elaine!) have inspired me to recall my own experience with Charley's most popular creation, the Morgan Out Island 41. This was in December of 1980, on a two-week family charter out of Marsh Harbour, in the Bahamas.

I was a much younger sailor then, certainly more ignorant, and at the time had no idea that the OI 41 was, in fact, a somewhat controversial vessel. One version of the story posits that Charley, who originally made his reputation in the racing scene, was so outraged when the IOR rating system supplanted the old CCA system, that he conceived the OI 41 in a fit of pique — as a parody of a yacht design, if you will. Another more sober version has it that the OI 41 was, in fact, the product of deliberate market research.

What it was, was the primordial "charter barge," a boat explicitly designed to prioritize comfort and accommodation space over such irrelevancies as sailing performance and svelte appearance. It was an intentionally fat boat, one of the first with a center cockpit. It also had an easy-to-manage ketch rig and a shoal-draft full keel. As such, it was a boat many serious sailors loved to hate—for its bulky plastic aesthetic, for its less than mediocre performance, and for the profound change it wrought in mass-production priorities. Charley Morgan himself, a perfectly sapient human being, dubbed it "the fornicatorium." He knew exactly what he had wrought.

Based on my two weeks aboard, I can attest, however, that the OI 41 was not as unwieldy as some of its detractors claim. It is often said the boat cannot come about without a push from an engine, but this is only true if you are a poor sailor to begin with. And though its sheeting angles are indeed wide, and its keel is not very grippy, I found I could sail our boat at about 45 degrees off the apparent wind in flat water. Close enough for jazz, as they say in cruising circles. Mostly the boat loves a reach, and I was amazed to find, with sails properly trimmed, that I could leave the helm unattended on this point of sail for very long periods of time.

And yes, it was very comfortable.

And yes, it certainly helped to transform the economy of the Caribbean basin. Charter maven Ed Hamilton (likewise prodded by the insistent Elaine) recalls joining the Moorings in 1972, as founder Charlie Cary had just vastly expanded his charter fleet with what was then an immense order of fifteen OI 41s. Meanwhile, Bill Stevens down in the Grenadines was pulling the same trick, blowing out his nascent bareboat charter business with a bulk order of OI 41s. These were the first in a long line of bareboat operators who greatly expanded their Caribbean charter businesses by offering purpose-built boats that intentionally discounted performance in favor of comfort and space. A line that leads directly to the vast armada of fat charter catamarans that wander through the islands today.

Charley Morgan, in the end, created 53 different sailboat designs. He will also be remembered as the first (and so far only) sailor to launch a one-man America's Cup campaign — designing, building, building the sails for, and skippering the 12-meter *Heritage*, which he raced, unsuccessfully, in the 1970 defender trials.

But the OI 41, perversely, was Charley's greatest achievement. It enjoyed a 20-year production run, through various iterations that saw the launching of some 1,100 hulls. It transformed the charter industry, and the boats are still valued today by certain cruising sailors looking for space and comfort on a budget. Earl Hinz, who cruised extensively offshore aboard an OI 41 back in the 1980s, perhaps summed it up best: "It was a Tupperware charter boat, but it had shoal draft, lots of storage, and we could afford it."

Charles J. Doane is cruising editor at SAIL *magazine and the author, most recently, of* The Boy Who Fell to Shore: The Extraordinary Life and Mysterious Disappearance of Thomas Thor Tangvald *(Latah Books, 2022), excerpted in this issue.*

Poems In Three Languages

Book Review by Tad Richards

***6 Poems**, by Lasana M. Sekou. Les Fruits de Mer, St. Martin, © 1986, 1991, 2010, 2021, 2022 by Lasana M. Sekou. 38 pages.*



You can say a lot in six poems, especially if they're presented in a tri-lingual edition, with translations of Lasana M. Sekou's English language poetry into both French and Spanish. Sekou, the author of over 20 books of poetry, monologues, short stories, and essays, and a passionate advocate of independence for his native St. Martin, has here distilled his love for his homeland (and his awareness of its shortcomings) into six poems, reminiscent of Pablo Neruda's *Odas Elementales* in their language, simple and direct yet closely observed, with no words wasted. And like Neruda's work, they offer an unsentimental but deeply committed portrait of the people Sekou knows and loves.

Sekou's first poem, "Homeland Harvest" ("Récolte-Pays," "Cosecha Patria") gives us the love mixed with the understated yet urgent awareness that there could be more. This is poignantly and beautifully expressed when he describes St. Martin as:

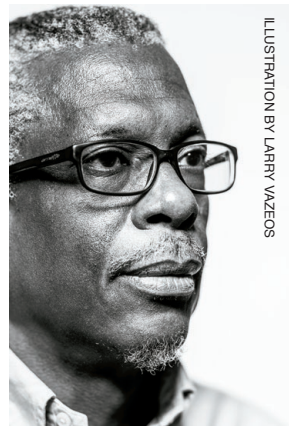
Like evening winds
Whistled from the lips of gods
Dance closely
Pressing soft cloth to silhouettes of our women
Could be freer

Could be freer...could be stronger...could issue newer days...then, when he has presented this paean and issues these challenges of what could be, he focuses, in the remaining five poems, on what is.

He gives us the Pan-man playing his steel drums ("with the sweat of the sun / and the breath of we people"). He gives us an old fisherman "planting fertile Black feet bare / to nourish sand from refuse-stained wash of yachts," who, in his simple wisdom ("see what i tell ahl yo' all the time?") has become a scholar.

He remembers the old days, when fishermen "sprinkled their laughter and lines / like stardusted nets," and a "fam'ly come down from country / with tidings of tanya and sweet potato cultures." He gives us the pan-man's drum in four pungent lines.

And finally, in a poem called "Saline," he remembers the dance of working people — "how it was done / by bent back like tree trunk" (*"comme on dansait avant / dos voûtés comme tronc d'arbre;" "como lo hacíamos antes / cuerpo doblado hacia atrás como un tronco de árbol"*), in a time when "we use to lift our feet / in and out of the saltpans of great bay and grand case" (*"nous levions nos pieds / dans et hors des saltpans de grand-baie et de grand-case;" "como solíamos poner los pies / dentro y fuera de las salinas de great bay y grand case"*).



Lasana-M-Sekou

The poems were written to be translated and given to the reader in three languages — something for each culture, and something for the cross-cultural reader — in simple but precise language so that nothing need be lost in translation. The translations are by Fabian Adekunle Badejo, María Teresa Ortega, and Alex Richards. The poems, for those who want to dig deeper into Sekou's work, are from longer collections: *Born Here, Pelican Heart, Quimbé — Poetics of Sound,* and *Mothernation — Poems from 1984-1987* (House of Nehesi).

The book was developed as a companion to Amuseum Naturalis, St. Martin's free museum of nature and heritage. The Amuseum, and this book, were created by Les Fruits de Mer, a non-profit association based in St. Martin, whose core mission is to collect and share knowledge about local nature and heritage.

Waterworld *ULTRA* Style

Story and Photos by JoAnne & Bill Harris

Lovers of land and sea

We love to be on land, but we also really love to be on, in and under the water as much as possible. During these 15 years of living full time aboard our homebuilt trimaran, *ULTRA*, we have been surrounded by it. *It is our life!* Unlike the 1995 movie, "Waterworld," our destiny is not only to find land, but lots of brilliant water, too. We never, ever get tired of exploring water. With its heaps of fun coupled with stunning beauty and an abundance of wildlife, water is truly our addiction. We never want to miss an opportunity to scuba dive, snorkel, explore waterfalls, swim or simply chill out in the water. It definitely renews our mind, body and soul when we are dealing with the daily everything is broken aboard challenges.



Water is truly our addiction: Here's Bill snorkeling with giant sea fans.

***ULTRA*'s very own Waterworld**

In 1998, while visiting the San Diego Marina, we saw one of the trimarans from the "Waterworld" movie, *Loereal* aka *The Mariners Trimaran*. We said to ourselves, "Wow, one day that will be us cruising the high seas in a trimaran, but it will be aboard ULTRA." The other trimaran from the movie is currently sitting in a lagoon at Universal Studios Florida. Just as in the movie, we do carry soil aboard, but it is in PVC pipe planters we made and filled with kitchen herbs and small plants. Now, 15 years later, we are thrilled to still be out here living our amazing cruising dream in our very own Waterworld, *ULTRA* Style.

Everyone needs clean water

We believe everyone needs clean water and our goal is to provide it to as many families as possible. Through our *ULTRA* Community Projects, we have provided hundreds of containers of purified water, and given out a full bounty of Eco and Sawyer Water Filter Systems. These filters can be used with water that has been taken from the tap, rivers, streams, or other fresh bodies of water. They filter and purify the water, making it free of bacteria, sediment and bad taste. Furthermore, to remove any viruses, a bit of chlorine or iodine is then added. Since there is a continuous and tremendous need, we always need to purchase and distribute more water filters. Last season, due to a generous outpouring of donations, we were able to purchase and distribute numerous Eco Water Filter Systems to provide clean water throughout the communities we visited. This season, we hope to have enough funds to purchase and distribute even more. We are definitely all about providing clean water for everyone, whether it is clean water for the environment or for consumption. Along with our amazing volunteers, we have also provided numerous first-time systems of running water as well as first time bathrooms and showers to provide proper sanitation and living conditions for many families in need.

If you wish to see more of what we are doing to spread joy, please check out our newly posted YouTube video. Our wonderful friends and professional filmmakers, Will and Olya, made this awesome video for us to help us get the word out about our *ULTRA* Community Projects of giving back and spreading joy to the communities we visit.

To see our Yacht ULTRA *Adventures You Tube Videos, please visit yachtultra1 or our Instagram account at: #yachtultraadventures.*

Epic community cleanups

We are always working very hard with the residents in the communities we visit to coordinate huge trash cleanups on the beach, in the mangroves, on the roads, in the water, at schools and anywhere else. It all starts with education, since so many things are made of plastic and not biodegradable. We coordinate snorkels and scuba dives for fun, but also with the mission of removing any trash from the reef. We were delighted when we arrived in Belize recently to discover that the authorities are enforcing a law that forbids plastic beverage containers. When we checked into the country, there were piles of confiscated plastic bottles all around. In the Bay Islands of Honduras and other places, authorities are also enforcing a law to phase out plastic beverage bottles. This switching to glass is so much better for the environment, since so many gorgeous beaches and waterways we see are covered with plastic bottles, containers, packaging and more. However, the next step is to make it mandatory that the shops give deposits back to the people who return the glass bottles and other recyclable items. We always believe in getting the residents involved in our coordination of community wide recycling programs.

H2O, Solar and More

On the day we sent this article to Compass, we were sailing to the island of Guanaja in the Bay Islands. The cay just off of Guanaja, called Bonacca Cay aka El Cayo, had suffered a devastating fire in October 2021. Three days after the fire, we hired a ship to deliver donations of food, water filter systems, clothing and bedding, and then additional help with building materials, tools and more. We are continuing our *ULTRA* Community Projects with the generous donations of more water filter systems. We are super excited to announce that along with distributing numerous water filter systems for homes and schools, we will also be distributing more construction materials, house paint, bedding, clothing and more. With the help of extremely generous cruisers, we received donations of 10 solar panels, 6 batteries, and some solar controllers. We, along with our amazing volunteers, will soon be installing solar panel systems for several families in need. We are still in need of additional supplies.



Bill shows off ULTRA's *scuba gear.*

If you wish to participate in donating to one of these projects, please visit: www.paypal.me/svultraharris.

If you wish to volunteer to help with some of our projects, please contact us.

We are still cruising in the Bay Islands. If you wish to see our first edition of our ULTRA *Cruisers' Resource Guide for Honduras including The Bay Islands* that we created and published to help cruisers and local businesses, please visit the Facebook Link: m.facebook.com/groups/1717722598499793/permalink/3392825874322782/?mibextid=Nif5oz

We have always had a love affair with being in and on the water. We are super excited to continue our Waterworld cruising life *ULTRA* style as well as our *ULTRA* community projects of providing clean water, installing first time electricity and running water, food bags, medical care, building playgrounds, building and repairing homes, humanitarian efforts for natural disasters, beautifying the neighborhoods, painting homes, planting community gardens, tremendous trash and debris cleanups, and so much more.

Thank you for your consideration in participating in these beautiful projects of bringing joy, helping others and the planet. We look forward to sharing all of the progress of the 2023 season of *ULTRA* Community Projects with all of you soon.

Feel the Love!

We are delighted to be the Seven Seas Cruising Association Cruising Hosts and Ocean Cruising Club Port Officers for Honduras including the Bay Islands.

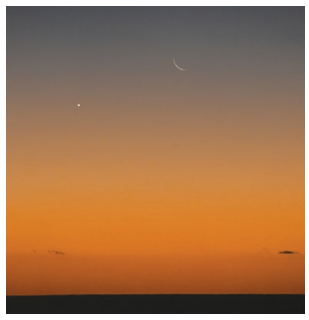
Mid-March to Mid-April

by Jim Ulik

Spring is on its way. The first full Moon of spring is sometimes referred to as a Pink Moon. Look for that on April 06. One sign of astronomical spring approaching is when the winter triangle exits the western sky. The spring triangle is beginning to come into view out of the eastern sky. See Image 2.

Sunday, March 19

This morning the crescent Moon will appear somewhat larger than normal. Whenever the Moon is near the horizon it always appears larger, due to the Moon Illusion. In reality the Moon is actually the same size as when it is located high above the horizon. It could be that objects in the foreground make the Moon appear larger. To be sure the atmosphere does not create this effect. Today the Moon is at perigee or its closest point to Earth so it will appear 14 percent larger. Combine perigee to the Moon Illusion when observing the mega Moon this morning.



The Moon makes a close approach to Saturn on March 19 in the southeastern sky at 0530.

The Moon is also making a close approach to Saturn in the eastern sky. Saturn is located in Aquarius approximately five degrees left or north of the Moon.

Monday, March 20

Welcome to the first day of spring (vernal or March equinox). For those relying on solar energy the Sun is making its slow transition over the equator moving above the northern hemisphere. From every location on Earth the Sun will rise 90 degrees due east and set 180 degrees due west. Jupiter will set shortly after the Sun followed by Venus.

Tuesday, March 21

Today marks the New Moon. The Moon is located on the same side of the Earth as the Sun and will not be visible in the night sky. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere. Be aware of the tides. Normally when the Sun and Moon are aligned the combination generates extreme high and low tides. Look for an enhanced effect because the Moon is closer to Earth than usual.

Wednesday, March 22

Low in the west, a fine sliver Moon will make a close approach to Jupiter. Between the light reflected from Earth and the two percent slice of Moon it will shine brighter than Jupiter. The giant gas planet is less than one quarter degree below the Moon.

Friday, March 24

The lineup of planets in the western sky after sunset starting at the horizon is Mercury, Jupiter, Venus, then Mars. The Moon is also making its monthly close approach to Venus.

Tuesday, March 28

The Moon is in its first quarter phase. Moonrise is at 1130 and moonset occurs tomorrow just after midnight. The Moon and Mars will make a close approach at nightfall. There will be about five degrees separating the pair.

Wednesday, March 29

Comet C/2019 U5 (PANSTARRS) is at its brightest and possibly visible in the eastern sky through binoculars. The comet is bright because it is making its closest approach to the Sun. Look for its appearance as a fuzzy spot about 45 degrees above the eastern horizon after 2000.

Thursday, April 6

Tonight's Moon is located near Spica in the constellation Virgo. Make your plans for tonight's Full Moon Party. Start the party whenever you want but, moonrise occurs about 1900.

Monday, April 10

The Moon will make a close approach to Antares around 0200. Follow the line (terminator) separating the light and dark side of the Moon south. Antares is located one half degree south of this line.

Mercury reaches its highest altitude in the western sky. This is the best time to view Mercury since it will be at its highest point above the horizon in the evening sky. Look for the planet low in the western sky just after sunset.

Today marks the 1,186th anniversary (837 AD) of Comet Halley's closest approach to Earth. The event was recorded by astronomers in China, Japan, Germany, the Byzantine Empire, and the Middle East. Its tail may have stretched 60 degrees across the sky.

Tuesday, April 11

Venus joins the Seven Sisters for the next few nights. Mercury can be found below the group traveling at over 169,000 kilometers per hour (105,000 mph).

Wednesday, April 12

On April 07, 2011, the United Nations General Assembly declared April 12 as the International Day of Human Space Flight. According to the UN the purpose behind the declaration is "to celebrate each year at the international level the beginning of the space era for mankind, reaffirming the important contribution of space science and technology in achieving sustainable development goals and increasing the well-being of States and peoples, as well as ensuring the realization of their aspiration to maintain outer space for peaceful purposes." Sixty-two years ago cosmonaut Yuri Gagarin became the first human in space.

Thursday, April 13

Look for the Moon to clear the eastern horizon by 0100. In less than four hours it will reach its last quarter phase. The Moon will remain exactly 50 percent illuminated for 20 minutes. As dawn approaches the bright side will begin to reduce in size until the New Moon phase on April 20. The center of the cluster is about the size of the Full Moon.

Friday, April 14

The Omega Centauri (NGC 5139) is the Milky Way's largest star cluster. Before the Moon rises look to the southern sky and try to spot Omega Centauri. See Image 3 for its location on April 15 at midnight. This cluster of more than ten million stars is the brightest globular cluster in the sky.

Saturday, April 15

The Moon has finished another monthly pass around Earth. Where does that put the Moon now? Right back to a location near Saturn just like it was on March 19.

*All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

Jim Ulik sails on S/V Merengue.





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LEGEND OF TROU DIABLE

by Telfor Bedeau



ILLUSTRATION BY LARRY VAZEOS

The southeast point of Grenada is called Great Bacolet Point. It is a part of Hope Estate, so local people usually refer to it as Hope Point. Located near the end of this headland is a sea cave associated with a blowhole which used to eject a noisy jet of water high into the air when the sea was rough.

The sea around Great Bacolet Point is almost always rough due to the ocean current sweeping over the shallow reef which surrounds it, thereby creating turbulent conditions. Ships under sail used to find it difficult, and impossible at times, to weather that headland from the south when the northeast trade wind was blowing at full strength and the tide flowing westwards.

Local fishermen and landsmen alike treated the area with great respect and caution because according to local legend, a devil with the power to control the blowhole and sea resided in the cave and was the guardian of a huge chest loaded with fabulous treasures and chained to the bottom of the cave. As a result the area is called Trou Diable (pronounced "Too Jab"), which means Devil's Hole.

People who ventured to fish from the rock at Trou Diable told how they had to leave in a hurry within a few minutes of their arrival, as the blowhole began to bellow, the chain clanged loudly, and the sea, which had been calm before, got very rough. It was also reported that at nights a bright mysterious glow could be seen coming from the cave as the treasure lighted up.

Trou Diable became really famous in 1950, when, late in the night of June 22, a steamship named *Canadian Constructor* ran aground at the end of Great Bacolet Point under heavy weather conditions. It is not known what navigational error caused the ship to stray so far off course, but some say that the captain saw the glow of the treasure in the cave and thought it was the lighthouse at Point Salines, so he shaped a course to enter St. George's and found himself wrecked at Trou Diable instead.

Another version states that the crew of the ship were "high science men" who knew about the treasure from old maps. They had the arcane knowledge to break the spell of the devil at Trou Diable, so they ran the ship aground to avoid suspicion and took the treasure.

The *Canadian Constructor* remained on the reef for 9 days before it was refloated with minimum damage to its hull. During that period a large number of sacks of flour were jettisoned into the rough waters but in spite of Trou Diable, local men salvaged many of them. The flour was well preserved as the water only soaked through a thin outer layer creating a watertight paste which protected the interior from getting wet. People came from all parts of Grenada to see the boat sitting on the reef. Vendors quickly erected makeshift shops and restaurants selling bakes and fishcakes made from the very flour thrown from the ship.

The *Canadian Constructor* sailed away after it was refloated and the incident has faded into history. Over the years, the blowhole has eroded by the action of the waves and lost its power. The legend in its revised version now states that since there is no more treasure to guard, the devil of Trou Diable left the scene. The sea is said to be calmer and people are no longer afraid to go fishing even in the cave itself.

But the legend of Trou Diable lives on.

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How is this miracle happening? How can I feel this bliss?

A nomad passing through
Letting go as much as I hold on fast
Creating awareness and exchange with the present.
Feeling the present, experiencing the present, living the present.
The past lost in flecks of rippling foam.

Seeing, connecting with and touching the living world.
Alone but deeply, intimately and forever part of
The deep blue.
It surrounds. It penetrates. It soothes.

She is the eternal mother.

Soul sailing.

— *Matthew G. Stuart*

Matthew G. Stuart is the captain of S/V Yottie, *currently based in Carriacou.*



ILLUSTRATION BY TAD RICHARDS

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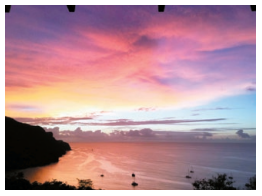






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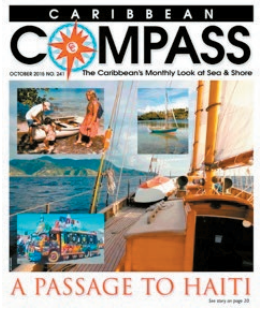
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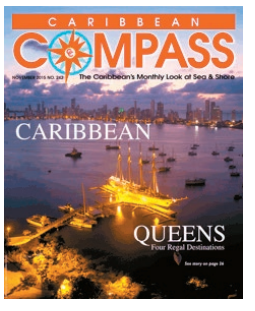
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