CARIBBEAN On-line
COMPASS
AUGUST 2019 NO. 287
The Caribbean's Monthly Look at Sea & Shore



See story on page 18

ANTIGUA HOSTS OPTIWORLDS



MATIAS CAPIZZANO (2)


BUDGET MARINE
SPECIAL DELIVERY
www.budgetmarine.com
Special ordering made easy
Importing into the Caribbean can be challenging.
We can get you any product or part from our top brands
at competitive pricing through our efficient Special Order Program.
Ask us for a quote today.
BUDGET MARINE
The Caribbean's Leading Chandlery
Budgetmarine.com/whatwestandfor

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

AUGUST 2019 • NUMBER 287



KAAK

Micro-Exploring

Grenada's street food..... 20



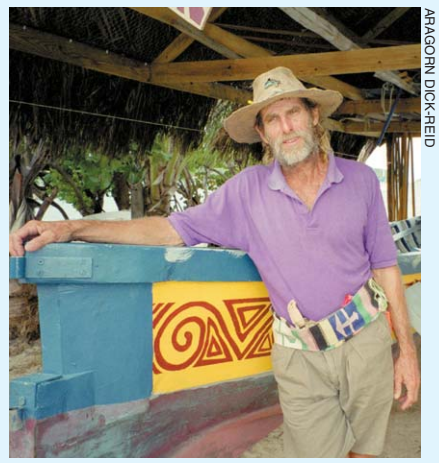
GOOCH

Martinique Triangle

Three historic sites 22

Steel Pan & Bitters

Investigating Trinidad icons.. 24



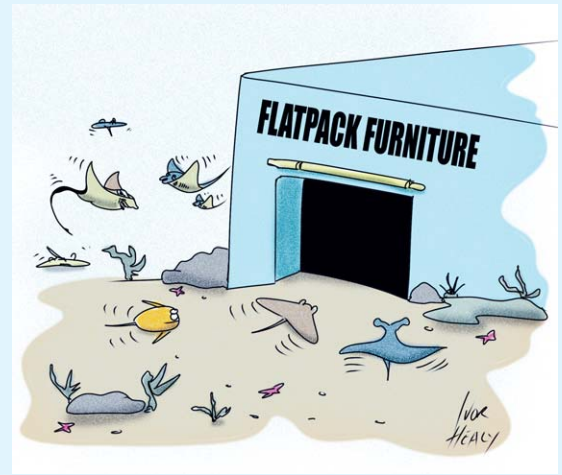
ARAGORN DICK-REID

Mermaid Man

John Smith keeps the faith... 26

An Elusive Target

Ideal regional youth dinghy .. 34



IVOR HEALY

DEPARTMENTS

Info & Updates 4
Business Briefs 8
Eco-News 10
Regatta News..... 14
Y2A..... 19
Meet Marine Life..... 29
Look Out for 30
Seaboard Birds 31
The Caribbean Sky..... 32
Readers' Forum..... 34
What's on My Mind..... 34
Calendar of Events..... 35
Meridian Passage..... 35
Caribbean Market Place..... 36
Classified Ads 38
Advertisers Index..... 38

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, Anguilla, British West Indies.

Tel: (784) 457-3409, Fax: (784) 457-3410, compass@caribbeancompass.com, www.caribbeancompass.com

Publisher.....**Tom Hopman**
tom@caribbeancompass.com
Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Tad Richards**
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Editorial Assistant.....**Liesbet Collaert**
Advertising & Administration...**Shellese Craigg**
shellese@caribbeancompass.com

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.

We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity. ©2018 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

On the cover: Antigua hosted a record-breaking number of countries at the 2019 Optimist World Championships. It was the first time in its 57-year history that the event has been held in the Eastern Caribbean. Photos by Matias Capizzano; story on page 18.



Compass **covers the Caribbean! From Cuba to Trinidad, from Panama to Barbuda, we've got the news and views that sailors can use. We're the Caribbean's monthly look at sea and shore.**

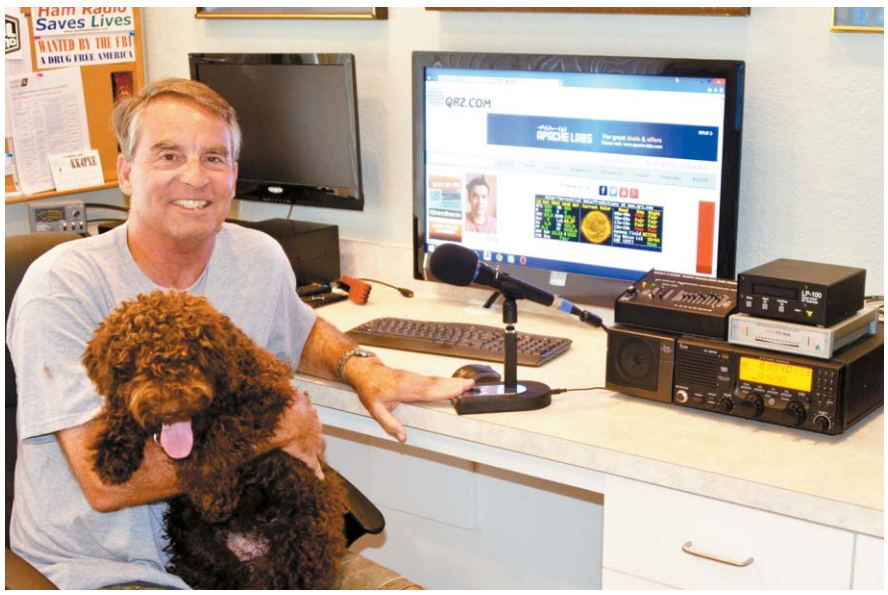
I have enjoyed the *Compass* from the first time I read it — a well-written and well thought-out publication.
— Readers' Survey respondent

AUGUST 2019 CARIBBEAN COMPASS PAGE 4

Info & Updates

For Those in Peril on the Sea

As Glenn Tuttle, Net manager of the Seven Seas Cruising Association's High Frequency Radio Service KPK, has reported, two single-handed sailors were recently lost at sea in the Caribbean, in spite of the activation of emergency position indicating radio beacons (EPIRBs) and a personal locator beacon (PLB). Glenn says, "This should frighten the heck out of all bluewater cruisers who have always thought of their EPIRB as their safety net."



Glenn Tuttle at his HF Radio Service KPK station

The *S/V Salacia* activated two EPIRBS on June 11th while on passage from Jamaica to San Andres. Both EPIRB signals were received and a search-and-rescue was initiated. But as of late July neither the vessel nor a debris field has been found.

The second vessel lost was the *S/V Trinavis* on passage from St. Martin to Barranquilla, Colombia. Off the coast of Colombia, on June 22nd, the skipper activated a PLB, which pinged for at least 24 hours. As of late July either he nor his vessel has been found.

There is now technology that incorporates an automatic identification system (AIS) into EPIRBs. As Glenn said, nobody will ever know whether that technology could have saved these sailors' lives, but it could have increased their visibility to nearby vessels.

Another device that Glenn feels might have been a lifesaver for both of these sailors is a Garmin In Reach device, which allows for two-way texting and continuous position reports. (An EPIRB does not notify the search-and-rescue authorities as to the nature of your distress.) These devices are affordable and allow two-way communications globally.

Kim White of the Caribbean Safety and Security Net (safetyandsecuritynet.org) adds, "Technology has changed, but one of the most important things has not: the contact cruisers have with their shoreside family and friends. Designated contacts should have a full description of the yacht, its communication equipment, a picture of the yacht (and perhaps the crew), and its general travel plan if not a specific float plan."

Meanwhile, Glenn also reports, "Bobby Graves, KB5HAV, has asked my wife Eddie and I to assume ownership and management of the International Boat Watch Network https://www.boatwatchnet.org. Bobby is the owner/manager of The Hurricane Watch Net (http://hwn.org), and very involved in the Maritime Mobile Service Network (http://mmsn.org), and wants to dedicate more of his time to those vital organizations.

"The motivation for this Boat Watch concept occurred in 1998 as many requests came via ham radio to locate vessels either missing or overdue at their planned destinations. At that time, a list was compiled of various ham radio related networks associated with mariners, and then expanded to include non-ham entities. The result is a worldwide network of e-mail addresses through which we now broadcast requests for lost or overdue vessels and messages of high priority.

"This transition into management of the International Boat Watch Network is a logical progression of the work that my wife and I have been doing for the SSCA's HF Radio Service KPK. KPK is dedicated to cruisers helping cruisers, and partners with the Caribbean Safety & Security Net. It is on the air daily at 1215 hours UTC (0815 Eastern Time) on SSB Frequency 8.104, and ready to assist any vessel from Nova Scotia to South America and over to Europe. All vessels are welcome; you do not have to be an SSCA member to utilize the net.

"We have opened a Facebook Group called *International Boat Watch Network*, which may be joined at https://www.facebook.com/groups/461762734603032. All are welcome to join."

New Rules

• When clearing into St. Vincent & the Grenadines, all persons aboard must now accompany the skipper to Immigration. This applies only to vessels with 12 or fewer persons aboard.

—Continued on next page



OCEAN PLUS GUARANTEED FOR 5 YEARS OR 50,000 MILES*

Built by sailmakers dedicated to building the finest, most durable and technologically advanced sails possible.

British Virgin Islands
Doyle Sailmakers BVI, Ltd
Road Reef Marina
Road Town, Tortola
Tel: (284) 494 2569
bob@doylecaribbean.com

Barbados
Doyle Offshore Sails, Ltd
Six Crossroads
St Philip
Tel: (246) 423 4600
joanne@doylecaribbean.com

www.DOYLECARIBBEAN.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Costa Rica
Stellar Sails
Puntaarenos

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Jamaica
PJG
Kingston

Martinique
Voilerie Du Marin
30 Bld Allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
AMD
Chaguaramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

* Dacron and HydraNet only

DOYLE CARIBBEAN

—*Continued from previous page*

• The fees for small vessels transiting the Panama Canal are expected to increase. For the first time in seven years, the Panama Canal Authority has proposed an increase in tolls for small craft. These modifications are to "take into account the costs… as well as the complexity of accommodating these vessels in the Panamax locks' chambers." The period for responses to the proposal closed on July 15th.

Proposed tolls effective January 1, 2020:
Less than 19.812 metres (65 feet): US$1,600
19.812 to 24.384 metres (65 to 80 feet): US$2,400
24.384 to 30.480 metres (80 to 100 feet): US$3,500
More than 30.480 metres (100 feet): US$4,100

Eight Bells

• JON REPKE



A long-time resident of St. Thomas, USVI, and a pioneer in the yacht services industry, Jon Repke died at his home in Michigan on May 17th at the age of 89. He is survived by his wife of 63 years, Hjordis, and three sisters.

As reported by the *USVI Daily News*, arriving on St. Thomas in 1954 with an engineering degree under his belt, Repke met some of the nautical stalwarts of St. Thomas, including Per Dohm, and Eric and Paige Winter. He met his future wife in Copenhagen in 1955; they married in 1957, and settled in the US where he worked as an engineer.

St. Thomas beckoned, and in 1961 they moved to the island, where he started Power Products, doing marine repairs and selling Perkins diesels and parts. He branched out to the British Virgin Islands and started Parts and Power, which is still a thriving concern. Jon had the reputation of being able to fix or make almost anything. He constructed a solar-powered refrigerator for the Soggy Dollar Bar before it had electrical service.

Don Street recalls, "Jon did all the basic developments in yacht refrigeration as we know it today. The ice plant in St. Thomas had a basic ammonia system that was installed in the late 1890s. It started giving trouble in the early 1960s. Gerry Berne, the owner of the plant, asked Jon if he could get the plant running — it was the only source of ice on St. Thomas.

"Jon pulled out his college books and then contacted Johnny Nissen, who was chartering out of St. Thomas, and asked him to help him get the ice plant going again. Johnny said, 'I know nothing about ammonia ice plants.' To which Jon said, 'I have books that describe the process; let's give it a go.' They got the ice plant going, and maintaining it gave them a small but steady income.

"At that point marine refrigeration systems had poor insulation and inefficient compressors, requiring an engine or generator to be run four or five hours a day. Jon developed a system using urethane foam with Freon, high-quality compressors and eutectic plates that required only about an hour of engine time. His system understandably became popular with the charter boats of the day."

Jon also had the distinction of being one of the few small-aircraft pilots in the Caribbean to survive accidentally landing in the sea twice, but at heart Jon was a sailor, never happier than when aboard his Bermuda 40, *Sestina*.

• ROBERT MARX

An American pioneer in scuba diving best known for his work with shipwrecks and sunken treasure, Robert Marx died on July 4th at age 83, in Florida. On his first Caribbean adventure, he spent six months in 1955 and '56 running a dive school for the Marine Corps on Vieques. He later searched for wreck sites in Bonaire, Venezuela's offshore islands, Tobago, and up the Eastern Caribbean chain. He wrote many books, including *Shipwrecks of the Virgin Islands, 1523-1825* (with Edward L Towle and the Caribbean Research Institute), *Port Royal Rediscovered*, and *The Treasure Fleets of the Spanish Main*.



According to Wikipedia, Marx became a diving specialist in the United States Marine Corps in 1953. He went on to make over 5,000 dives and authored over 800 reports/articles and 59 books on history, archaeology, shipwrecks and exploration. He was a founding member of the Council on Underwater Archaeology and of the Sea Research Society and served on the Society's Board of Advisors. In 1972 he participated in the creation of the research/professional degree of Doctor of Marine Histories.

Marx was made a Knight-Commander in the Order of Isabella the Catholic by the Spanish government for his re-enactment in the *Niña II* of Christopher Columbus's first voyage of exploration.

For more information on Marx's exploits in the Caribbean, see "Robert Marx: Non-Stop Adventure in a Quest for Treasure" by Ralph Trout in the December 2017 issue of *Compass* at www.caribbeancompass.com/online/december17compass_online.pdf

Hurricane Season Help: Mental Health Support

During this year's hurricane season, psychosocial support will be utilized to help the Caribbean people when disaster hits. The Pan American Health Organization (PAHO) and the Caribbean Development Bank (CDB) have launched the "Stronger Together" campaign to draw attention to the information and tools available to assist communities in better coping with the psychological impact of adverse events.

—*Continued on next page*

NORTHERN LIGHTS

COMPLETE SOLUTIONS FROM A TRUSTED MANUFACTURER

TECHNICOLD
MARINE AIR CONDITIONING & REFRIGERATION



With Northern Lights generators YES! You *can* have it all

High Reliability, Amazing Durability and Maintenance Simplicity combine to ensure your onboard power requirements are always met. Coupled with super-silent capability and a region-wide Caribbean service network, it's easy to see why with Northern Lights generators, yes, you can have it all.

Antigua
Marine Power Services
268-460-1850
British Virgin Islands
CRC Engines & Fabricating
284-499-7128
Marine Maintenance Services Ltd.
284-542-2413
tim@mmsvg.com
Grenada
Grenada Marine
473-443-1667
Palm Tree Marine
473-443-7256
Guadaloupe
Fred Marine
+590-590-907-137
Martinique
Inboard Diesel Service
+596-596-787-196

St Lucia
Marintek
758-450-0552
St Maarten
Electec, NV
+1-721-544-2051
St Martin
Caraibes Diesel Services
+590-590-870-373
Trinidad
Dockyard Electrics Ltd
868-634-4272
US Virgin Islands
Import Supply
340-774-1679
Coral Bay Marine
340-776-6665

CARIBBEAN-WIDE DEALER NETWORK

www.CaribbeanNorthernLights.com
284-494-2830 info@partsandpower.com

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

—*Continued from previous page*

"In the Caribbean, most disaster response communication material focuses on ensuring that people recognize storm warnings, know where to go for assistance and have prepared their homes. However, few communication campaigns help people build resilience to cope with the impacts of disasters. This campaign aims to fill that gap," said Jessie Schutt-Aine, PAHO Subregional Program Coordinator, Caribbean.

"Stronger Together" will also tackle the stigma associated with seeking mental health and psychosocial support. It will put a special focus on vulnerable people, such as persons with disabilities. In addition, the gender-sensitive campaign addresses issues related to the different roles that men and women have in the family and the community, a possible rise in gender-based violence following disasters, and gender differences when accessing health services.

The campaign is part of a PAHO and CBD initiative to train psychologists, psychiatrists and social workers in mental health and psychosocial support in the aftermath of the devastating 2017 hurricane season. This has created a roster of health professionals from which PAHO can mobilize resources to affected countries in an emergency.

Dominica Resident Kayaks St. Lucia to Martinique

Following in the wake of American Susan Chaplin, who in 2004 crossed from St. Lucia to Martinique on a paddleboard, on July 7th, Weston Moses kayaked from Smuggler's



Cove, St. Lucia to Grande Anse, Martinique — a 21-mile (33-kilometer) paddle.

Moses, originally from the USA and now residing in Soufriere, Dominica, has trained others in kayaking, offering tours as well as guidance in Jamaica and St. Lucia prior to moving to Dominica.

In May 2018, manning the support kayak for Molly Nance, the first documented female to swim from St. Lucia to Martinique, he found it difficult to stay at a swimmer's pace in the average 15 mph winds of the channel. This inspired Moses to train towards making the crossing via kayak.

Arranged as part of the St. Lucia Channel Swim, safety and support was provided to Moses while he paddled from one island to the next. Leaving with the swimmers at 5:31AM, Moses followed a tracked course via GPS. He arrived on the shores of Martinique close to Anse Meunier beach at approximately 12:30PM. Moses indicated although he estimated five or six hours to paddle across, he was pleased with his performance. He added that at times the directional change of the current made it more difficult than he imagined.

Wes Moses said he would be training for a possible relay-swimming attempt across the same channel. He is currently planning an open water event in Scott's Head Bay, Dominica to continue to open the avenues for various watersports in the region.

Boat Parade for Havana Harbor's Patron Saint

Organized by the Hemingway International Yacht Club of Cuba, the Maritime Procession of the Blessed Virgin of Regla will take place on September 7th in Havana Harbor. Approximately 100 boats owned by members of HIYC and other Cubans are expected to participate, along with a number of visiting foreign yachts.

This boat parade in honor of the patron saint of Havana Harbor was last held more than 60 years ago. The Virgin of Regla is depicted as a black Madonna dressed in blue and is associated with the orisha Yemayá, owner of the sea. The church of our Lady of Regla on the shore of Havana Harbor was built in 1818 and is now a Cuban National Shrine.

The parade will mark the conclusion of the international colloquium "500 Years of the History of Havana and the Sea." All are invited to participate.

Contact yachtclub@cnih.mh.tur.cu for more information.



The Virgin of Regla is associated with the orisha Yemayá, owner of the sea



Discover Dominica

Natural and unspoilt..

quite simply unmatched.

Mountain High:

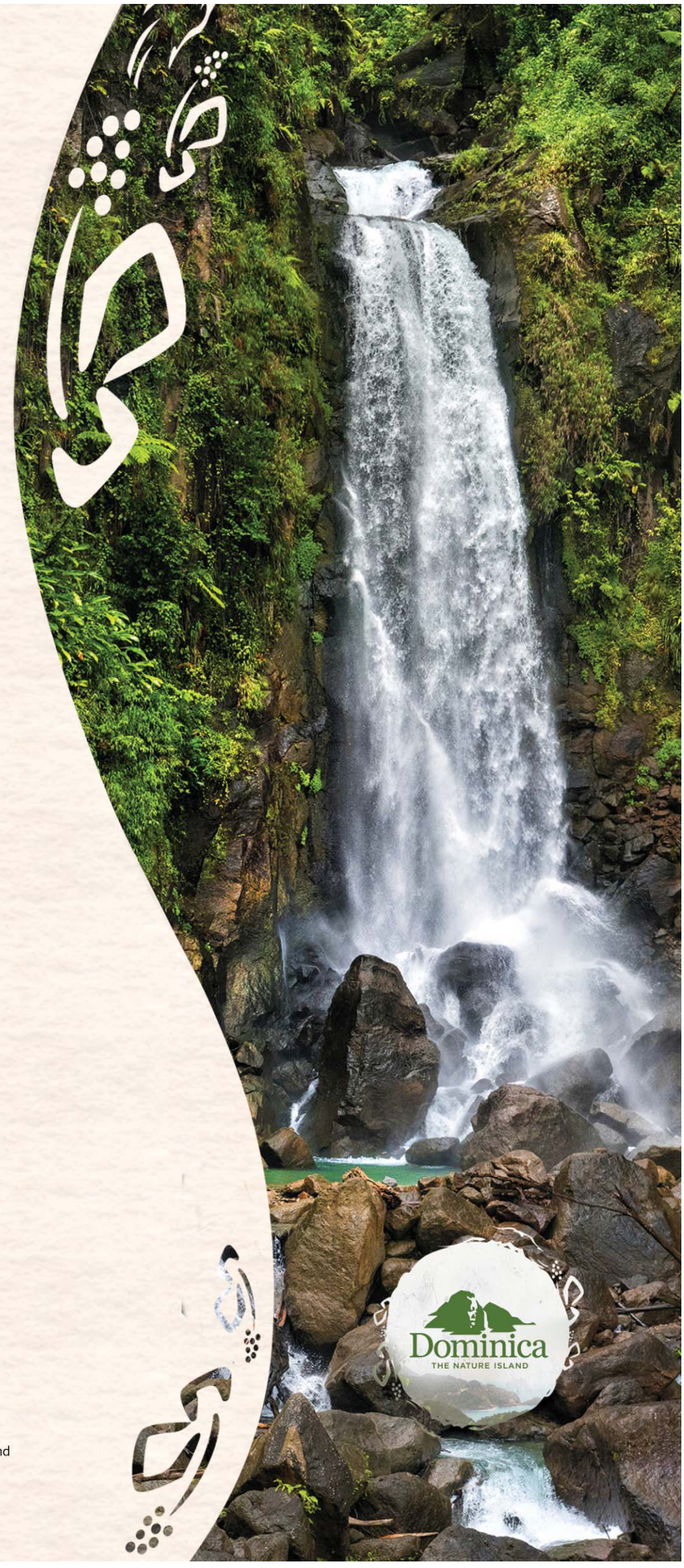
- Cascading Waterfalls – Refreshing Pools
- Hiking – Waitukubuli National Trail, Boiling Lake
- Canyoning
- Cultural Tours – Kalinago Heritage
- Wellness – Rejuvenating Natural Spas
- Boutique Hotels
- Mas Domnik
- World Creole Music Festival
- Jazz ‘n Creole
- Delectable Cuisine
- Voluntourism

Ocean Deep:

- World Class Scuba Diving
- Free Diving
- Whale and Dolphin Watching
- Duty Free Fuel Bunkering
- 24hr Yacht Security
- Sport Fishing Charters
- Yacht Friendly Services

www.DiscoverDominica.com

DiscoverDominica DiscoverDominica Nature_Island





BUSINESS BRIEFS

Carib Marine Expands to Aluminum Dinghies

Budget Marine has announced the expansion of its house brand Carib Marine. This range of products started with a line of personal flotation devices and branched out into the dinghy market in July 2017 with two fiberglass, single-floor models targeted to the cost-conscious boater. Since then, the brand has successfully expanded to fiberglass models with sizing from eight feet (2.5 metres) up to 19 feet (5.8 metres). Currently, Carib Marine is offering aluminum RIBs as well.



Budget Marine is the largest chandlery chain in the Caribbean and understands the tropical challenges to equipment that come with operating in one of the most popular yachting regions. Its experience proves effective in providing quality products that withstand the region's tough conditions, like a large assortment of different-size dinghies. Unlike competitors with a lead time of up to six months for the more unusual sizes, the Carib Marine tenders are directly available and can be customized at the Budget Marine St. Maarten location by adding consoles and seating to the customer's specification. Combined with the reasonable cost, this has made the Carib Marine line of dinghies a popular one. The aluminum hull dinghies are now available and range in size from eight feet (2.5 metres) to 13.8 feet (4.2 metres).

Budget Marine is located in St. Thomas, St. Maarten, Antigua, Grenada, Trinidad, St. Kitts, Bonaire, Curaçao, and Aruba.

For more information on Budget Marine see ad on page 2.

TMC Welcomes Cruisers to Grenada

Chrystal Young reports: As cruisers made their way back to Grenada and points



south, The Multihull Company hosted a Cruiser's Potluck on June 1st, the first day of the official hurricane season. The barbecue was hot and the beverages cold, as old friends and new gathered at the TMC office in Mt. Hartman Bay, next to Secret Harbour Marina. It was great to catch up with everyone and hear about their adventures.

Look for additional gatherings throughout the season and listen to the VHF radio on Fridays when I host the net.

—Continued on next page

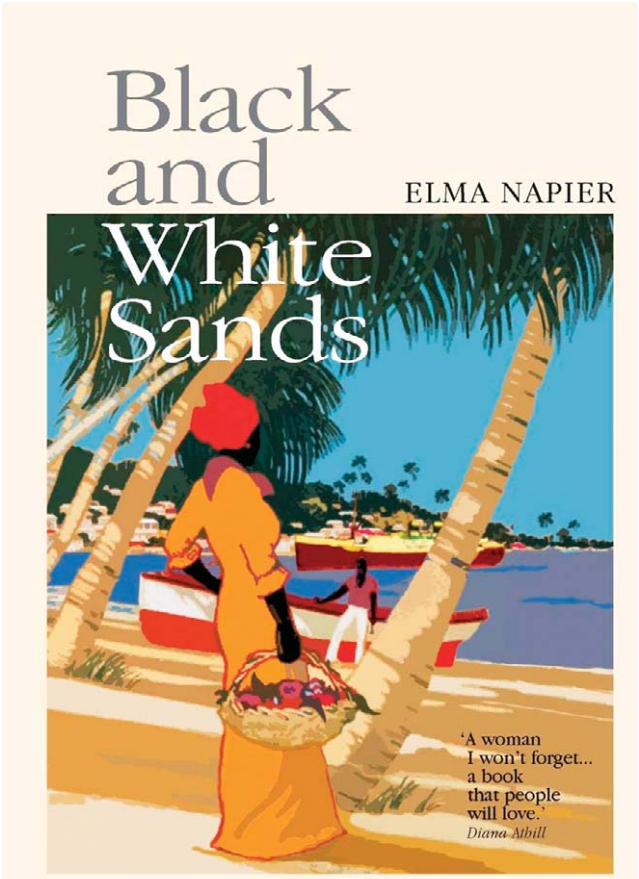
—*Continued from previous page*

Are you selling your boat? The Multihull Company offers a free market analysis with no obligation. We'll look up comps, sold boats, current market, etcetera. Stop by, give us a call at (473) 457-3245, or send an e-mail to Chris@multihullcompany.com. See you on the water!

For more information on The Multihull Company see ad on page 39.

Check Out Papillote Press!

If you publish books from the Caribbean, the sea never seems far away, even if — like the small UK/Dominica publisher Papillote Press — you don't specialize in books about sailors or sailing.



In *Black and White Sands* (reviewed in *Caribbean Compass*, June 2015), a memoir by Elma Napier about building a home in Dominica in the 1930s, there is a fascinating nugget about Portsmouth, the island's sailing hub. It was there that Ann Davison, the first woman to sail solo across the Atlantic, made landfall in 1953, having missed Antigua due to bad weather. Napier writes: "Sick and exhausted from her journey, she arrived barefooted and serge-trousered in the streets of Portsmouth." Anyone who's entered Prince Rupert Bay from the sea can perhaps imagine what Davison's experience must have been like.

Another title from Papillote Press detailing the sea is the award-winning *Gone to Drift* (see *Caribbean Compass*, July 2019) by the Jamaican writer Diana McCaulay. In this book, full of detail about fishing traditions and threats to a way of life, a 12-year-old boy from a fishing village sets off to find his beloved grandfather, who is lost at sea.

Papillote Press started life specializing in books about Dominica a decade or more ago. It now features titles from Trinidad, St. Lucia, St. Vincent, and Jamaica. The "small but invaluable" press was founded by Polly Pattullo, a British former journalist who lives part of the year in Dominica. It publishes a range of genres — both fiction (including children's picture books) and non-fiction — in the hope that they will "reflect the literary and cultural heritage of these islands and make them known to a wider audience."

For more information visit www.papillotepress.co.uk, contact info@papillotepress.co.uk, or see ad on page 28.

Mac's Pizza in Bequia — All Summer (Almost !)

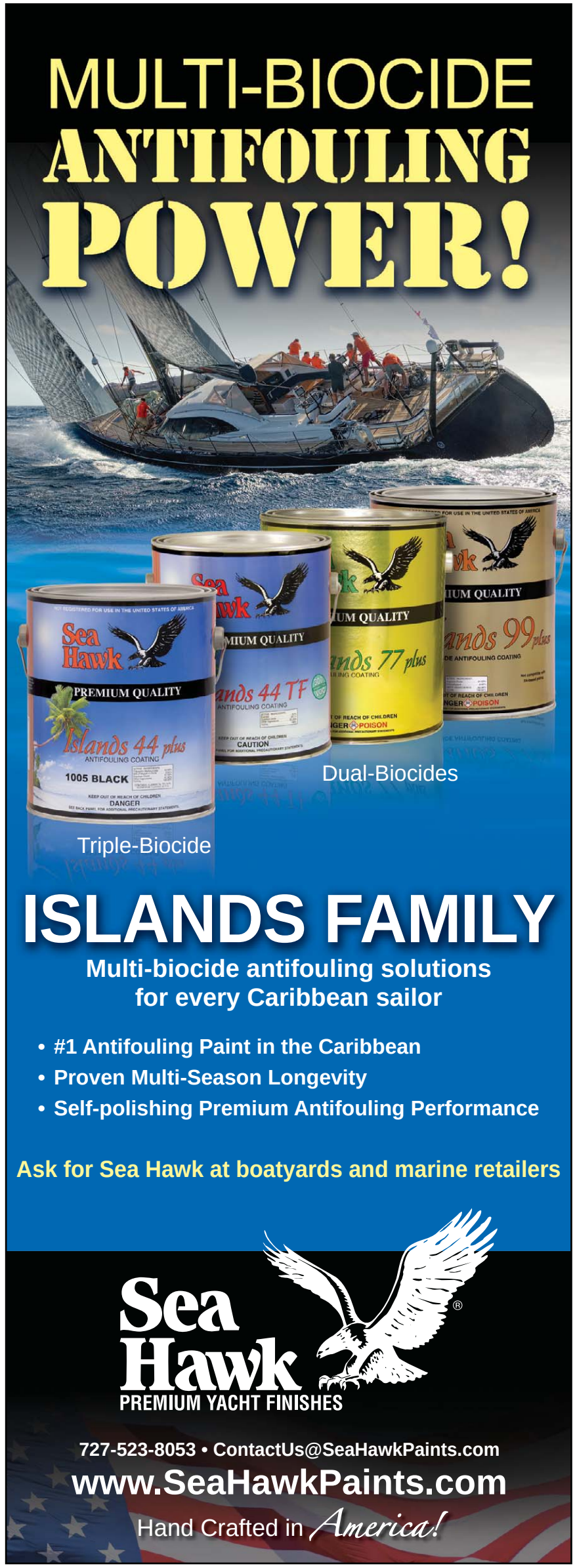
Kevin Carr reports: The ever-popular Mac's Pizza & Kitchen in Bequia is open all summer long. On Thursday, August 1st, we bring our giant charcoal barbecue to the



patio and feature a mixed grill of Bequia favorites. The party starts around 2:00PM with buckets of beer and the infamous DJ Addicted.

Mac's is open every day, except Wednesdays. Bayfront dining and bar, a wide menu, and a great drink and wine list await you. Closed for just two weeks in September.

For more information on Mac's Pizza & Kitchen see ad in the Market Place section, pages 36 and 37.



Caribbean ECO-News

Gender Equality for 'People Managing Oceans'

The Caribbean Natural Resources Institute (CANARI) commends 28 civil society organizations and community enterprises from 13 countries that have committed to work collaboratively under the "People Managing Oceans" programme.



UNENVIRONMENT.ORG

The programme targets Caribbean women in the fisheries and tourism sectors.

The programme contributes to the achievement of a regionally adopted long-term vision of "a healthy marine environment in the Caribbean and North Brazil Shelf region that provides benefits and livelihoods for the well-being of the people of the region." As such, among other things, it is intended to strengthen the role and benefits to women through the sound management of oceans.

This year's theme for World Ocean's Day was "Gender and the Ocean," promoting gender equality in ocean-related activities, including fisheries, policymaking and management. It also recognized the need for "concerted action towards gender equality and the empowerment of women and girls in all ocean-related sectors."

The governments of 25 countries and six overseas territories have endorsed the vision of "People Managing Oceans" across the region. Development and implementation is funded by the Global Environment Facility. Included among its eight strategies and 90 specific actions is that civil society will support gender equality in the management and sustainable use of oceans. A critical action is education about the management and sustainable use of the coastal and marine environment, particularly targeting women in the fisheries and tourism sectors.

Recognizing that many more women are becoming the main income contributors in their households, the programme highlights the need to promote and support women's enterprises.

"We are seeing more women wanting to start small enterprises using natural resources, but not always having the skills and resources to keep their enterprises profitable without degrading the resource base upon which they depend," said Nicole Leotaud, CANARI's executive director. "Working with these women to help them identify ways to keep their enterprises profitable and their resource base healthy and productive is, therefore, important and goes a long way in terms of empowering women to break cycles of poverty."

Read the full story at http://jamaica-gleaner.com/article/news/20190613/earth-today-civil-society-supports-gender-equality-healthier-oceans

Caribbean Islands: 'Climate Action Test Beds'

At the 40th Regular Meeting of the Conference of Heads of Government of the Caribbean Community (CARICOM) on July 3rd, UN Secretary General António Guterres said, "[the] way of life of each of the Caribbean islands is threatened" by climate change. He continued:

"As climate-related natural disasters grow in frequency and severity, the risks to families and to development overall will only intensify. The Caribbean experience makes abundantly clear that we must urgently reduce global emissions and work collectively to ensure that global temperature rise does not go beyond 1.5 degrees above pre-industrial levels….

"CARICOM and the Caribbean Community Climate Change Centre have taken the lead… You have been stalwart advocates for a 1.5-degree [global warming] threshold for over a decade, pushing leaders to devise new models of economic development and affordable, reliable energy access.

"Island nations in the Caribbean are fast becoming influential test beds for innovative climate action, such as investing in decentralized renewable energy. This will not only yield more economically sustainable sources of electricity, but it will provide clean energy solutions. Microgrids and decentralized solar energy systems will also ensure that power losses after storms will be shorter and less catastrophic to homes, hospitals and businesses. Investing in sustainable development also means investing more in concrete conservation and resilience measures.…

"I highly commend the leadership of CARICOM Heads in presenting a bold vision to make the Caribbean the world's first Climate Resilient Zone."

See the full address at www.un.org/sg/en/content/sg/statement/2019-07-03/un-secretary-generals-remarks-40th-meeting-of-caricom-delivered

Fight Against Marine Plastic Litter Continues

Seventy to 85 percent of marine litter in the Caribbean Sea comes from land, and most of it consists of plastics. Governments are taking note. Throughout the region, many have banned, or are considering bans on single-use plastics, including plastic bags and Styrofoam.

Antigua & Barbuda led the charge in 2016 with a five-phased approach to getting rid of plastics. Following extensive consultation with stakeholders, the government decided to incorporate the ban into existing legislation rather than create new laws. They then ran the campaign "Make a difference one bag at a time," and listed government-approved alternatives such as bagasse. As a result of these actions, the proportion of plastic dumped at landfills declined from 19.5 percent in 2006 to 4.4 percent in 2017.

The momentum continues. More than 18 Caribbean countries and territories have banned single-use plastics or Styrofoam products, while three have introduced bans at local levels, two have announced bans to begin in 2020 and 2021, 14 are discussing it within government and four have begun public consultations.

AP IMAGES/EU



The environmental, social and economic impacts of plastics in the environment are well known: waterways get choked and flood more often, and sewage systems become clogged, providing breeding grounds for mosquitoes and raising the risk of transmission of diseases like dengue, zika and chikungunya; plastics enter the food chain through contaminated soil and water; and visual pollution impacts tourism and recreational activities.

Several awareness campaigns have sprung up in the past few years, calling governments and citizens to action.

In 2017, the UN Environment Programme launched the Clean Seas campaign to engage governments, the public, civil society and the private sector in the fight against marine plastic litter. Clean Seas addresses the root cause of marine litter by targeting the production and consumption of non-recoverable and single-use plastics.

By April of this year, 60 governments worldwide, accounting for more than 60 percent of the world's coastline, have signed up to #CleanSeas. The signatories include ten nations with Caribbean coastlines: Antigua & Barbuda, Barbados, Colombia, the Dominican Republic, Grenada, Guyana, Honduras, Panama, St Lucia, and Trinidad & Tobago. Many have made commitments to protecting oceans, encouraging recycling and cutting back on single-use plastics, while a few have created marine reserves and adopted national plans on recycling and waste management.

—Continued on next page



—*Continued from previous page*

Marine litter is a problem that we can solve with commitment and joint action, stresses Christopher Corbin, Programme Officer for the Pollution Programme at the Secretariat to the Cartagena Convention, the only legally binding environmental agreement in the Wider Caribbean Region. "Results from global and regional research on marine litter and plastics is clear," he says. "Action is now needed at all levels — by governments, by private industry and most of all by local communities and individuals."

Read the full story at www.unenvironment.org/news-and-stories/story/caribbean-addresses-scourge-plastic-pollution

Five Countries Surpass '20-by-20' Goals

Five Caribbean countries and territories have already achieved the marine protection target they committed to when joining the Caribbean Challenge Initiative (CCI). The CCI 20-by-20 Conservation Goal challenges members to conserve and manage at least 20 percent of their marine and coastal environment by 2020.

The Dominican Republic led the list of early achievers with approximately 75 percent of its marine area under protection, followed by St. Kitts & Nevis (50 percent), the US Virgin Islands (44 percent), Puerto Rico (27 percent), and Haiti (23 percent).

"It is a momentous occasion to reach a conservation goal that will benefit the ocean and communities in the Caribbean for generations to come," said St. Lucia-based CCI Envoy Karolin Troubetzkoy, who honored the early achievers at a ceremony in Antigua in June.

The CCI is an innovative platform uniting government, the private sector and partners such as funding agencies and NGOs in a collaborative movement to conserve and sustainably manage the Caribbean's marine and coastal environments.

Launched in 2008, the CCI aims to incentivize Caribbean governments to meet their marine conservation objectives and to support them by catalyzing new funding and accelerating meaningful action. It also works to create more prosperous and stable economies, achieved through sustainable development and growth, to help ensure a more secure future for the entire region.

In congratulating the CCI "Early Achievers," Troubetzkoy noted that "recognizing these nations' successes in marine and coastal conservation is an important message to the other CCI members that getting to the 20 percent target by 2020 is not an impossible goal." She hoped to be celebrating with the remaining CCI destinations next year.

In addition to the awardees, four other Caribbean countries and territories were celebrated for taking steps to propose marine areas that will more than double their current levels of protection. These included the Bahamas, the British Virgin Islands, Grenada and St. Lucia. The Bahamas recently announced that it will declare an additional eight-plus million acres of marine protection, which will more than double its area of protection and meet the CCI 20-by-20 target ahead of the 2020 deadline.

Visit www.caribbeanchallengeinitiative.org for more information.

Regional Festival Celebrates Unique Birds in Unique Ways

At dozens of events on more than 20 Caribbean islands, people of all ages came together in recent months to celebrate and protect their birds. The events were part of the 18th Caribbean Endemic Bird Festival. The festival highlights endemic birds — the ones found only in the region — and how to protect them.

There are over 170 kinds of birds that live only in the Caribbean. Many of these live only on a single island, and many are rare. The events celebrating these unique birds are also unique. Groups all over the region find different ways to celebrate and learn about them.

In Puerto Rico, the Department of Natural and Environmental Resources took part in several events, including walks, talks and crafts. At the Ponce Museum of Art, a special guided tour shared birds and nature in the museum's artwork. This was the first tour of its kind in the 60 years since the museum was founded.

This year's festival theme was "Protect Birds: Be the Solution to Plastic Pollution", and many activities featured cleanups and learning about plastic waste. In Jamaica, the National Environment and Planning Agency led activities and games from the BirdSleuth Caribbean program. These activities help kids learn about the problems that birds face, like plastic debris. In Venezuela, the group Ave Zona held a beach cleanup on Isla de Coche. On the island of St. Martin, kids decorated bird feeders made from reused plastic bottles.



BIRDS CARIBBEAN

Puerto Rico helped kids learn about problems that Caribbean birds face.

The Caribbean Endemic Bird Festival is organized by BirdsCaribbean. Thousands of youth and adults participate each year in activities hosted by dozens of local groups region-wide.

For more information, visit http://birdscaribbean.org.

Chinese Development Threatens Conservation Area

As reported in *The Guardian* (www.theguardian.com), plans to construct a huge "Chinese colony" complete with factories, homes and holiday resorts across a pristine marine reserve in Antigua have ignited a storm of controversy. Established in 2005, the North East Marine Management Area is Antigua's largest marine conservation area. The Chinese development scheme includes plans for a manufacturing hub that promises jobs and increased exports. But opponents warn that construction is already decimating valuable coastal vegetation, threatening the habitat of critically endangered animals, and putting the island at greater risk of hurricane damage.

Chinese-funded development and infrastructure projects, often delivered via low-interest loans, are not new in the Caribbean. What sets the Yida project apart — in addition to its size, which spans more than 2,000 acres — is that Chinese investors have been given a license to establish their own special economic zone for the new community's residents and businesses, who will benefit from tax waivers.

Under an agreement signed in 2015, the developers are entitled to set up a seafood harvesting company within the zone and net 90 percent of the profits. The zone is also free of all taxes levied elsewhere in the country, including income tax, sales tax and import and export duties. Anyone investing more than US$400,000 will be eligible for Antiguan citizenship.

Although under local law, disturbing or altering the natural environment within a marine reserve is permitted only where doing so is necessary for its proper management, according to *The Guardian's* report, newly constructed buildings are already clearly visible on the razed landscape of Antigua's northeast coast. From the water, work appears well underway on the gargantuan development, the heavy machinery juxtaposed against the surrounding untouched cays.



WWW.CHINADIALOGUE.NET

Initial Chinese construction within Antigua's largest marine conservation area. Across the water is Guiana Island, which is also earmarked for development.

The master plan includes up to seven resorts, a shipping port, the country's first four-lane highway, offshore "wealth management" centres, hospital and university facilities, a school, bank and a luxury golf community on adjacent uninhabited Guiana Island. The 400-acre industrial section includes steel and ceramic tile factories.

The development encroaches on coastal land and several tiny unspoiled islands that fall within the marine reserve. Its mangroves have long been a haven for migrating birds and a draw for tourists who flock to experience the untouched beauty. The area is also a nesting ground for critically endangered sea turtles, the threatened West Indian whistling duck and the Antiguan racer, once dubbed the world's rarest snake, brought back from the brink of extinction by efforts from local environmentalists.

"We have spent 25 years working there, rehabilitating habitats for various wildlife," Arica Hill, executive director of Antigua's Environmental Awareness Group told *The Guardian*. "[Now we're] seeing 25 years of work go downhill. It's literally devastating.

"If it can happen in a marine protected area, where else can it happen?"



Raising Awareness of Grenadines' Seabirds



JULIANA COFFEY

The Grenadines archipelago is likely the most important region for seabirds in the entire Lesser Antilles, hosting 14 breeding species with over 60,000 pairs of seabirds. Some offshore islands of Grenada and St. Vincent & the Grenadines — such as Battowia, Petit Canouan, Diamond Rock, Les Tantes and Frigate Island — each harbour thousands of seabird nests. The seabirds that are born in the Grenadines return each year to the same islands to raise their families. Due to the sheer abundance of nests, the Grenadines are important for seabirds on a global scale.

But seabirds are among the most vulnerable and threatened types of birds. Globally, seabirds have declined approximately 70 percent over the past 60 years, with loss in tropical areas believed to be between 90 and 99 percent. In the Grenadines, many fishermen observe that there are fewer birds nowadays. Seabirds are exposed to a variety of threats, encompassing the air, land and water. Some of them migrate long distances through regions where they have little or no protection. They must travel farther to find fish as fish stocks decline, and some eat plastics that float on the ocean that they mistake for food, which can ultimately kill them. Some of them, therefore, do not make it home.

The huge variety of seabirds worldwide all share common characteristics. In particular, they spend most of their lives at sea, and they must return to land to lay eggs and raise chicks. Seabirds are colonial nesters, which means that they nest together, ranging from several to millions of breeding pairs. Seabirds have evolved to life on remote, predator-free islands and have not developed defence mechanisms against non-native species such as rats and grazing livestock, which can injure and kill them, and eat their eggs and chicks. Invasive species can interrupt the entire food web and productivity of ecosystems. Seabirds are ecological connectors; their guano transfers nutrients between the ocean and the land to improve the growth of plants on the island and coral reefs surrounding their colonies. When invasive species reduce seabird populations, this can also reduce the health of islands and surrounding waters.

Within the Grenadines, feral goats are a particularly harmful invasive species that is present on numerous seabird islands, such as Diamond Rock, Frigate Island, and Battowia, and their environmental threat goes beyond the seabirds. Goats were originally placed to graze and fend for themselves. However, they contribute significantly to erosion by eating vegetation that holds soil in place. The displaced soils can then wash into the sea, smothering and killing surrounding reefs that fish need to survive.

Even if there are no rats or goats present, when the seabirds return to their islands, they may find that the land has been developed or burned. Despite nesting here for thousands of years, the birds may no longer consider some of their islands a safe place to return. They have been pushed into the most remote areas in an effort to stay alive.

Although some seabirds breed throughout the year, the bulk of nesting activities in the Grenadines takes place in the beginning of May until the end of July, which naturally coincides with illegal poaching activities. However, most seabirds raise only one chick per year. This means that if the egg or chick is taken, an entire year will pass before the seabird has another chance to contribute to another generation. When a seabird is disturbed and flushed from its nest, the exposed chick or egg can die in as little as several minutes in the hot tropical sun. Sadly, if birds lose their eggs or chicks, the population will continue to go down.

Although the seabird egg harvest is considered by some to be a traditional source of nutrition, it is prohibited by the Wildlife Acts of both St. Vincent & the Grenadines and of Grenada, and therefore considered to be a poaching offense punishable by law. Moreover, much of the harvesting occurs in official wildlife reserves, such as Battowia and Petit Canouan, where harming any native species is illegal.

It is vital to respect the seabirds and avoid disturbing them, killing them or taking their chicks and eggs as they struggle to rebuild their dwindling populations. If each of us does our part to make life easier for our seabird neighbours, we can ensure they will survive for many generations to come and continue to call the Grenadines their home.

Right: A Brown Booby guarding its single egg

Left: The uninhabited islands of the Grenadines are home for tens of thousands of nesting seabirds.

Below: At ground level seabird eggs are vulnerable to many threats.





LYSTRA CULZAC

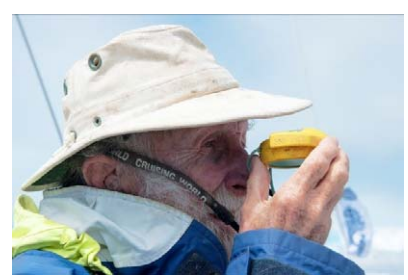
The very characteristic that makes seabirds vulnerable — their tendency to nest on isolated island colonies — is also their biggest chance for recovery, allowing conservation efforts to be focused and contained. Eradication of invasive species from seabird islands has proven to be a successful seabird conservation strategy in many locations worldwide. One such success story involves Redonda, a sister isle of Antigua & Barbuda, which had become infested with rats and feral goats. Within a short time of rat and goat removal from Redonda, native vegetation began to flourish and many species of reptile and seabird began to rapidly recover.

In a project is made possible through support from USAID and the US Fish and Wildlife Service, two organizations, Environmental Protection in the Caribbean and Science Initiative for Environmental Conservation and Education, are now working with communities in the Grenadines to raise awareness of the value of seabirds, address the issues which threaten their survival, and develop a long-term monitoring and enforcement program for the Grenadine offshore islands.

Thank you to Natalia Collier and Juliana Coffey for information in this report. Visit https://epicislands.org for more information.



The best anchorages are only in Don Street's Caribbean pilots



When cruising the Caribbean be sure to have Street's guides on board as your primary PILOT. Only Street has:

- Inter-island and harbour pilotage
- Tidal information
- All eastern Caribbean anchorages

Street's pilotage information is timeless and is your key to a quiet night's sleep in unspoilt anchorages!

Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded. Street's pilots include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

The perfect pilotage companion for all the other guides

Order online
USA/Caribbean: iUniverse or Amazon
(search Donald M. Street)
UK/Europe: www.imray.com
(search: Don Street)



See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

The Nature Conservancy works throughout the region to protect seas, coastlines, and coral reefs on which we all depend. We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and to join our campaign to Defend Paradise, visit **nature.org/defendparadise**.

The Nature Conservancy

DEFEND Paradise

REGATTA NEWS

Unusual Starts at 14th Budget Marine Challenge



The 14th edition of the Budget Marine Challenge was sailed by a fleet of five off the coast of Curaçao on June 9th. The different starts in the two legs of this race make it unique in the Caribbean.

The first challenge had a downwind start at inshore Spanish Water with the single-boat cruising class, followed by the four-boat racing class 15 minutes later. The 18- to 24-knot northeast winds were perfect for this course and spinnakers created a colorful spectacle.

Stinger, owned by Norbert Bielderman, was a new player in the Challenge. This 27-foot race yacht, designed and built in South Africa, was an impressive sight, yet the J/105 *Jenk*, participating for the second time, was the fastest boat. Recording speeds of 18 knots, *Jenk* finished first in Fuikbaai.

After lunch, the second leg of the 2019 Budget Marine Challenge commenced with an unusual start, at anchor. The competitors were required to keep their sails down and their crew below deck until the start gun went off. At that point, they had to perform numerous tasks to get underway, which influenced their start time. Who could handle the challenge and who was struggling? It's usually a hilarious sight for spectators and a deciding factor in the overall race results.

In this race, *Jenk*, skippered by Remco van Dortmondt, was first across the line again in the racing class. Due to the differences in participating yachts and their CSA handicap, this led to a second place on the podium. The J/24 *Merlin*, with skipper Claus Schneider, came in second, enough for a win. Third place went to *Stinger*. The 32-foot Defender *Venus Callipyge*, skippered by Jan van Zon and sole entry in the cruising class, took first place.

Participants thanked the sponsors of the event, Budget Marine and Sea Hawk Paints; the racing committee, Ivo van Doorne, Rob Harms, and Rob Kouijzer; and Mark van Nes, who manned the start boat.

ON THE HORIZON

Bart's Bash 2019 on September 14th

Bart's Bash is a global sailing race taking place at hundreds of venues, with thousands of sailors, in hundreds of different boat classes. The event was founded in 2014 and verified by Guinness World Records as "The Largest Sailing Race in the World".

Bart's Bash is open to all sailing clubs, yacht clubs, schools, universities, scout groups, sea cadets, windsurfing clubs, individuals, and any worldwide venue that can host a race and is inspired to take part. Its mission is to give our youth the opportunity to learn and enjoy sailing and racing. Sailing nurtures and builds confidence, team skills, self-reliance, physical strength, quick thinking, and a love for the environment.

Visit www.bartsbash.com for more information.

NARC Rally Celebrates 20th Anniversary

The North American Rally to the Caribbean (NARC) celebrates its 20th anniversary this year with an annual pilgrimage south, from the US East Coast to the Caribbean. Scheduled for October 26th (or the best weather window near that date), the rally offers departures from the port of Newport, Rhode Island and Cobb's Marina in Little Creek, Virginia. The NARC then hosts a stop in Bermuda before ending in St. Maarten. New this year is a one-week option to stay longer in Bermuda.

The NARC started in 2000, when Schmitt organized ten skippers and crew to move a fleet of Swans from Newport to St. Martin. With a fall departure date, he invited other boats to join in and has organized this annual rally ever since.

Visit www.sailopo.com for more information on the 20th Anniversary NARC Rally.

Join Largest Rally from US to Caribbean

Countdown has begun for the Salty Dawg Sailing Association (SDSA)'s Fall Rally to the Caribbean. Pre-departure events will begin on October 26th in Hampton, Virginia, and departure is scheduled for November 2nd. Departure point activities will feature seminars, weather briefings, and social activities. Veteran Salty Dawgs are ready to help with passage preparations. Kids and pets are welcome.

Once underway, the OCENS-sponsored "Follow the Fleet" tracking system follows the fleet's progress based on the position reports sent electronically or by radio. Each captain receives daily weather updates by e-mail from Chris Parker at Marine Weather Center and can access personalized weather routing suggestions. Daily SSB radio nets keep boats in contact with each other. A shoreside team monitors the fleet}s progress and becomes important in case of emergency.

Choose your destination: Falmouth Harbor, Antigua or the Abacos in the Bahamas. The 2019 Salty Dawg Fall Rally to the Caribbean will be celebrated with more than a week of "Safe Arrival" activities in Antigua.

All Salty Dawg rallies and events are led by seasoned sailors who volunteer their time and knowledge to help cruisers realize their dreams.

Visit www.saltydawgsailing.org for more information.

Second Annual Caribbean Multihull Challenge

The Second Annual Caribbean Multihull Challenge takes place from February 14th through 16th, 2020 in St. Maarten. There are three classes with the option of a fun Pirate Class. All multihulls are welcome.

For more information, visit www.smyc.com.

St. Maarten Heineken Celebrates 40th Anniversary

The organizers of the St. Maarten Heineken Regatta are heading into its 40th anniversary celebrations and are inviting all sailors, island visitors, and music lovers to join them on the island of St. Maarten for "Serious Fun" from March 5th through 8th, 2020.

While the St. Maarten Heineken Regatta combines world-class racing with amazing concerts in a festival atmosphere, the focus remains on excellent race management in every class.

—Continued on next page





HEINEKENREGATTA.COM

—Continued from previous page

Michele Korteweg, Regatta Director, explains, "In past years, the regatta race management has been able to offer exciting and challenging courses for the professional teams, the Corinthian racers, and the chartering classes. Based on competitor's feedback, our operations have been further improved."

The 2019 edition saw 115 participating yachts, and the event's organizers are keen to grow the number by inviting sailors and festival lovers from around the world to partake in this 40th anniversary.

"Our main goal is to offer exceptionally high-quality racing on diverse courses. We offer something for every type of boat, from the Maxis to our loyal cruisers. New features are a special 40-Mile Anniversary Course, a Caribbean Youth Class, a Kite Foiling Class, and more," adds Korteweg.

The St. Maarten Heineken Regatta organizers will touch upon the historical significance of this event on both the island and the marine industry. Furthermore, they will showcase the future of sailing by highlighting the latest in sailing technology. "Technology in the sport of sailing is growing at an exceptional rate, just look at the advances in the America's Cup. We also see this annually up-close during the St. Maarten Heineken Regatta, when the 12-metre boats race on the same waters as the Volvo 70s. A Performance Park in Regatta Village will display these developments," concludes Korteweg.

The St. Maarten Heineken Regatta opens for registration this month, allowing participants to enter and start preparations for their stay. The Regatta Office offers concierge services for those needing assistance.

Follow St. Maarten Heineken Regatta on Facebook (ww.facebook.com/StMaartenHeinekenRegatta), Twitter (www.twitter.com/sxmheineken), Instagram (ww.instagram.com/stmaartenheinekenregatta), and YouTube (ww.youtube.com/heinekenregatta).

J Class Expected for Superyacht Challenge Antigua

The Superyacht Challenge Antigua never had a historic J Class. Until now. Five J Class yachts expressed interest to race in the tenth anniversary edition of this regatta, from March 11th through 15th, 2020.

The J Class has its roots in The America's Cup. In 1851, the Royal Yacht Squadron, Cowes, allowed the first overseas yacht to enter the annual 100 Guinea Cup race. It was won by the schooner *America*, owned by John Cox Stevens, who donated the trophy to the New York Yacht Club and founded the America's Cup.

The majestic J Class has enjoyed a renaissance since the turn of the century with the establishment of the J Class Association in 2000. Class Rules were created for the construction of Replica Rebuilds from original plans. Of the five J Class yachts expected at the 2020 Superyacht Challenge Antigua, four are replicas and one is original.

—Continued on next page



CLAIRE MATCHES



—*Continued from previous page*

Lionheart's original hull was designed in 1936 by Starling Burgess and Olin Stephens. Freddie Bloemsma and Claasen Jachtbouw started building her in 2005 and she was launched five years later. She won the Kings 100 Guineas Cup in Cowes in 2012 and the J Class World Championship in 2017.

Harold Vanderbilt's *Ranger* was also designed by Burgess and Stephens and launched in 1937. She successfully defended the 1937 America's Cup, defeating the British challenger *Endeavour II*. The replica of *Ranger* was built at the Danish Yacht Boatyard and launched in December 2003 as the first newly built J Class in 66 years.

The original drawings for *Svea* were made in 1937 by Tore Holm. *Svea* had the greatest waterline length and maximum rating allowed for the America's Cup, but was never built. The plans were lost for decades, until discovery by John Lammerts van Bueren. The construction of *Svea* was commissioned in order to join the 2017 America's Cup Superyacht Regatta and J Class Regatta in Bermuda. Eighty years after the original drawings, *Svea* finally hit the water at the Vitters yard in the Netherlands.

Topaz comes from an unbuilt 1935 Frank C. Paine A design and was launched in the summer of 2015. Lines plans were created by the Hoek Design Office, also responsible for the art deco interior design. The rebuild was finished at Freddie Bloemsma Shipyard and fitted out at Holland Jachtbouw.

Designed by Charles Nicholson and built by Camper & Nicholson in 1933 for WL Stephenson, *Velsheda* was constructed in Gosport, United Kingdom and named after Stephenson's three daughters, Velma, Sheila, and Daphne. Purchased in 1996 as a bare hull and rebuilt by Dykstra Naval Architects, *Velsheda* was relaunched in November 1997.

Visit www.superyachtchallengeantigua.com for more information.

YOUTH SAILING NEWS

Team USA Worlds Wins 2019 TOTE Maritime Team Race

Carol Bareuther reports: Dialing in the right combination of scores proved the secret to success for Team USA Worlds, who won the TOTE Maritime Team Racing Championships held in St. Thomas, USVI on June 13th. The Championship was prefaced by the three-day TOTE Maritime Clinic and followed by the 27th International Optimist Regatta (see report on page 17).

Fourteen teams of five sailors participated in the event. In exciting racing, the champion title came down to a best-of-three contest between Team USA Worlds and the Coral Reef Yacht Club team from Florida. Team USA Worlds won the first race and CRYC the second. In the final race, Team USA Worlds proved triumphant; an incredible effort, as the five skilled sailors — Thommie Grit (Sarasota Yacht Club, Florida), Gil Hackel (Lauderdale Yacht Club, Florida), Jack Redmond (Lauderdale Yacht Club, Florida), Samara Walshe (Edgartown Yacht Club, Massachusetts) and Tommie Sitzmann (Fishing Bay Yacht Club in Deltaville, Virginia) — had never raced as a team before.

Representing 13 nations and territories (Antigua & Barbuda, Argentina, the Bahamas, Bermuda, Canada, Chile, Ecuador, Hong Kong, Ireland, Malta, Puerto Rico, the United States, and all three US Virgin Islands) 114 seven- to 15-year-old sailors started the week by training in the three-day TOTE Maritime Clinic, held June 10th through 12th and run by top local and international coaches.

"Improving my starts and meeting lots of new people were the best parts of the clinic," says 14-year-old Julia Jacobsen, representing the Royal Hong Kong Yacht Club. She and her family traveled nearly halfway around the world to St. Thomas as they felt the IOR would offer an excellent tune-up opportunity before the Optimist World Championships in Antigua (see report on page 18).

The clinic ended with a Volvo Ocean-style race, where sailors completed four legs around the east end of St. Thomas. "It was like sailing four separate races, because each leg was scored individually," tells 12-year-old Tanner Krygsveld from St. Thomas. He won the event and — with Winn Majette and Alejo Di Blasi from St. John, and Milo Miller and JJ Klemplen from St. Croix — went on to represent the territory at the Optimist Worlds.

Visit www.styc.club for more information.

Thad Lettsome Represents BVI Overseas

Seventeen-year-old British Virgin Islands sailor Thad Lettsome's first stop this summer will be Gdynia, Poland, where he will compete in his third Youth Sailing World Championships in July, as this issue of *Compass* goes to press. Competing in the Laser Radial, he will face 56 other sailors from around the world in this prestigious one-sailor-per-nation event.

This will be Lettsome's third time at the Championships, where he finished in 33rd place in 2017 in China and 14th in 2019 in the United States. The Youth Sailing World Championships is the pinnacle event for youth sailors. Held annually since 1971, it highlights sailing's future Olympic, America's Cup, and professional superstars in the sport.

Lettsome will also travel to Peru as part of the BVI team competing at the Pan American Games.



Awarded a Universality Place, Lettsome will compete in the men's one-person dinghy event, sailing a Laser. The PanAm Games are a qualifier for the Tokyo 2020 Olympics. Lettsome has the additional honor of being the BVI flag bearer at the Opening Ceremony. Racing will take place from August 3rd through August 10th.

St. Maarten Optimist Championship 2019

The Sint Maarten Yacht Club will host its 14th annual St. Maarten Optimist Championship on November 9th and 10th. It will continue to offer exhilarating sailing, excellent prizes and trophies, and more fun. This regatta is an AHO qualifier for the Opti World Championships. The 2020 Opti Worlds will be held in Italy.

Registration for the St. Maarten Optimist Championship opens soon.

Visit www.smyc.comfor more information.





27TH INTERNATIONAL OPTIMIST REGATTA

USA's Diemar Tops St. Thomas Opti Event

by Carol Bareuther

Spot-on starts, successfully managed wind shifts and a solid final-day game plan proved the winning combination that led 12-year-old Griggs Diemar, from Miami, Florida, to place first overall at the 27th International Optimist Regatta, presented by Electronic Merchant Systems Virgin Islands, and hosted out of the St. Thomas Yacht Club from June 14th through 16. Diemar's game plan — knowing exactly where he needed to finish in terms of the whole fleet as well as individual sailors — figured strongly into his win, especially in the last day's final two races in the Championship Fleet.



The Lt. Governor of the US Virgin Islands, Tregenza Roach, with all of the young USVI sailors

"I knew we were only going to do two races today. So, that meant in one of those two I needed to finish in the top five and be one point ahead of Richard (Schultheis, from St. Paul's Bay, Malta). "I accomplished that in the first, which meant I technically didn't have to sail the last race in order to win," says Diemar, who represents Coral Reef Yacht Club, in Miami, Florida, USA.

In terms of overall strategy, Diemar, who scored seven first place finishes in ten races over the three-day regatta and against 78 fellow sailors in the Championship Fleet, says, "There are big and long oscillations (wind shifts) here. I focused on being on every oscillation and having good starts. At every start, I tried to either be on an oscillation and keep going, or be able to immediately tack over and get the next oscillation."

Diemar also won the 11- to 12-year-old Blue Fleet.

Meanwhile, 14-year-old Schultheis, sailing for the Malta Young Sailors Club, finished second overall, six points behind Diemar, and first in the 13- to 15-year-old Red Fleet.

"I tried to sail all the races normally, like I usually do, without really focusing on any one sailor," says the Malta sailor, who has an impressive resume of past wins in the eight-foot, single-sail, single-handed Optimist dinghy. "What I really like about racing here is that there are bigger waves than I'm used to. That's why I wanted to come. I understand the conditions here are similar to the ones in Antigua, where the Worlds (Optimist World Championships) take place next month. Also, I like that after the competition on the water, it's fun to spend time on land with the other sailors."

Tanner Krygsveld, representing the St. Thomas Yacht Club, finished third overall in the Championship Fleet, and placed first among US Virgin Islands' sailors.

"Consistency," says 12-year-old Krygsveld, in answer to the secret behind his success. "I always try to sail against the wind. In the morning it was lighter and in the afternoon the wind picked up and I was ready for that."

Krygsveld, along with Winn Majette and Alejo Di Blasi from St. John, and Milo Miller and JJ Klemplen from St. Croix, will represent the territory in the Optimist World Championships in Antigua, July 6th to 16th. [See report on page 18.]

Majette, who ended sixth overall and fourth in the 13- to 15-year-old Red Fleet, finished the IOR/EMS as the top female sailor.

"Starting at the favored end and protecting the left side of the course was my main goal," says 14-year-old Majette. "The starts were especially fun for me. That is, being on the start line next to the best US sailors."

Rounding out the Championship Fleet, Miles Julien of Delray Beach, Florida, USA, topped the age ten- and under White Fleet.

"I didn't focus on the result," says ten-year-old Julien, who sails for the Coral Reef Yacht Club, in Miami. "There were a lot of older kids and it was intimidating. But I got into the groove after the first race. The first two days the wind was more on the left side and today it was on the right, so I just tried to follow the wind."

Meanwhile, Julien's eight-year-old brother, Charles, won the Beginner Green Fleet, topping 21 other sailors after 19 races.

"My brother sailed here two years ago and I wanted to too," says Charles. "What I really liked here was the weather and the wind."

In other awards, the USVI's Krygsveld earned the Chuck Fuller Sportsmanship Award, and Puerto Rico's Alejandro Ferrer was presented with the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water.

"The competition was tight, especially with the USA team leading and USVI, Malta and Bermuda right behind in the fight," says Diana Emmanuelli, the IOR/EMS's principal race officer. "We had steady consistent winds the entire weekend and sailors hungry to start racing every day. This is always an amazing event. This year, the competition was even more amazing because of the number of international sailors that attended."

The IOR/EMS was organized under authority of the Virgin Islands Sailing Association, is a Caribbean Sailing Association-sanctioned event, and was sponsored by EMS Virgin Islands, TOTE Maritime, the US Virgin Islands Department of Tourism, and K3 Waterproof Gear.

IOR/EMS WINNERS 2019

Red Fleet
1) Richard Schultheis, Malta (18)
2) Thomas Sitzmann, USA (36)
3) Christian Ebbin, Bermuda (46)

Blue Fleet
1) Griggs Diemar, USA (12)
2) Tanner Krygsveld, USVI (33)
3) Gilman Hackel, USA (111)

White Fleet
1) Miles Julien, USA (361)
2) Beck Brill, USA (398)
3) Ava Wilson, USA (578)

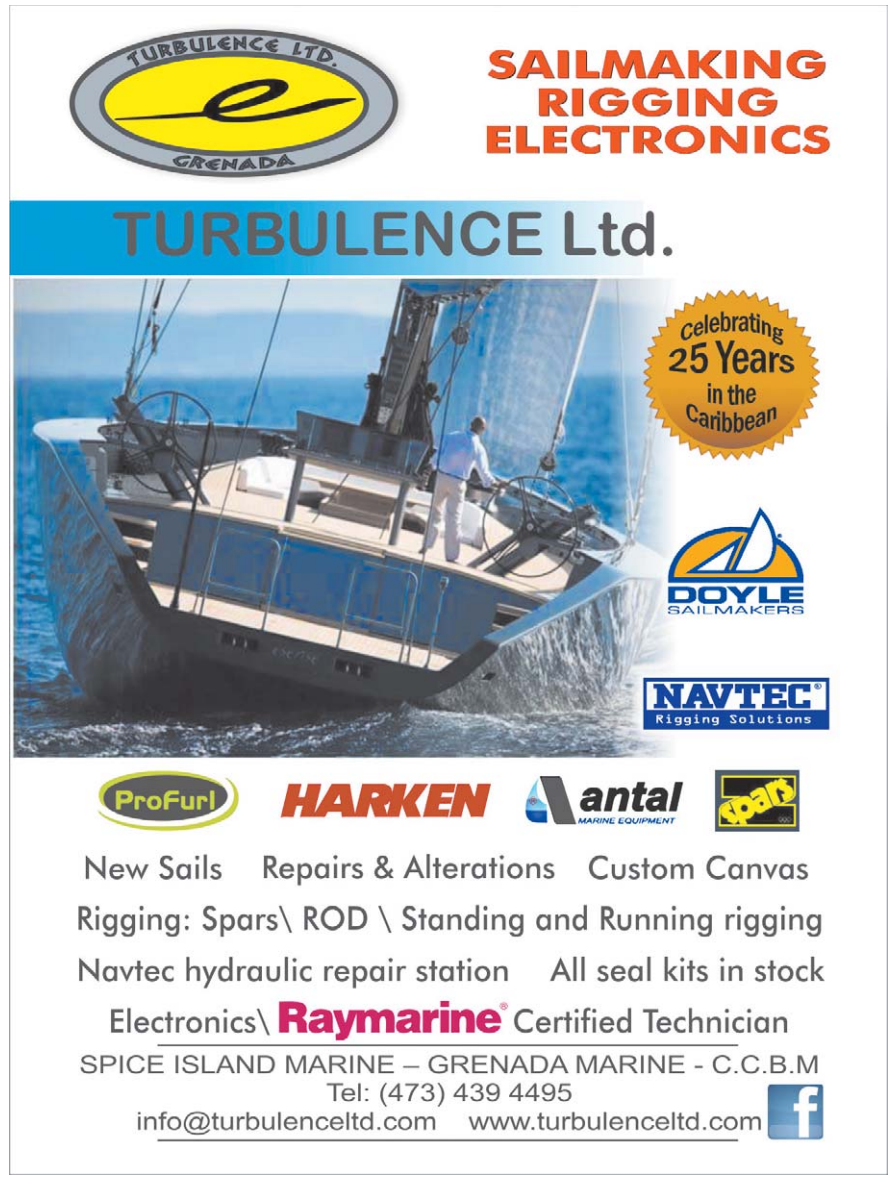
Green Fleet
1) Charles Julien, USA (76)
2) Joaquim Simoes, USA (83)
3) Sebastian Torres, Puerto Rico (88)



DEAN BARNES (2)

The overall winners, left to right: Richard Schultheis (Malta, second place), Griggs Diemar (USA, first place), and Tanner Krygsveld (USVI, third place)

Visit www.styc.club or www.regattanetwork.com for full results.





Antigua Hosts Big Win for Italian Champion



Above: In the 2019 World Championship, Antigua welcomed Opti sailors from a record 65 countries.

Below: The champions. Left to right, Spain's Jaime Ayarza, third overall; three-time World Champion Marco Gradoni of Italy; and Malta's Richard Schultheis, second overall.

The World Championship regatta for the world's most popular class of sailing dinghy was held in Antigua from July 6th through 16th. It was only the second time this event has been held in the Caribbean and the first time in its 57-year history that it has been held in the Eastern Caribbean. The International Optimist Dinghy Association (IODA) chose Antigua & Barbuda's bid for the 2019 event over those of China, Sri Lanka and Tunisia. Colin James, CEO of the Antigua & Barbuda Tourism Authority, said, "It shows confidence in our country as a sailing destination, in the facilities we have, and in us as a people," he said.

Putting Antigua to the test, a record-breaking number of countries — 65 — took part.

The Optimist World Championship is the premier annual sailing event governed by IODA, the largest youth sailing organization in the world, with members in over 120 countries. It is one of the only sporting events in the world where boys and girls compete as equals. Girls comprised 18 percent of this year's competing sailors.

Raced single-handed by youngsters aged eight to 15, the Optimist is considered the foundation of sailboat racing. Many of the world's top sailors learned to sail in an Optimist dinghy.

In addition to ensuring the highest quality racing for young sailors, the objective of the Optimist World Championship is to provide an environment for friendships among the competitors to develop, and to promote goodwill among participating nations. South Africa's lone competitor, Ian Walker March, age 14, said a highlight was getting to know other sailors from around the world. "I am having a great time and love being with my friends at the hotel. I have made friends with people from St. Vincent, the USA and lots of others," he said.

The 2019 event's activities were concentrated at the UNESCO World Heritage site of Nelson's Dockyard at English Harbour, and at nearby Falmouth Harbour. An opening parade of 257 young sailors brandishing their national flags launched the event on July 6th.

Caribbean-region sailors came from the US Virgin Islands, the British Virgin Islands, the Cayman Islands, the Netherlands Antilles, Puerto Rico, Colombia, St. Lucia, St. Vincent & the Grenadines, and Trinidad & Tobago, as well as host country Antigua & Barbuda. What former Olympian sailor Paola Vittoria, head of the event's organizing committee, later said of Team Antigua could have applied to many: "This is their first big regatta and they are doing very well. Right now they are taking their first steps in an event of this size. In a few years we can expect to see big things from them."

During the first three days of racing, each sailor competed individually, with scores awarded at the end of the day. At the end of these qualifiers, the sailors were divided into four fleets, each identified by a colour. The 60 sailors with the lowest scores were placed in the gold fleet, and the remainder in silver, bronze and emerald fleets.



MATIAS CAPIZZANO

On Day One of the qualifiers, Richard Schultheis, 14, of Team Malta snared first place in both of the day's two races, setting the stage for his eventual silver medal. Presciently, he said, "Last year's winner is definitely among the ones to watch," and indeed 15-year-old Marco Gradoni of Italy turned out to be the overall winner this year, as he was in both 2018 and 2017. Team Malta saw success again in higher winds on Day Two with Schultheis retaining first place. Gradoni took second place. On the final day of qualifying races, Gradoni wrestled the lead from Schultheis.

The next two days featured team racing, comprising a series of short sprints in Falmouth Harbour. Run as a separate event from the fleet racing, it provided a respite for the sailors before the finals began. Italy cemented their status as the team to watch with a win over Thailand in a nail-biting climax that saw their opponents battling to defend their title as 2018's team champs. Thailand's Weka Bhanubandh marked his 12th birthday that day and was presented with a cake upon arrival back at Nelson's Dockyard. "It was my best birthday ever," he said. "The atmosphere on the water was tense but it was really fun and exciting. Congratulations to Italy; they did really well."

Going into the finals, competition was stiff at the top of the leader board. Gradoni — the two-time defending world champion — was just one point ahead of Schultheis.

On Day One of the finals, heavy squalls created drama. "The squalls were really fun; at one point I could not see anything. It was mean out there," enthused New Zealand's Amelia Angus, 14. "I could see a big wave coming and I was praying, dear God, please don't let me capsize. It was sort of frightening but mainly fun."

But winds reached up to 26 knots and rain pelted down, prompting race chiefs to summon 63 boats back to shore. It was a tough call for course rep Luis Ormaechea who made the decision to pull back the entire emerald fleet during the second race. "It was not an easy day and visibility was not good," he said. "All four fleets completed the first race but by the second race it became very difficult to control so many boats. I decided to send the emerald fleet ashore because they have less sailing experience. Safety is the most important matter."

Day Two of the finals saw more high winds and strong currents. Gradoni remained in first position, followed by Schultheis in second. A smart strategic move put Team Spain's Jaime Ayarza, 13, third on the leader board after securing a first and a second place in his two races. "It was a difficult day because it was very windy and I am light. But I went over to the left side near the coast and got some good wind," he said.

Coaches and team leaders kept up morale among the slower racers. "The conditions are very challenging," said Trinidadian coach Marvin Bernard. "But the boys are doing their best, having fun and enjoying the country, and that's the main thing. The wind has picked up a lot this week, which has given them more experience and is helping them learn."

On the last day, a resounding win for Gradoni amid more high winds and a punishing current brought the 2019 Optimist World Championship to an end as he claimed the winning title for a third consecutive year. Earlier in the day a small craft advisory predicting gusts up to 28 knots and waves to three metres had relegated the bronze and emerald fleets to the sidelines. But the weather was no match for Gradoni, whose performance propelled him to an electrifying finish, almost 20 points clear of his closest competitor. Aging out at 15, this year's competition was Gradoni's last in Optimists, but he says that he hopes to eventually make a career out of sailing.

Schultheis finished second. "Today was the final day so I just tried to keep my position and stay on the podium. I did not push too much and I sailed safe," he said.

Delight at securing third spot was palpable from Ayarza: "My objective was to enter the top 30; I didn't think I would get so high. It was quite windy and difficult today but I managed to finish well." He is now looking forward to next year's championship, which will take place in Italy's Lake Garda.

Spain saw additional success by claiming the top placed girl: Maria Perello, 14, finished in 25th position.

That evening, teams, coaches and supporters flooded into Nelson's Dockyard for the prizegiving ceremony to officially recognize the rising stars who displayed exceptional skill on the water during eight days of intrepid racing.

Awards were presented to the top three teams, with Italy taking the gold medal, followed by Thailand with the silver and Peru claiming bronze.

The top three sailors in each fleet also received prizes. First in emerald fleet was Switzerland's Simon Mille, 12. First in bronze was Argentina's Tadeo Funes de Rioja, 15, and top in silver was Turkey's Alp Namdar, 15.

The Jacobsen Trophy was presented to Spain as the top overall nation, followed by Italy and USA in second and third positions.

Antigua's Theodore Spencer was recognized as the top sailor from the host nation.

The top three girls received prizes too. They were Spain's Maria Perello, 14, her third consecutive year out-performing all other girls. Second was Argentina's Amparo Stupenengo, 15, and third was Turkey's Arikan Okyanus, 15.

The top 20 sailors were recognized, with the leading trio taking to the podium. Thunderous applause greeted three-time World Champion Marco Gradoni, 15, of Italy, followed by Malta's Richard Schultheis, 14, and Spain's Jaime Ayarza, 13.

But the wider message was clear: The Optimist class is about more than just victory. Sailors were praised for showing courage in challenging weather, sportsmanship in the face of defeat, and unfailing accord with their counterparts from 65 nations.

Antigua & Barbuda's Tourism Minister Charles Fernandez congratulated competitors on their prowess during days of intense wind, currents, squalls and swells. "I was out on the committee boat last week; you are really, really brave fellows," he said, adding, "You are here from 65 countries; world leaders have a lot to learn from you. You can come here, be competitive and you are all happy and get along. The future looks bright for the world, not just for sports."

Thanks to Gemma Handy for information in this report. Visit www.optiworld.org for more information.

The USVI's Marine Apprentice Program

Youth2Adult — Y2A — is a series of articles celebrating sailing's role in youth development for Caribbean children.

In the US Virgin Islands there is an organization dedicated to yacht charter professionals: VIPCA, the Virgin Islands Professional Charter Association. Beyond its mission to support those who choose yacht chartering as their occupation, VIPCA has begun a program to introduce more local people to careers in this field.

The back-to-back hurricanes called "IrMaria" didn't blow all ill winds in 2017. In the wake of their devastation, VIPCA formed the Marine Rebuild Fund, which is fiscally managed by the Community Foundation of the Virgin Islands. Many charter captains and crew had left the Virgin Islands indefinitely, and VIPCA, seeing the need to help get St. Thomas, St. Croix and St. John on their feet again, ramped up recruitment of new captains and crew as well as local marine tradespersons. By doing so, through programs such as Marine Apprentice Program and My Brother's Workshop Marine Program, VIPCA helps build the necessary pool of local tradespersons necessary to rebuild the vessels and marinas damaged in the storms as well as to build the necessary pool of captains and crew.



Looking ahead, building a stronger local economy and preparing for future natural disasters and challenges, VIPCA strives to buoy up its region's valuable human resources by continuing to introduce local women and men to the marine field.

As in www.vipca.org:

Sponsor a Marine Apprentice

The cost is US$2,500 per student for a 5-week intensive on-the-water training program including STCW. Donate to Community Foundation of the Virgin Islands and specify in the Paypal donation "Marine Rebuild Fund".

"Seniors in high school up to 25-year-olds can apply for sponsorship into the program," says Oriel Blake, executive director of VIPCA. "Our motive is to help their advancement to getting a captain's license."

Last year, the inaugural year, one marine apprentice went from not knowing how to swim to learning to SCUBA dive, sail a sailboat, and drive a power boat. She is now qualified with her STCW (the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers — STCW — sets minimum qualification standards for masters, officers and watch personnel on seagoing merchant ships and large yachts) and crews with Cruise Ship Excursions, a day charter company located in Charlotte Amalie, St. Thomas.

Oriel says, "Another marine apprentice, Terell Hyndman, already has his US Coast Guard 'six-pack' (six passenger) license and is presently working at Cruz Bay Water Sports. Impressed, I asked Terell, 'When are you going to run your own boat?' He answered: 'Yes. Just now.' — his way of saying that he hopes to do that soon."

Seven persons participated in the Marine Apprentice program in 2017. This year, the application process was just closing as this issue of *Compass* went to press. It looks like there will be nine apprentices.

Five intensive weeks of training began in July, starting with basic principles of seamanship, swimming, and practical sailing through St. Thomas Yacht Club's instruction in IC24s (an adaptation of the J/24). Additionally, local captains volunteer their time training the apprentices in various power boats.

Oriel says, "Partnering with Cruise Ship Excursions, participants spend eight days training on vessels with paying passengers. Apprentices have a taste of many areas in the marine industry including marine management, dry yard with ship crane, and one day out with the US Coast Guard.

"Because tips represent a large portion of a professional charter crew's income, we also emphasize customer service training," Oriel adds.

"The Marine Apprentice program includes sitting for the STCW, which includes sea survival, firefighting, and first aid/CPR components. Considered the foundation certification, it is designed for persons who work on any vessel in international waters. Because many USVI charters cross into the BVI, it is a valuable certification within this region. As locals compete for jobs, the STCW gives them a leg up," Oriel explains.

Oriel continues to raise funds and write grant proposals for the Marine Rebuild Fund in the hopes of keeping it running indefinitely. Expenses run high, with each apprentice sitting for the STCW test at US$1,200 apiece, and the USCG captain's license expense (approximately US$1,000) for those who qualify. Cruise Ship Excursions helps the apprentices get the sea time that is required to sit for a USCG captain's license.

VIPCA's mission to help both existing and forthcoming charter professionals is well underway. Next month's Y2A will explore additional USVI vocational training founded by VIPCA and executed by My Brother's Workshop. Stay tuned.

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go to life skills built in childhood in coastal southern California. Believing swimming and sailing along with reading, writing, arithmetic, music and art are essentials for island youth, she supports youth development through writing and networking.

St. Kitts Marine Works
BOAT YARD - *Haul & Storage*
LOCATED AT NEW GUINEA, ST. KITTS *Long 62º 50.1' W Lat 17º 20.3' N*
"QUALITY SERVICE AT A GREAT PRICE"





Special - 5% discount for full payment. Haul and Launch $ 11 / ft.
Storage $ 8 / ft / month. Beat the Hurricane season rush. Have access to your vessel to be launched at any time and not get stuck behind other boats.

Tie down available ($3/ft), backhoe available ($100/hr) to dig hole to put keel down in etc. Pressure wash, Mechanics ($45/hr), Electricians ($45/hr), Welding and Carpenters available. Our 164 ton Travel Lift has ability to lift boats up to 35 ft wide and 120 feet long.

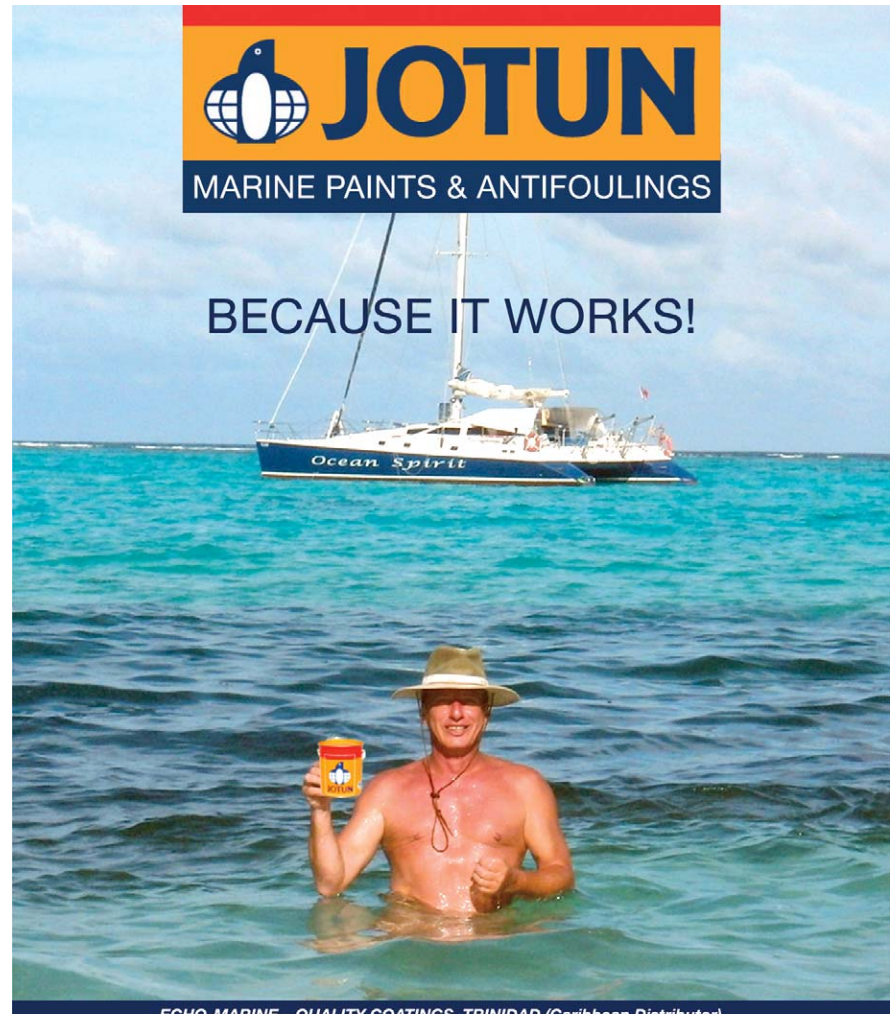
We allow you to do your own work on your boat. No extra charge for Catamarans.
Payments – Cash (EC or US$)
Visa, Mastercard, Discover & travellers checks (must sign in front of us with ID)

24 hr manned Security, completely fenced property with CCTV.
Water and electricity available. FREE high speed Wifi.

Agents for:
BUDGET MARINE
www.budgetmarine.com

www.skmw.net
E-mail: Bentels@hotmail.com
Cell: 1 (869) 662 8930
REGULAR HOURS FOR HAUL:
Monday to Thurs 8am to 3pm, Fridays 8am to Noon

JOTUN
MARINE PAINTS & ANTIFOULINGS
BECAUSE IT WORKS!



ECHO-MARINE – QUALITY COATINGS, TRINIDAD (Caribbean Distributor)
Tel: 1 (868) 634 - 4144 / 1072 • Email: jotun@echo-marine.com
JOTUN is also available at all Trinidadian shipyards as well as all branches of:
ISLAND WATER WORLD
Email: sales@islandwaterworld.com
BEQUIA VENTURE
Tel: (784) 458-3319 • Email: bequiaventure@vincysurf.com

The Inside Scoop:
GRENADA'S TOP STREET FOOD

by Lynn Kaak

No, this is not an article on the dietary habits of a certain well-known individual in Caribbean cruising circles, but it will give you some other ideas!

As we visit the various islands on our floating homes, we like to say we are exploring. However, as many of us plant ourselves in Grenada for part of hurricane season, we can get so far into the same routine of shopping buses, Hashes and Roger's Beach Bar that we forget to do any micro-exploring in our area. One of these micro-explorations is finding some of the lesser-known places to get a bite to eat.

Here, then, is a glimpse into some of the places I've found worth checking out. Some may require a bit of walking or alternate transportation from your anchorage or marina, but all are worth it.

Latta and Frank's Doubles

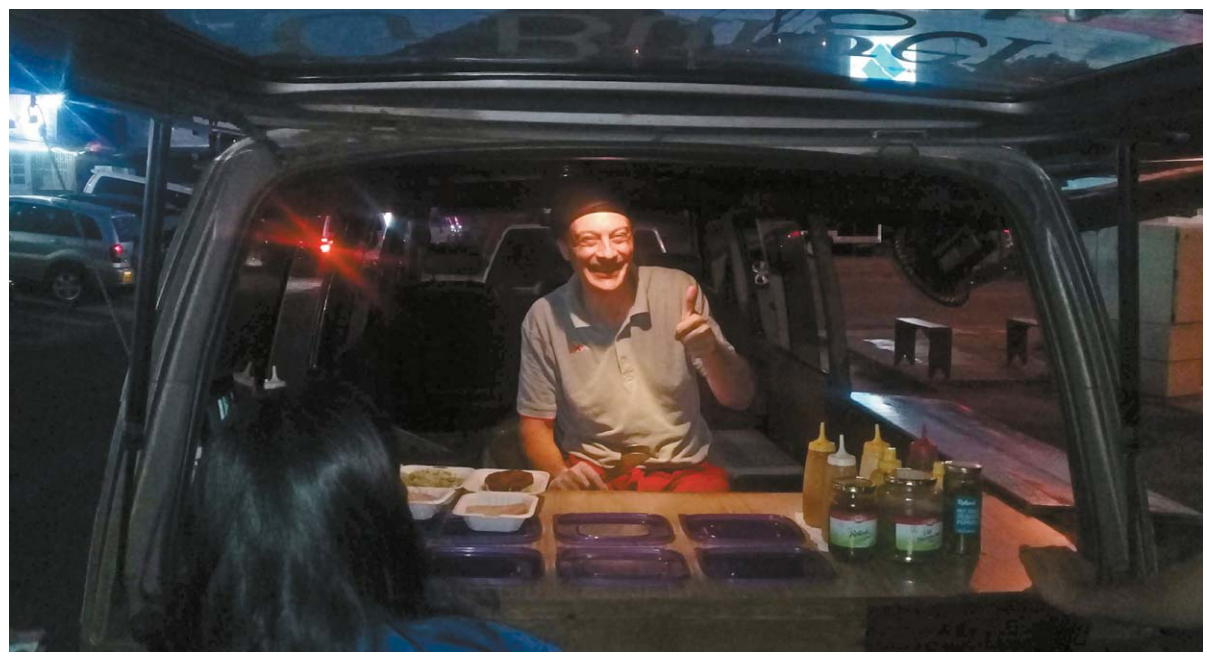
Yes, doubles are a Trini thing, but Latta and Frank are Trinidadians, and she has been making them since she was nine years old, as a member of one of the first families in Trinidad to start making them. These are "old school" doubles, with good barras, great channa (slightly runny the way Grenadians prefer theirs to be), and standard Trini pepper sauce; no cucumber here!

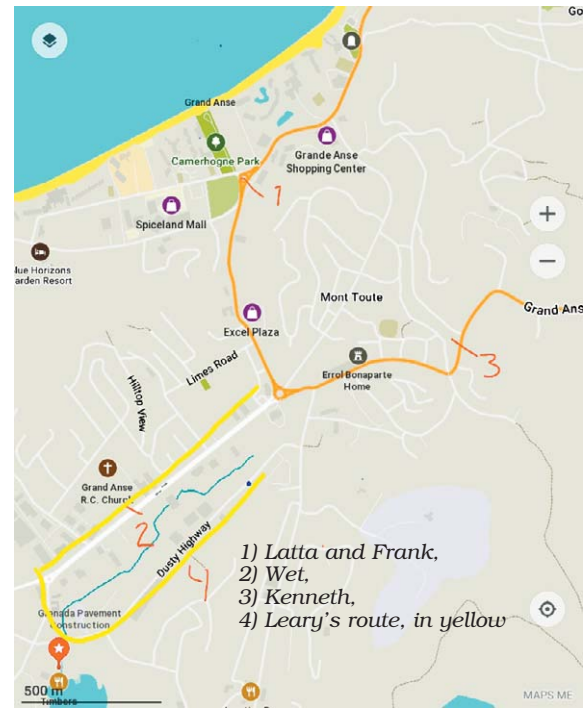
—Continued on next page











Above: Chucky's Bar in town goes through rotis at an astounding rate, and for good reason.

Left: Latta and Frank make 'old school' Trinidad-style doubles.

Bottom left: Leary the Roti Guy is worth tracking down.

Below: Gee Burgers' van at Wall Street is open well past Cruisers' Midnight.

1) Latta and Frank,
2) Wet,
3) Kenneth,
4) Leary's route, in yellow

—Continued from previous page

Latta's homemade chutney is divine, and will vary according to what is in season, with either golden apple or mango as the base. Frank makes some of the best local juices, with some very tasty blends, including a passion fruit, water lemon, citrus blend. Happy bonus: doubles are vegan.

Located at the Wall Street roundabout, not too far from Gittens Pharmacy, Latta and Frank work out of the back of a minivan. You will find them there on Tuesday, Friday and Saturday mornings, starting at 7:00AM. If you show up after 10:30AM, you may find they have sold out. Eat your doubles fresh while seated there at one of the two folding chairs, or take them to go. I recommend "slight pepper" the first time, and then adjust accordingly.

Gee Burgers

Also found at Wall Street, and also coming out of the back of a small van, are the incredible Gee Burgers. Gee has been making them here for about nine years, after Hurricane Ivan destroyed his Italian restaurant.

His van is perfectly set up for this. As he sits on a small, wheeled stool, a wide range of condiments is at hand, while his personally crafted quarter-pound patties cook on the grill. Provolone, jalapeño peppers, garlic sauce, and his special "salad dressing" are only some of the topping options. At EC$12 (about US$4.40), this is the best bang for your burger buck pretty much anywhere. You can also choose from whole wheat or white buns, and get multiple patties if you are feeling particularly hungry.

The van is there every night, starting at about 5:30PM, and is there well past Cruisers' Midnight. This is an excellent post-Esther's Bar stop.

Leary the Roti Guy

Leary can be a little elusive, but he is amenable to being tracked down by phone. He walks along the Maurice Bishop Highway and the surrounding area, with a dolly cart stacked with coolers and other containers. He and his wife Measha make some of the best rotis around, and this is local knowledge. He also has some baked goods, local juice and "snowy ice" (frozen custard). Fish, chicken, veggie and potato rotis are all available, unless you catch him when he is getting low on supplies; this depends on the day. Even the potato roti has fantastic flavour.

He walks his route Monday to Friday, and is usually on his beat by about 10:00AM. You can arrange to meet or find him by calling him at 416-0571, but he only does Whatsapp when he has access to WiFi. He is well worth finding.

Wet's Barbecue

Wet, or Debron, makes fantastic barbecued wings and ribs. In a symbiotic relationship, he is situated in front of Wolf's place, on the Maurice Bishop Highway across from Ramdhanny's Hardware. Wolf has fantastically cold beer (three for EC$10 on Fridays) and Wet helps attract people to the bar with his "finger licking good" offerings. Wolf has lunch available, too, but really, it is all about the barbecue.

You can find Wet doing his thing on Wednesdays, Fridays and Saturdays with the grill fired up by about 10:00AM. The ribs sell out first, but the wings are a more than acceptable alternative. Best bet is Friday: take advantage of the beer special, and get a side of macaroni pie. Hand Wet a Stag: he comes by his handle honestly! Unlike the other places mentioned, there is some seating available here.







Above: Sandra's rotis — look for the yellow shack across from the port in St. George's.

Top left: Wet's Barbecue is in front of Wolf's place, on the Maurice Bishop Highway.

Bottom left Kenneth's Jerk Chicken is the real thing.

Sandra's Roti

Sandra's name is almost synonymous with roti in the parish of St George's. You can find her rotis at the Food Land deli counter on the Lagoon, and at the gas station at Sugar Mill, or you can go straight to the source — look for the yellow shack right across from the gates at the port. Fish, chicken, veggie and, on Tuesdays and Thursdays, boneless goat rotis can be found in her shack ready for the lunch crowd. If you are looking for her goods at the other two locations, move fast, as they sell quickly.

Kenneth's Jerk Chicken

"Da Jerk Guy," "Chicken Man," "Kenneth," whatever name is used, he is known for really good jerk chicken. If you can't handle the spice, you can forego the sauce and just have tasty chicken done right. If you want more spice, he can take care of you there, too. He is the real thing.

Kenneth is located at the top of the Grand Anse Valley Road, close to the road entrance to the Mount Hartman Bird Sanctuary. Look for the smoke, or follow your nose. He is generally ready to serve by about 11:30AM and wraps up sometime in the mid-evening. There is a rum shop next door if you need a cold beverage or somewhere to sit.

Chucky's Bar

THE place to get a roti downtown. Located across from the bus terminal in St. George's, Chucky's goes through rotis at an astounding rate, and for good reason. Buy one, grab a cold drink and go find somewhere to sit to enjoy your lunch. You can take the stairs by the Sendall Tunnel up to historic Fort George for the view and the breeze.

The above suggestions are not a definitive list, not even close. They are only a taste of what Grenada street food offers, and what you can find when you try something different or go somewhere you haven't been before. One other thing we have done on most islands is ask a bus driver where he or she would go for lunch — cheap, plentiful and good quality — and this has never let us down.

Part of what makes the street-food experience fun is that you are grabbing a bite with typical Grenadian workers, and you have the opportunity for some great conversations about something besides marine batteries and refrigeration!

I recommend bringing a reusable container, as it keeps some things from getting mashed up and can keep the juices in for other things, plus it cuts down on the waste. And here is a hint if you are flying out: buy a roti or doubles, refrigerate it, and then eat it on the plane. You will make your neighbours jealous and you'll have a delicious meal.

MARTINIQUE'S SLAVE TRIANGLE

by Christine Gooch



The statues look towards the shipwrecked slaves' African homeland.

The Anse Cafard Slave Memorial

How many times have you sailed past Diamond Rock, just off Martinique's southwest coast, without being aware of the gaze of stone eyes watching you beat your way through the intriguingly named Passe des Fous (Madmen's Passage)?

On a flat grassy promontory above Anse Cafard, where waves crash onto the rocks below, stands a memorial to a 19th Century tragedy. Around noon on April 8th, 1830, François Dizac, manager of a nearby plantation, observed a ship carrying out strange manoeuvers off the coast. At 5:00PM the ship anchored below the promontory. Heavy swells prevented Dizac from launching a boat to warn the captain his ship was in danger, so instead he sent signals that the captain either didn't see or chose not to see. At 11:00PM came the dreadful sound of wood cracking and the terrified cries of men.

Dizac and a party of slaves arrived on the scene to see the ship being torn apart on the rocks. Some of the passengers had been thrown into the raging seas; others clung desperately to the foremast. Dizac and the slaves watched in horror as the mast broke and the terrified men were washed into the foaming sea and thrown onto the rocks. The ship, whose name and nationality remains unknown, was completely destroyed. Dizac and the slaves managed to rescue 86 people — 26 men and 60 women — all of them Africans destined to be sold into slavery. The remaining 46 souls on board were drowned, their bodies washed ashore. The slave traders were buried in the cemetery of the nearby village of Diamant, the Africans interred "a short distance from the shore" at the spot where the memorial now stands.

The memorial was created in 1998 on the 150th anniversary of the final abolition of slavery in France's colonies. (Slavery had been first abolished in 1794, but was reinstated in 1802.) The installation by Martinican sculptor Laurent Valére consists of 15 statues arranged in rows forming a triangle. Each statue is a human form buried to the hips in the earth, all with heavy features, bowed heads and sad expressions, gazing out to sea towards their African homeland. Each figure weighs four tons and stands over eight feet tall. They are sculpted from reinforced concrete mixed with white grit and sand from Trinidad & Tobago. The triangular shape alludes to the route of the slave trade between Africa, America and Europe. White is the traditional colour of mourning in the Caribbean. The tip of the triangle points at a compass course of 110 degrees to Guinea in West Africa, where the slave ships came from. It is a very powerful memorial to victims of the slave trade in general and to the victims of this particular tragedy.

La Pagerie Museum

The village of Trois Ilets, tucked away in a sheltered bay on the opposite side of Baie de Fort de France from the capital itself, also has links to the slave trade.

The aristocratic French Creole family of Napoleon's wife, Empress Josephine, came from Trois Ilets. They owned slaves who worked in the family's sugarcane fields and sugar factory. Her parents were married in the church that still stands; Josephine was christened here, and her mother's funeral took place here.

The church, built in around 1724, is one of the oldest in Martinique. The interior, reached by climbing an imposing flight of curved white stone steps, is light and airy. A pair of enormous gilt chandeliers hangs from a domed ceiling painted sky blue. Bands of gold paint, decorated with a delicate pattern of flowers, pick out the shapes of the arches, which are supported by sturdy whitewashed pillars. Rows of highly polished wooden pews face a raised altar built of white stone, covered with a pristine white cloth and decorated with gilt statues of saints.

A mile or so outside the village is La Pagerie, a museum built on the site of the plantation where Josephine grew up. A local bus (the bus stops in the main square at the top of the hill, opposite the lovely red-brick hospital) will drop you off close to where the main road joins the road to the museum, or it's about a mile to walk along the road from Trois Ilets waterfront. From there it's another mile to walk to the museum entrance, past a golf course and a floral garden that has been closed for some years but had a large sign outside announcing imminent renovations at the time we visited.

The museum is set in tropical gardens and housed in a building on the site of the plantation house kitchens. Nothing remains of the original plantation house, which was destroyed by a hurricane in 1766. The museum guide told us that Josephine's father was unable to afford to rebuild the house as he had lost all his money gambling and womanizing, so the family had to live on the top floor of the sugar factory. Josephine was christened Marie Josephe Rose Tascher de la Pagerie; it was Napoleon who re-named her Josephine. As a child she had a slave nanny called Dede and some sources say her playmates would have been the children of family slaves.

As a young girl Josephine was told by a fortuneteller that she would be "more than a queen." Inside the museum is a copy of a famous painting by Jacques-Louis David depicting the coronation of Napoleon and Josephine, an event that was not short of controversy. The Pope refused to crown Napoleon, who took the crown and placed it on his own head, before crowning Josephine. Napoleon's mother refused to attend the coronation; like many a mother-in-law she felt that Josephine wasn't good enough for her son, because she had two children from a previous marriage.

—Continued on next page

CARRIACOU MARINE

Tyrrel Bay, Carriacou, Grenada, West Indies
Boatyard services with 40 ton travel lift
Marine fuel dock: gasoline and diesel, engine oil
Customs & immigration
Convenience store & chandlery
Moorings & accommodation
Lunches and pizza night at the Iguana café
CarriacouMarine.com 473 443 6292









—Continued from previous page

Although Napoleon later divorced Josephine, as she didn't provide him with an heir, she had the last laugh, becoming known as the "grandmother of Europe," thanks to her grandchildren's strategic marriages with European royalty.

Josephine is sometimes accused of having persuaded Napoleon to reinstate slavery on Martinique, in 1802, because her family had owned slaves. In fact, this is untrue, but that didn't stop her statue on Rue de la Liberte in Fort de France being vandalized, daubed with red paint and decapitated; the head has never been found.

Bibliotheque Schoelcher

Farther up this wide street is the third side of my Martinique slave triangle — Bibliotheque Schoelcher, an eye-catchingly beautiful building.

The library was built in France in the 1880s of preformed concrete and cast iron and later shipped to Martinique and re-erected. The exterior is covered in a beautiful glittering mosaic in gold and hues of pale blue, pink and mint green. A flight of stone steps leads to the interior, which is just as breathtaking: a large square room with a high ceiling lit by a pyramidal glass skylight. The ceiling is divided into small sections decorated with mosaic and separated by cream-colored concrete beams decorated with flowers resembling the Tudor rose of medieval England. Beneath this, a frieze runs around the walls, the names of famous French writers carved into it in impressive large block capitals picked out in gold paint. A metal gallery, reached by cast iron spiral staircases in each corner of the room, gives access to the old books lining the upper walls in large wooden bookcases, while the ground floor is a modern library. As a confirmed bookworm, I loved it!





Above: The unique Schoelcher Library buidling

Inset: The statue of anti-slavery campaigner Victor Schoelcher

Left: La Pagerie Museum. You can see the stone outline of part of Josephine's family home.

Not far from the library, on Rue de Pave, in the formal garden in front of an art college housed in the former law courts, is a statue of the man the library is named after, Victor Schoelcher. The French counterpart of English anti-slavery campaigner William Wilberforce, he was born in 1804 in Paris. He became a journalist and writer campaigning for the abolition of slavery worldwide, but particularly in the French West Indies. In March 1848 he was appointed under-secretary of the navy and he wrote the decree of April 27th, 1848, in which the French government announced the abolition of slavery in all of its colonies.

Getting There

All of these sites are easily accessible by yachting visitors.

• My husband, Kevin, and I hired a car and visited the Anse Cafard Slave Memorial as part of an island tour, but you can also take the local buses running from Petite Anse d'Arlet — where there is a good anchorage — to Diamant.

• At Trois Ilets, Kevin and I have anchored our 38-foot catamaran several times in the small anchorage, behind one of the three islands that give the village its name. Alternatively, there are frequent ferries from Fort de France.

• Both the statue of Victor Schoelcher and the Schoelcher Library are a short walk from the dinghy dock at the anchorage under the fort at Fort de France. [*Editor's note: In the past, issues have been reported with kids playing in dinghies here; it's suggested that you remove your kill cord and any items of value from the dinghy.*]



Johnsons Hardware

FOR YOUR MARINE SUPPLIES AND SO MUCH MORE

Chain & Rope
Anchors & Fenders
Electric Wire
Marine Hoses
Bilge Pumps
Lubricants & Oils
Stainless Fasteners
Stainless Fittings
Flares & Life Jackets
Snorkeling Equipment
Fishing Gear
Antifouling Paint
Paint Brushes
Epoxy Resins
Sanding Paper & Discs
Hand & Power Tools
Houseware & Cookware
Marine Plywood

Rodney Bay, St. Lucia • Tel: (758) 452 0300 • info@johnsons-hardware.com

STEEL PAN AND BITTERS:
Iconic Trinidad Institutions Explored

by Bill Woodroffe



THE southernmost island in the chain that stretches from the Virgins down to the coast of South America, Trinidad is often the last place that many cruisers visit after their winter cruising of the Eastern Caribbean, or the first when arriving from the South Atlantic. It traditionally draws those looking for a hurricane-free location to keep their boat during the summer. It is also known for its experienced and ample workforce for yacht maintenance and repair.

But Trinidad has much else to offer a visiting cruiser, beyond what is available in the islands to the north, and music and food play an outsized role.

The steel pan band and Angostura Bitters are just two of Trinidad's contributions to the world's culture. A dozen visiting cruisers from the US and Europe were fortunate to get an insider's look at both when we hopped on Jesse James's Members Only maxi-taxi at Chaguaramas one morning for the all-day excursion that took us to see Tony the Pan Man and then the Angostura Bitters distillery.

Over the years that we've been visiting Trinidad, my wife Maureen and I have gone on many of Jesse's tours and always enjoyed his narrative while traveling to places such as the Caroni Swamp, the Asa Wright Nature Center, and the Hummingbird Center. A few days before, we had gone with Jesse to an evening at the St. James Pan Band Parade where we saw and heard a dozen or so local pan bands. That sparked our interest to see exactly how pans are made.

Tony the Pan Man works in a tiny space just big enough to hold the dozens of pans, drums, hammers, tools and cannonballs needed to make a steel pan instrument. Yes, they are indeed musical instruments. As Tony explained, and he has been making these for many years, the pan (or as most people call them, steel drums) evolved in Trinidad before World War Two as folk instruments. By the late 1940s, old oil drums were cut in half and the ends pounded into domes to be played on. Eventually they inverted the drum and played as they are now, with the concave shape facing up.

Tony initially uses a cannonball to pound, bend and stretch the steel on the bottom of a 55-gallon drum into the proper concave shape. You can imagine the noise that makes! I wonder what his neighbors think.



Clockwise from left: A dozen visiting cruisers from the US and Europe enjoyed a day out with Jesse James (center). Maureen and Bill discover cocktails, Angostura style. Tony shows his visitors how Trinidad's legendary musical instrument is made.

But the depth is critical and depends on the desired register or notes that are desired. Pans are made for bass, baritone and soprano, and have sophisticated equipment used for tuning. Pans were initially made to play classical music, so standardized notes and placement were needed. As Tony said, anyone who can play the piano can easily play a pan. I'll have to try that.

Today, few of the old pan craftsmen are around, as pans can be made with more modern techniques. Old oil drums are seldom used anymore, as drums made specifically to be pounded out are available. Chrome plated and musically tuned, they are very different from the old "bang on a drum" instrument. I have no doubt, however, that Tony and the craftsmen that still pound their day away will pass their love of the pan to future generations and keep the tradition alive. It was a fascinating visit and I got a better appreciation of the work and effort that goes into making the iconic and ubiquitous steel pan.

Our next stop was the Angostura Bitters distillery. Angostura Aromatic Bitters are used worldwide as flavoring for drinks. Bitters can also be used in baked goods, salads, juices, sauces, stews, fruits — virtually all foods! They are also said to be good for their original purpose: as a medical elixir.

The Angostura distillery is a large complex in Port of Spain that does the mixing, distilling, packaging, and shipping of their products worldwide. We have used Angostura Bitters in our rum drinks for years, so we were eager to learn their secrets, but the distillery visit was almost not to be.

On the morning of the tour, before Jesse picked us up from Power Boats, where our boat was on the hard, we had heard that all those going to the Angostura distillery must wear closed-toe footwear!

Who has that on board? Maureen does, but if I wear anything on my feet it is sandals. But I wanted to go on the tour. Our friend Lee on *Allegro* asked if I had boots. Yes! Old yellow sailing boots that haven't been worn in years. Okay, not the most fashionable or comfortable footwear, but they did get me into the distillery.

Michelle, a long-time employee of Angostura, took me, yellow boots and all, and the dozen other cruisers on the tour. The first stop was where the secret mixture of aromatic herbs and alcohol is prepared. Bitters are 44.7-percent alcohol by volume, but that's about all we were to know. "Secret" is the operative word. Only four or five people know the exact ingredients in Angostura Bitters. Needless to say, they didn't share the recipe with us. In fact, the room-within-a-room where the dry ingredients are mixed by one of these four or five people is locked tight. The dry mixture comes out of that room via a chute (when no visitors are around) and lands in a large bucket to be carried onward in the process. No touching of equipment, no taking of pictures, no sniffing of the little bit of mixture dust on the floor are allowed. The secret remains secure, although the aroma is amazing. One can only imagine Dr. JGB Siegert, the inventor of the bitters in 1824, mixing these compounds and smelling the exact same aroma so many years ago.

Dr. Siegert created the bitters to help relieve the upset stomachs of the soldiers in Simon Bolívar's army. He was the army's surgeon general, and named the concoction after the town of Angostura (now Ciudad Bolívar) on the Orinoco River in Venezuela, where it was first made. In 1875, due to political instability in Venezuela, the whole elixir-making operation moved to Trinidad.

One of Angostura's owners had collected butterflies and discovered two previously unknown specimens in Trinidad, and we moved on to the facility's beautiful collection.

Next was the Angostura museum, displaying various awards the company has won and detailing the history of the company's expansion into the distillation of rum. Now, besides the bitters, various rums, vodka and soft drinks are also produced here. Their modern bottling machinery was viewed in operation.

The last stop on the Angostura tour is, of course, the tasting room. Single-barrel Angostura rum, seven-year-old rum, rum punches and vodka were free to sample. All were well received and it was a great ending to a very informative tour. We have toured many distilleries in the Eastern Caribbean over the years and each is proud of its products. Angostura, however,



is the only one that I know of that also produces an elixir to mitigate a possible next-morning "remembrance." Michelle advises some water and a few drops of bitters to clear your head of any "remembrances" that hang over you!

Our favorite drink with bitters is called an Old Fashioned Rum Punch: one part lime juice, two parts cane syrup, three parts gold rum (Angostura's Fernando Black Label) and a dash of bitters over ice. Yum!

Despite having lunch at the Angostura distillery, which was included in Jesse's tour, he nevertheless stopped on the way back to the boatyards so we could all enjoy a snack of "doubles." This Trini street-food staple of curried chickpeas between two pieces of soft flatbread can't be missed, and is another good reason to visit Trinidad. The hilltop view of Port of Spain while downing doubles topped off another great Jesse James tour. Pan and Bitters and Jesse James — all Trini institutions!

Bill and Maureen Woodroffe have lived aboard and sailed in the Eastern Caribbean for six years on their 47-foot ketch, Kalunamoo.

SEARED WAHOO WITH RED-PEPPER PIGEON PEAS À LA *STELLINA*

by Christine Scheibly Burstein

Last month I was sitting on my balcony overlooking Lower Bay, Bequia. Now I'm in Lincolnville, Maine, on my deck overlooking Lake Megunticook. It's quite a change. The cooler weather makes me think about the warmth of the Caribbean, the people, the yachts, the turquoise water and beautiful fish, and the food.

This month I'd like to introduce you to Angela and Steve Richards, a couple that sail *Stellina*, 56-foot Hylas, south to the Eastern Caribbean in the fall and north to Newport, Rhode Island in the spring — 1,500 nautical miles, double handed.

"Stellina" is an Italian term of endearment meaning "little star." The boat is just over four years old. According to the Richards, the Hylas company was very accommodating, working with them to design the boat's interior. Angela says, "My sweet husband wanted to do something nice for me so he worked closely with the yard adding a freestanding composite bathtub." This has been the highlight of many guest visits and *Stellina* has appeared in many boat shows, where the yacht with the composite tub was a crowd pleaser.

After *Stellina* was commissioned, it was mere minutes before Angela and Steve took off on their maiden voyage. Since that day they have continued sailing and living aboard full time and haven't looked back.

Angela recalls an unusual event on one passage: "Last year, as we were sailing to Bermuda from Anguilla, we were about 200 nautical miles south of Bermuda when Steve saw a fiery streak in the early morning sky. Then he heard a series of three explosions as the streak hit the water. Rushing out from under the bimini top, he was able to see a huge contrail in the sky. Then the questions started. Maybe it was a flare? Nah, couldn't be a flare — too high up in the sky. Maybe a piece of space junk? Maybe an asteroid? Then we got a little concerned — maybe it was a part of a commercial airliner? All sorts of scary scenarios ran through our heads. We hopped on the Sat phone and called Coast Guard's Atlantic Command, but they weren't aware of what it could have been. We called Bermuda Radio, as they monitor ship traffic out to 200 miles (condition dependent) to see if they knew what it was. Sure enough, they did! Bermuda's first comment was, 'Wow! You saw that?' Yup! We estimated it was less than five miles away! Turns out, it was a rocket launch from the States and what we saw was the first stage of booster separation. Steve called Atlantic Command back to share Bermuda Radio's explanation and the reply was, 'No s*#t — so glad that didn't hit you!' To which we replied, 'No s*#t!'"

When in the Caribbean and thinking about food, the Richards suggest "living like a local." Take the time to get to know the local people and hear their stories. Learn about the culture that surrounds you. Angela and Steve find this very rewarding. According to a quote from St. Augustine that Angela likes, "The world is a book, and those who do not travel read only a page."

The variety of spices available in the Caribbean keeps Angela and Steve happy, and "the Windward Islands have a vegetable and fruit selection that is incredible." They try to keep meals simple, though: dinners often consist of a protein with lots of veggies. When fish is available, tuna, wahoo and dorado (mahi mahi) are top picks.

Here is a recipe from *Stellina*. It serves two.

Seared Wahoo with Red-Pepper Peas and Rice

Fresh green pigeon peas
Coconut milk powder
Fresh red bell pepper (not hot pepper)
Coconut oil
Turmeric
Red cayenne pepper (ground)
Wahoo (or tuna or dorado) steaks
Scallions
Jasmine rice

Boil desired amount of green pigeon peas for 10 minutes with enough water to cover the peas by a couple of inches. After 10 minutes, reduce heat to a low simmer. While simmering, add two tablespoons of coconut milk powder (available in Caribbean grocery stores) and stir. Simmer for an additional 5 minutes or so, or to desired tenderness.

Cook the desired amount of jasmine rice and keep hot.

When peas are nearly done, chop one red bell pepper and add to a skillet with a bit of coconut oil. Cook the peppers on low for 10 minutes. Remove the peppers from



PHOTOS COURTESY STELLINA

The variety of spices available in the Caribbean keeps double-handed passagemakers Steve and Angela happy.

the skillet and mix with the cooked peas in a serving bowl. Add a pinch of turmeric and red cayenne pepper (if you like some spice), stir and season to taste.

Add a bit more oil and some chopped scallions to the skillet. Bring the temperature up to high (hot, but not smoking) and add the fish to sear on each side for about 3 minutes.

Serve fish and veggies on a bed of jasmine rice.



CIG HARVEY

That's Steve and Angela's story and recipe for you. I'd love to hear from any of you sailors/yachties. Share your adventure. Share your recipe. If you are on a charter yacht that has a "non-disclosure agreement" be assured that I will not include any personal or employers' info if you don't want it shared. Just fun, adventures, thoughts about yourselves — and of course, food! Contact me at csbmaine@yahoo.com

BLUE LAGOON HOTEL & MARINA

Call: **784.458.4308** Marina: VHF 16 or 68 Email: info@bluelagoonsvg.com







- Fuel Dock
- 24 hour Security
- Port of Entry
- Customs & Immigration Office - 9am to 6pm
- Electricity 110V/220v & Water
- Complimentary Wifi
- Laundry Service
- Supermarket & Boutique
- Cafe Soleil & Flowt Beach Bar
- The Loft Restaurant and Bar
- Indigo Dive Shop
- Swimming Pool
- Beautifully Designed Hotel Rooms

John Smith, the Mermaid Man

Part One: In which a *Mermaid* rescues a shipwrecked sailor, and vice-versa

by John Smith

Mermaid of Carriacou was bought for me in 1977. She was a neglected sinking old beauty. Though most folks tell me she is still sinking, they never have the gumption to look at me and say, "You are dying." Not yet, amigos — neither the *Mermaid* nor me either.

I had been shipwrecked — my 36-foot trimaran sideswiped by a tanker — and was living in the Swedish cemetery in St. Barts. Marius Stakelborough, at his Le Select bar (of Jimmy Buffett's "Cheeseburger in Paradise" fame), told me that the *Mermaid* was available, but it had become derelict after three years of no one working on it. At that point, anything seemed better than sleeping in a cemetery, so the *Mermaid* and I joined hands.



Achored on the race course at Bequia Easter Regatta 2004.

Richard David Kaplan of the JM Kaplan Foundation and Edwina Churchill, an artist and granddaughter of Winston Churchill, bought this vessel for me. I maintain that trust, and there is not a drop of spirit that I spill when I do not remember them and give thanks and praise.

I have kept this ship now for 42 years.

A Mermaid is Born

The *Mermaid* was built in 1968 at Windward, Carriacou by shipwright Zepherine McLaren. At 44 feet long, she has six- by eight-inch deck beams, four-by-four frames, and an inch and a half-thick deck. The floors are iron mangrove, original frames were white cedar. She has never had an engine. Her construction was a joint project with Jamaican-born yachtsman J. Linton Rigg, who had settled in Carriacou in the early 1960s and established the Mermaid Tavern. Rigg reportedly named the tavern after paintings by Carriacou artist Canute Caliste, for whom mermaids were frequent subjects. According to Douglas C. Pyle in his book *Clean Sweet Wind*, Rigg bought the materials for the boat and had a suit of sails cut by Ratsey & Lapthorn, while McLaren did the design and the building.

—Continued on next page

DANNY KAYE JACKMAN



Above: John Smith in Honduras, 2018.

Below: The Mermaid's lines, taken off by Douglas Pyle, author of Clean Sweet Wind.

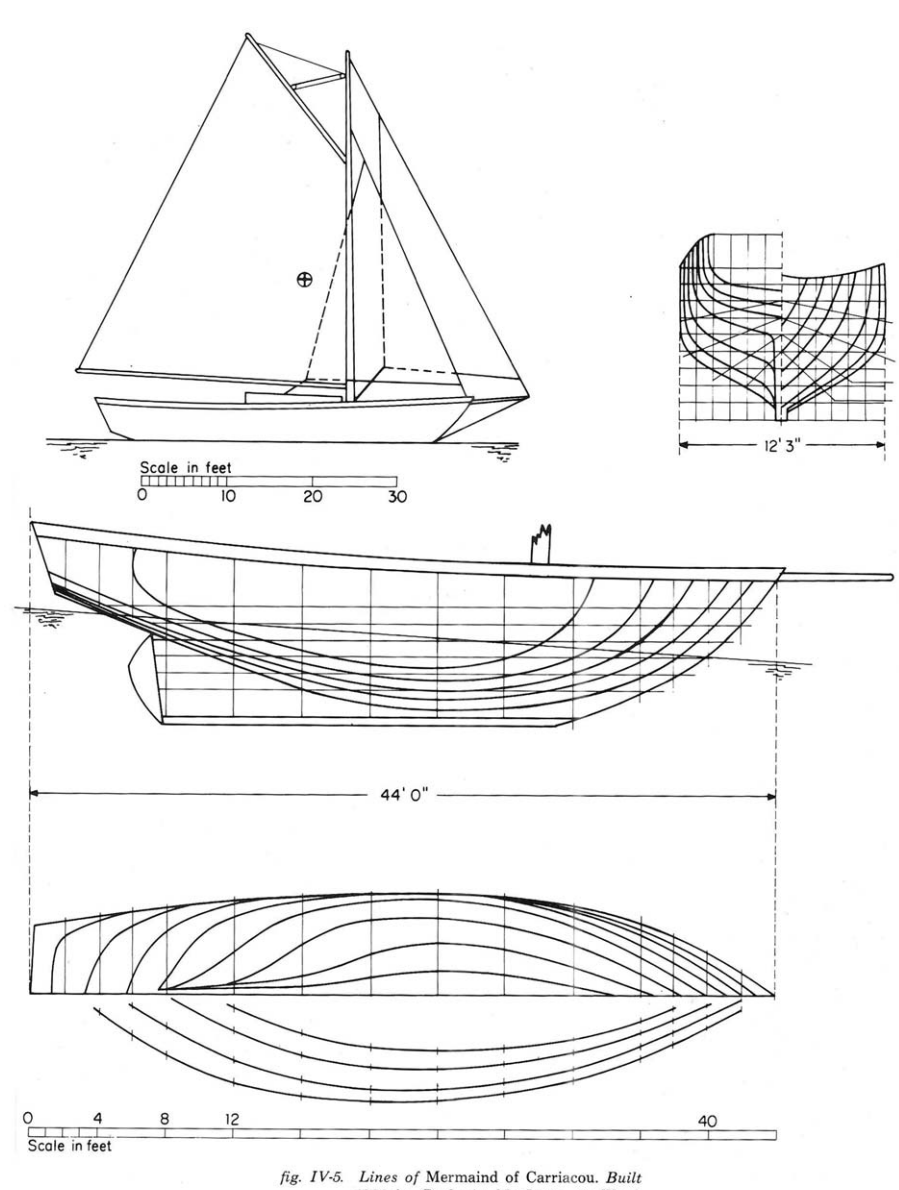


fig. IV-5. Lines of Mermaind of Carriacou. *Built 1964 by Zepharin MacLaren at Windward, Carriacou. Taken off August, 1974.*

—Continued from previous page

Art Ross wrote in his book *Sixty Years of Sport, Sailing from the Age of Gatsby to The Grenadine Islands*:

"It was not long and no real surprise after his arrival in 1960 that [Rigg] had the great idea of organizing a Carriacou Regatta, and in 1965 he laid down plans for his first event. … he eventually found himself on Saturday, August 1, 1965, starting off the first race from Grenada's southern end. The first yacht, *Flica*, entered the Hillsborough harbour in Carriacou and in its wake carrying the challenge posed to yachts over the years to come. The outcome of the first Carriacou Regatta was indeed a success, which paved the way for the institution it has become.

"[Rigg] wanted to put Carriacou on the map by encouraging the building of more and faster [local] working sailboats, and giving the sailors and yachtsmen a chance to mix. At the same time, he would promote his tavern business. By 1968 he had a great regatta going on. Competition was fierce; the most successful boat builder, Zepherine McLaren, and he built jointly the sloop *Mermaid of Carriacou*. With the regatta well under way, the government took over and Linton grudgingly passed on the responsibility, though he did go on to race and win most all of the races aboard *Mermaid*."

Although *Mermaid of Carriacou* was undefeated in nine races over the years, immediately after she was built she became kind of a white elephant because she was a little too big to fish and a little too small to carry enough cargo to make money. When Rigg died in 1976, no one else really wanted the boat.

The Mermaid and Me

When I first came aboard the *Mermaid*, there was no interior. Normally you'd fill a Carriacou sloop up to the deck with some 500 cases of beer, plus rum, cigarettes and other assorted "bobol" (contraband) and the crew would sleep on top of the cargo. The *Mermaid* has all internal ballast; one ballast stone weighed pretty much



the same as one case of Heineken (funny how that happens). You'd take out one rock and put in one case of beer, and the waterline would stay the same.

Now I had to make a living. So we did anything, from fishing to carrying tons of salt, to carrying lumber from Honduras to Florida, to carrying concentrated passion fruit juice from the old agro lab in St. Vincent, coils of rope from Florida back to Grenada. It's a working boat and I'm a working guy. I am proud to say that for over four decades, by carrying a few passengers, a few goats and bullocks, and a lot of cargo — tons of salt, tons of charcoal, and thousands of tropical plants, plus timber and fruit extracts and rope and salted fish — I have been able to support myself and my ship without it having to become a tourist vessel. Thanks to Uncle Sam, I now get a small pension for my service as a US Navy Hospital Corpsman during the Vietnam War. The *Mermaid* has never showed a profit, and yet is still afloat. And maybe, just maybe, that might be worth something.

The hole in the ocean that my *Mermaid* creates when displacing her tonnage, at 35 cubic feet per ton, is my favorite place in the world. I create a blank and empty space on the skin of Father Sea, and thereupon I struggle to survive and celebrate my success. A job you love is always best left unfinished, and the *Mermaid* is a work in progress. There are no limits.

I'm very honored to have been on this boat for this number of years and I feel safe knowing that the Carriacou shipwrights didn't cut corners, so I don't cut corners. She is only 21 years younger than me. I've hauled this boat 42 times in 42 years, including twice in Florida, twice in the Virgin Islands, twice in Grenada, three times in Venezuela, once in Bonaire, once in Curaçao, once in Aruba, and just recently at La Ceiba, Honduras.

Our Current Location

The boatyard at La Ceiba is remote from the city and the lack of good roads affords a kind of insulation from the normal patterns of travel, which some find discomforting. In contrast, we who do enjoy remote anchorages and the boat life often actually seek it out. The number of people living aboard at anchor has actually diminished in many harbors as the systems aboard become so complicated and energy-hungry that the vessel must literally be plugged in.

In contrast, how simple, savage, stupid and implacable I must appear to have become. I am happy to stay aboard, read, take naps, do some baking or lie in my hammock. Most of the shore people do not really interest me: capitalists, restaurateurs, barkeepers and shop owners who seem to feel that my status as a potential client is the only legitimate cause for my presence here. It's actually a bore on shore, except for the lovely walking, whether in the town, along the beach, or into the trees, occasionally finding a nice spot to sling a hammock. But after a few hours I prefer the quietude of my ship. Almost every business here has both armed guards and loud blaring TV on the walls, so that people can sit and stare at sports, soap operas and well-scripted news. Enough to keep me away. Similarly, the noise is not music, but only serves to destroy the silence. It's like some sort of endorphin-opiate that effectively blocks the thought process, and as people become more and more intoxicated by all this senseless input they also become less and less interesting. So, back to the shipyard.

It is very important that I consider the state of the crew as well. I have been



BILL CAMERON



OTRA VIDA

Clockwise from left:
Renowned local artist Canute Caliste's vision of a mermaid in Carriacou
John: Now I had to make a living. So we did anything, from fishing to carrying tons of salt.
John aboard the Mermaid *in Roatan in 2016.*

mostly alone this past decade. Not very many members in *Mermaid's* club, at least not here in La Ceiba as of this writing. This time of year, early summer, it is a rarity to see one cruising boat pass through in a week. The only other sailboat in the boatyard belongs to a couple of guys from Quebec who are rapidly learning that purchasing and choosing to live aboard a 30-ton, 50-foot wooden ketch was a jump into the very deep end of the pool, and they are in a bit over their heads in a very remote place.

I'm a Stone Age guy. I'm not a Bill Gates, I'm not a computer expert; I don't have a lot of those tools. But ecstasy isn't really a drug that people take in discos, it's a feeling that a sailor has when he's on his ship in the ocean with the company of friends, either who are there now, or have been with him before, or who he might yet meet, or you young people who are with me by the fruit of your labor on this ship. Anyone, anytime, please keep in touch with the *Mermaid* at scalyladymuliphen@gmail.com, and perhaps we will all run into each other.

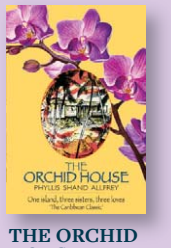
Anyone who wants to visit, please — welcome. I don't have much, but I make a good cup of coffee.

Next month: Part Two, in which a Mermaid *hauls out in a 'sheepyard'*

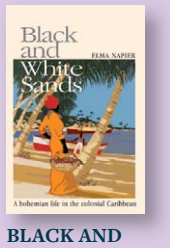
*Thanks to John Smith for sharing his story, and to Douglas Pyle (*Clean Sweet Wind*), Art Ross (*Sixty Years of Sport*), and Ollie Campbell and Alexis Andrews (who interviewed John for the film* Vanishing Sail*) for additional information.*

John Smith is the author of Little Fish Big Pond*, available at Amazon.com and from John aboard* Mermaid of Carriacou *(contact scalyladymuliphen@gmail.com for current location).*

PAPILLOTE PRESS
Books from the Caribbean
"The small and invaluable Papillote Press"



THE ORCHID HOUSE
ISBN: 9780993108624
By Phyllis Shand Allfrey
A Caribbean classic about three sisters who return to their island home to find their family in turmoil.



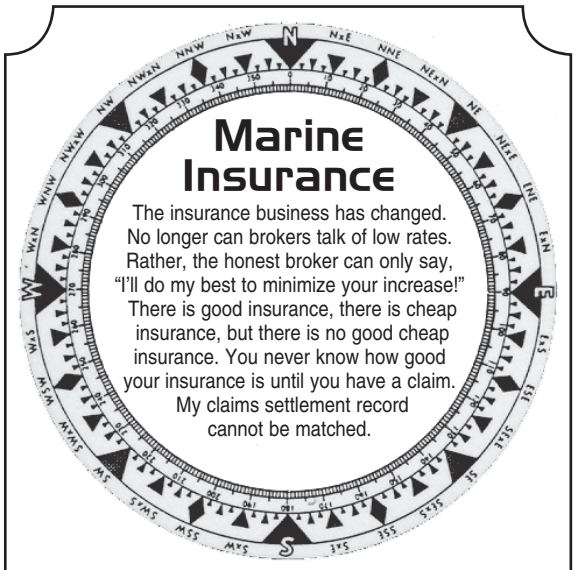
BLACK AND WHITE SANDS
ISBN: 9780953222445
By Elma Napier
"Love song to the island of Dominica... A truly remarkable memoir of an amazing woman." (*Caribbean Compass*)



LEAVING BY PLANE SWIMMING BACK UNDERWATER
ISBN: 9780957118782
By Lawrence Scott
Daring short stories from the award-winning Trinidadian novelist. "A delight" (*Derek Walcott*)

See www.papillotepress.co.uk for all titles, including poetry, children's and YA literature, general fiction, history – from Dominica, St Lucia, Trinidad, St Vincent and Jamaica

info@papillotepress.co.uk



I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

e-mail: streetiolaire@hotmail.com
www.street-iolaire.com

McINTYRE BROS. LTD.
True Blue, St George's Grenada
Call 1 (473) 444 3944 macford@spiceisle.com

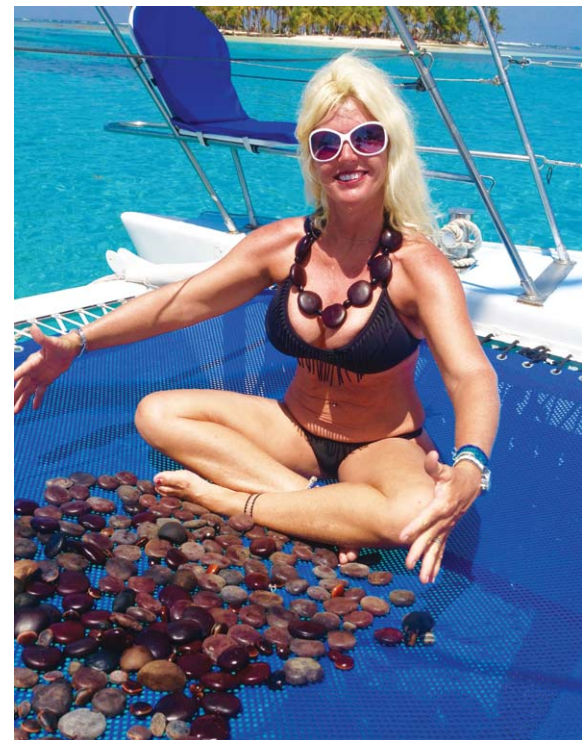


YAMAHA GRENADA
Revs Your Heart

We service what we sell!
2 & 4-Stroke Engines Genuine Parts & Service
Yamaha Certified Technicians
Duty free deliveries & reliable service for Yachts
Honda, Mazda and Ford Dealership
Vehicle Sales & Service
Book your Car rentals & Island Tours with us
Discover Grenada with
Caribbean Horizons Tours & Services
info@caribbeanhorizons.com
www.caribbeanhorizons.com

A Treasure Trove of Sea Beans

by JoAnne & Bill Harris



Sometimes we feel like a nut, and it amounts to a hill of beans.

Favorite Pastime

We carry many things we loved as children on into our adult lives, and beachcombing is definitely one of them. As children growing up on the Texas Gulf Coast, beachcombing was a favorite pastime. We loved to find seashells, but we were always in search of sea beans, forever combing anxiously through the seaweed. We felt lucky to find just one. Back then we never knew the full history of these sea beans, or how many miles or years they had spent traveling before we found them. We just treasured them and knew they had come from an exotic land far away.

Where we are from, we call them sea beans; in other parts they are called drift seeds or beans. They are defined as any type of bean, fruit, seed or nut of a variety of coastal tropical plants that have adapted to making their way to small waterways and eventually to the sea to travel upon ocean currents and find their way onshore again. With their impermeable covering and an air pocket for buoyancy, they can drift for years.

We found two main types back then, locally called Sea Hearts and Hamburger Beans. Fast-forward several years, and we have cruised our trimaran, *Ultra*, throughout the Caribbean and traveled the globe, and found countless varieties of sea beans, including the aforementioned.

The largest mother lode of sea beans we ever collected in one day while beachcombing was on Easter Sunday this year, when we found over 200 — a mixture of sea hearts, hamburger beans and tagua nuts — on just one beach on the island of San Andres, Colombia.

Sea Hearts and Hamburger Beans

Sea hearts are heart-shaped seeds up to two and a half inches (about six centimetres) wide that appear to be made of wood. They come from the *Entada gigas* plant, commonly known as the monkey ladder vine and related to the pea family. It is native to Central America, the Caribbean, northern South America, and Africa.

The hamburger beans are nicknamed this since the brown top and bottom layers of the seed look like a bun and the dark middle layer looks like the grilled meat. In other countries they are called donkey eyes, deer eyes or cow eyes. There are hundreds of varieties growing in tropical regions around the globe and they can be brown, red or brindled shades of red and brown. They come from the mucuna vine (*Mucuna pseudoelliptica*) found in the Amazon River and other tropical locales. These exotic seeds are used to make jewelry, decorations and other arts and crafts.

Tagua Nut: Vegetable Ivory

The tagua nut, originating in Central and South America, has been nicknamed vegetable ivory or faux ivory, thanks to its resemblance to animal ivory. Vegetable ivory is made from the extremely durable and creamy white endosperm (the part of a seed which acts as a food store for the developing plant embryo) of the seeds of certain palm trees called *Phytelephas,* meaning "plant elephant." The *Phytelephas* genus contains six species of palms, commonly known as ivory palms, ivory-nut palms or tagua palms, occurring from the rainforests of southern Panama along the Andes to Ecuador, Bolivia, Colombia, northwestern Brazil, and Peru.

It takes up to 15 years for the tagua palm to produce its first nuts. Each tree produces 20 to 50 pounds of nuts per year and grows as high as 65 feet. Each spiny pod can contain between 40 and 80 nuts. It takes up to 12 months for them to ripen and reach the color and durability of bone ivory. At maturity, a tagua palm will produce nuts for up to a hundred years.

It is believed that in the mid-1800s the first tagua nuts arrived in Europe. By 1860, several factories were established throughout Europe and North America to mass-produce tagua buttons. This luxurious faux ivory was also used to make guitar picks, hair accessories, jewelry, artwork and more. To keep up with worldwide demand, many ivory palm plantations were established in South America, and in 1887, it was estimated that three million nuts were required to supply just the factories of London and Birmingham, England. Thanks to tagua's durability and beauty, the German American Button Company was established in New York in 1893 and became one of the largest button producers. It survived long after most of the other tagua button companies had switched to plastic or had gone out of business.

In the 20th century, plastic began to take over the tagua market, and by the 1930s the tagua plantations were on the decline. But now, due to the ongoing movement to steer away from plastics and animal ivory, tagua has been brought back to the forefront as a sustainable, biodegradable and animal-friendly alternative. Growing and harvesting this ivory substitute is one way of preserving rainforest land. It also provides jobs, and, most importantly, protects the ivory-adorned elephants and rhinos.

***Ultra's* Experience with Tagua**

Our first experience with tagua was almost 20 years ago in Costa Rica, when a local artist friend gave JoAnne a tagua bracelet. The bracelet was smooth and rock hard, just like animal ivory. We had seen tagua jewelry in shops before, but never really knew the story of what it was or where it came from. Several years later, while beachcombing in Central and South America, we began finding not just sea hearts and hamburger beans, but oodles of tagua nuts, too.

We learned from the locals that the thin, orangish skin that surrounds the tagua nuts of all species is edible and discovered it is a delicacy that tastes like coconut. While in Cayos Cochinos, off the coast of Honduras, we ate a similar nut straight off of the tree — keeping a careful eye on the famous pink boas hanging from those very same limbs!

Our most recent encounter with artisans selling tagua pieces was in the village of Portobelo, Panama. Whenever we sail in to Portobelo, we usually visit this shop. After crossing the little bridge over the river from the Spanish fort ruins, we are greeted by the owners, a lovely French couple. Each time we enter the art gallery, we are amazed at the brilliant display of tagua pieces. Since tagua nuts can be dyed and carved, stunningly colorful art can be made with them. The couple also had a collection of antique tagua buttons from the uniforms of soldiers back in the 1700s.

Michele, the husband and expert tagua artisan, told us how he works. Since this nut is extremely durable, Michele uses a Dremel tool to carve his pieces. We have tried our hand at carving tagua, we can vouch that it is a laborious task; we have collected countless sea beans, and none is harder to work with than a tagua nut. We have respect for Michele's laborious task of drying, dying, cutting, carving and creating something incredible from this most formidable of nuts. The couple are blessed to have two palms producing an abundance of tagua right in their small yard. Since we have a weakness for this delightful substance, and also try to support local artists during our travels, Bill purchased an exquisite but modestly priced pendant necklace for JoAnne there.

Clearly the tagua nut industry eclipsed the use of any of the other sea beans, but in our opinion the other sea beans offer just as much beauty. We have made, shared and sold countless pieces of our own handmade sea bean jewelry over the past 20 years. We have enjoyed hosting fun jewelry-making and craft-making classes with friends around the globe, using these materials created by Mother Nature to create outstanding pieces of art.

There are countless types of sea beans around the globe. We hope you are inspired the next time you are beachcombing or perusing a gift shop, to check for sea beans, whether in the raw on the beach or those that have been transformed into a masterpiece.

Captains JoAnne and Bill Harris hold 100-ton licenses and sail aboard their custom homemade 53-foot trimaran, Ultra. *They have been cruising full time for over 10 years. If you would like to follow more of their travel adventures, check out their Instagram at #yachtultraadventures*

The Tubular Fan Worms and Feather Dusters

by Darelle Snyman

Not your average worm. The only parts of these tiny sea creatures you will see as you swim across the reef are their crowns of feathery tentacles that protrude from the coral or sandy bottom in an array of colors. These beautiful flowery appendages extend from their heads, and their typically worm-like bodies are inside a protective tube of their own making. These sedentary, segmented marine worms are the far more interesting and attractive relatives of the earthworms.



The groups of most interest are the delicate feather dusters of the *Sabellidae* family and the colorful fan worms of the *Serpulidae* family. Content in their cozy dens, members of both families only extend their plumes of finely divided feathery branches or radioles into the water column to breathe and to sift the passing water for food. The radioles are covered with a sticky mucus that traps the small particulates they thrive on. They



might be sedentary, but they do not wait passively for plankton to pass by: they can wave their feathery crowns to create a flow of water that brings their tiny snacks to them.

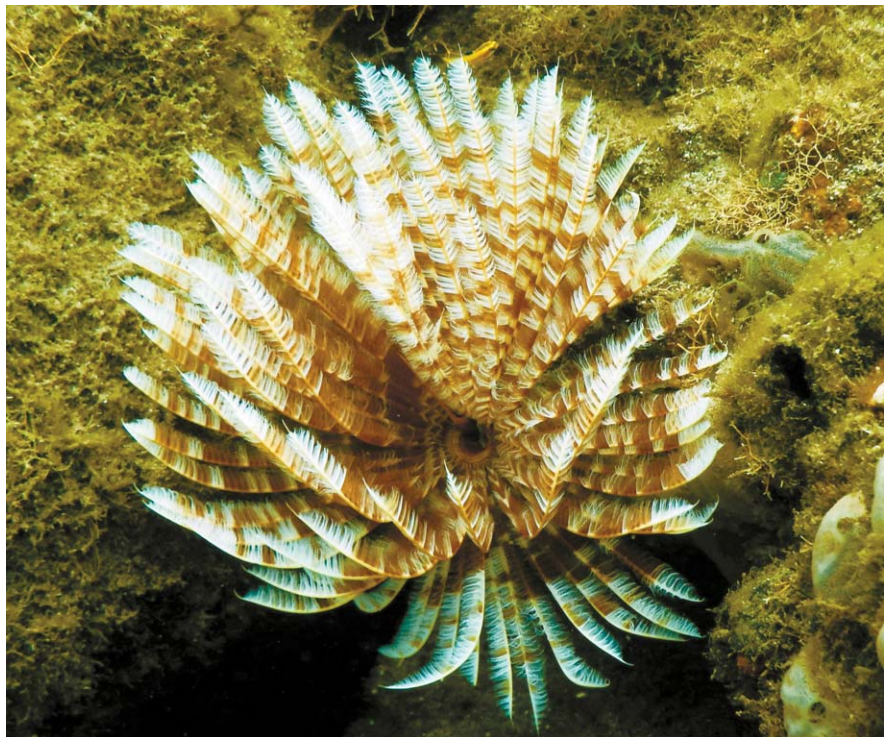
These crowns are loaded with small, light-sensitive structures called ocelli and can retract with amazing speed into the protective tube. The ocelli, which can detect moving shadows, act as a warning system to the worms to withdraw their only vulnerable body parts. If a hungry fish is quick enough to take a bite out of the worm's feathery crown, it simply grows the damaged part back. Parts missing from its crown will, however, diminish its feeding ability for a short while.

Their sensitivity to changes in light can make them difficult specimens to photograph, even though they are not going anywhere soon. A very gentle approach is needed when photographing these tiny treasures.

Sabellids like the Magnificent Feather Duster (*Sabellastarte magnifica*) construct leathery tubes from mucous, which they strengthen with bits of sand and shell. You will often see their tubes extending above the substrate. They are less choosy about their home base and you can find them among corals, on the sandy bottom and on pilings of piers. These beauties have the distinction of being the largest of all Caribbean feather dusters, sporting crowns in a wide range of colors and patterns. Although they have adopted a sedentary lifestyle, they are able to abandon their tubes and migrate to another location to settle. This only occurs in situations where they deem the surrounding environment not to their liking.

Where the Magnificent Feather Duster is a more solitary creature, its relative the Social Feather Duster (*Bispira brunnea*) thrives in clumps of up to a hundred individuals. Its social behavior has also earned it the name Cluster Duster. You will find these attractive, often violet-colored socialites all over the Caribbean, where they prefer shaded spots and overhangs to be hidden away from predatory fish and sea urchins. They are a favorite of mine and I cannot resist taking photos of them.

The festive cousin of the Sabellids, the Christmas Tree Worm (*Spirobranchus giganteus*) belongs to the family *Serpulidae*. Their brightly colored, twin spiraling crowns decorate the coral reef like little Christmas trees in shades of orange, red, yellow, blue and white. Serpulid worms, unlike the feather dusters, build their protective tubes from calcium carbonate and are mostly found on the heads of massive living coral, where they become almost entirely embedded in the coral. Studies have found that the larvae of the Christmas Tree Worm are quite picky about the coral they settle on, but it is still not clear what criteria facilitate settlement. One suggestion is that they avoid coral frequented by parrotfishes, whose destructive eating habits can result in their untimely demise. Once settled they can live in their cozy coral home for ten to 20 years.



Above: Crown of the Magnificent Feather Duster

Left: Elegant Social Feather Dusters, also known as Cluster Dusters

Below left: Christmas Tree Worms help keep corals healthy.

Below right: Side view of the Magnificent Feather Duster, showing its protruding tube

They are also equipped with an additional protection mechanism, an adaptation that feather dusters lack. They have a nifty lid or operculum that allows them to cover their tube's opening when retracted.

These pint-sized beauties are not only decorative; they also play an important role in keeping the coral ecosystem healthy. They contribute by preventing the overgrowth of algae and they have been seen to deter the crown-of-thorns sea star, providing protection to the coral in their immediate surroundings. It is believed that the worms irritate the tube feet or stomach of the sea star, driving it away. The ecological role of the crown-of-thorns sea star (*Acanthaster planci*) within a reef ecosystem is positive when their populations are at healthy levels. However, they cause mass destruction to coral reefs when their population numbers become too high.



Nature has again provided us with more fascinating creatures to learn about. So, grab your mask and fins and go get better acquainted with these delicate flowers of the coral reef.

Better Boat Insurance is Here!



Any boat. Anywhere. Anytime.

www.offshorerisk.com
800-773-0105 or 284-494-8925
Caribbean • North America • Bahamas • Saipan • Europe

ORM Offshore Risk Management



WHAT WE DO

- Customs documents preparation.
- Customers clearance (personal & commercial goods) via air, land and ocean.
- Port to door service islandwide
- Import / export licenses and permits
- Yacht in transit shipment clearance specialist

473-406-9958
info@magnificentbrokerage.com
Mt. Parnassus, St. George's, Grenada W.I.

Contact us today for all your shipment clearance through all of Grenada's ports of entry!

LOOK OUT FOR...

Pomegranate, it's da Bomb!

by Lynn Kaak

As you travel through the Caribbean, every month there's something special to look out for.



THOMAS HOPMAN

"The apple of seeds." The derivation of the name pomegranate is from the Old French "pomme-grenade," which is basically a bastardisation of the Latin "pomum granatum." The naming of the fruit of this tree for Europeans was quite accurate, if not very original. For a tree and fruit with a noble history, this seems rather base.

The pomegranate originally hailed from somewhere around India, but quickly spread to the Mediterranean with the very early travellers. It has a rich history throughout Asia and the Middle East, often being the symbol of prosperity and/or fertility. The fact that one fruit can have as many as 200 seeds may have something to do with the relationship to fecundity.

The shrub-like tree will normally reach a height from five to ten metres (15 to 30 feet). With age, the trunk can become gnarled, making pomegranate trees one of the choices for bonsai art. Considering that the tree can be long-lived, with some reaching 200 years of age, growing one can be a long-term project for many generations.

While the tree enjoys warmth, it is not completely adverse to some cold, allowing it to grow in the Himalayas, and farther away from the tropics in Europe and as far north as the more arid parts of California in the United States. It is not able to handle a long, hard freeze, but a quick freeze or a nip in the air won't kill it.



Where the seasons are more pronounced, the tree responds with cyclical flowering and fruit production. Here in the warmer regions of the planet, though, the tree can bear flowers and fruit throughout the year, often at the same time. The pomegranate prefers an area that isn't too wet, and well-drained soil will help to prevent the roots from rotting.

The flowers are normally a vivid reddish colour, but some species of *Punica granatum* have white flowers. The flowers are about three centimetres wide, with three to seven petals. The flowers are pretty on their own, aiding in the ornamental value of this shrub or tree. There are some non-fruiting varieties of the trees for just this purpose.

The fruit are technically berries, and come from the fertilised flowers. Typically bright red, with some being more yellow or orange-ish, they can grow to the size of a small grapefruit. The tough outer husk is not edible, but the pulp that surrounds the plethora of seeds is highly sought after for juices, recipes, or enjoying out of hand. Watch out for the juice, as it can stain badly, which also made it useful for dyes in the early years. In Middle Eastern cooking, the seeds are dried and used in numerous dishes. Grenadine syrup was once made from the juice of the "grenade" but has degenerated over the years into a sugar syrup with some flavouring and food colouring.

The French name for the fruit, "grenade," is where the name for the exploding armament came from.

While it is tempting to believe that the Grenadines and Grenada were named for this fruit, their names were derived from Christopher Columbus' home of Granada, Spain. While Granada has this fruit as part of its coat of arms, the name was derived from Arabic in the time when the Moors controlled the area.

Although you probably won't find pomegranates in the wild in the Caribbean, look for the trees and shrubs in local gardens and farms, and for the fruits in grocery shops and farmers' markets. Pomegranates are available year-round, but are often at their best now during the rainy season. Choose those that feel heavy and avoid those with dry, wrinkled or cracked rind. They will keep at room temperature for two to three days or refrigerated for up to three months. If you want to see a tree in its full glory, you are most likely to find them in the yards and gardens of properties in the drier areas of the Caribbean, such as in southern Grenada (across from the Silversands resort) or the Ste. Anne area of Martinique.

The Curious Habits of the Little Blue Heron

Recently, my husband and I had the pleasure of seeing a young Little Blue Heron (*Egretta caerulea*) pay a visit to the lanky ice-cream bean tree (*Inga edulis*) growing wild in our little mountain garden in Grenada. Lit by the soft candlelight of the setting sun, the elfin creature glided from branch to branch, its long, white wings flashing white against a backdrop of endless green, yellow and gold. I am fairly certain that this graceful fellow dressed in glorious milky-white plumage is a recent offspring from a nest placed somewhere on the wooded banks of the nearby stream.

Little Blue Herons are unique among North American herons as the only species that shows two distinct color morphs for mature and immature birds, beginning life as all-white downy chicks and so remaining for the first year of their lives. As a result, immature Little Blues can be easily mistaken for their closest relatives, the Snowy Egrets. However, it is possible to distinguish between these two species by carefully observing their habits and posture; Little Blue Herons are generally solitary, patient stalkers with a preference for grassy or weedy wetlands, whereas the gregarious Snowy Egrets prefer open water. Plus, young Little Blues have bicolored grey-black-tipped bills and bluish tips on the outer primary flight feathers.

It is widely accepted that an all-white plumage offers Little Blue Herons an advantage in their first year of life. Besides helping them fish more effectively, as they are less conspicuous when seen from below against the bright sky, they are also more easily accepted than the adults by white egrets, particularly the more aggressive Snowy Egrets, who are easily fooled by the white plumage. Being able to mix with white flocks gives the young herons protection from predators and higher chances of survival.



Little Blue Herons are medium-sized, long-legged waders in the family *Ardeidae* that inhabit the coastal and estuarine wetlands of Central, South and North America, as far south as Uruguay and as far north as southern Maine. They are resident breeders across most of the species' range, including the West Indies; however, some northern residents do migrate to inland southern US, the Caribbean and beyond to breed.

In the West Indies, Little Blues start breeding in March, with both sexes displaying dark-burgundy breeding plumage on the head and neck, and long lanceolate plumes on the back. However, they are known to start breeding as young as ten months old, while still in the white phase. Unpaired males establish breeding territories in mangrove swamps or along wooded fast-flowing streams. Each male defends a core region in its territory, consisting of a branch, a fork in a tree or a large shrub, that eventually becomes the nest site. This core region is surrounded by several display sites located on the perimeter of the territory, from where each male performs his primary mate-attracting display, known as "the stretch," and defends its borders from intruding neighbors. The size of each territory can be up to ten metres in diameter, but it quickly diminishes to two metres during courtship and reaches its smallest size after pairing, leaving newly vacant regions, which soon become occupied by other breeding birds, forming a highly packed, unsynchronized, mixed-species colony.

During courtship, the female is subordinate to the male, and spends most of her time trying to get closer to him by moving about the perimeter of his territory. Copulation takes place only when the male allows the female into the core region, but this does not mean that the bond is guaranteed; indeed, if the female happens to leave the core region before a strong pair bond is developed, then the male will most likely repulse her and will not allow her back onto the core. Thus, after initial copulation the pair works hard at strengthening their bond with more copulation, long bouts of simply standing side by side, and much preening and nibbling at each other's bills.

The sexual behavior of the Little Blue Heron varies greatly across its range. While in some colonies, birds remain faithful to one partner for the entire breeding season, at other colonies they may show high levels of promiscuity and even rape. For example, in a 1955 study conducted in eastern Arkansas (*Meanley B. (1955) A nesting study of Little Blue Herons in eastern Arkansas. Wilson Bulletin)* three intruding males copulated with the same paired female within a 45-minute period, while one male attempted to copulate with five different females and was successful with four of them. Although some paired females stood their ground and successfully fought off intruding males, others submitted under protest, while still others put up no resistance to avert the sexual infringement, but chided after the act. At times, the mate of the female about to be attacked was able to fight off the intruder, but in most cases the intruder approached the female so swiftly that her mate was too sluggish by comparison. On one occasion, a male was seen attempting to copulate with an incubating male, yet the latter was shortly after observed coupling with his own mate.

On the other hand, once paired, both members work hard together to build the nest. Interestingly, Little Blues don't like reusing their old nests, no matter how well preserved and clean they may be, and build a new one each year. The male, who is bigger and stronger, does most of the stick gathering, picking sticks a metre or more in length off the ground immediately beneath the nest, or sometimes carrying them from great distances. He presents each one to the female, who patiently manipulates it into place. At this point, sticks are such a valued asset that one member of the pair is always present at the nest site simply to prevent other birds, such Snowy Egrets, from raiding their hard-earned sticks. But, don't be fooled by the Little Blues' innocent aura; they are themselves ruthless stick thieves!



Above: An immature Little Blue Heron is starting to sport some blue feathers.

Left: A mature Little Blue Heron finds a tasty morsel in the sargasso seaweed along the shore.

Below: Don't be fooled. It's not an egret, it's an immature Little Blue Heron.

Both sexes take turns at incubating three to five eggs for 22 or 23 days. The hatchlings cannot stand up or lift their heads. They drag themselves around the nest with the help of their bills, spending the first few days prone on the nest, being brooded and fed upon regurgitated pellets of food dropped onto the nest by their parents. However, after one week, when chicks are able to lift their heads, they take the regurgitated food directly from the parent's bill. Their meals may include fish, aquatic beetles, giant water bugs, dragonfly nymphs, crayfish or frogs. By the second week these babies are able to stand and venture onto nearby branches. By the third week, they spend most of their time on nearby branches, climbing, beating their wings in mock flight and hurrying back to the nest whenever a parent returns with food. By one month old, they are able to make short flights and perform nest greeting ceremonies with siblings; some may follow adult birds about the colony begging to be fed, although most remain within a specific area where the parents return to feed them. By six weeks old, they regularly leave the colony to nearby foraging grounds, but still return to the colony at the end of the day, until eventually their parents no longer return to feed them and it's time to perhaps go down to the coast and try their luck at fishing.



At one year of age, these pearly-white youngsters acquire the first bluish shading and become duly referred to as Piebald Herons. So, look out for the Little Blue Heron in all its three phases: the juvenile white heron, the intermediate piebald heron and finally the adult Little Blue Heron — but remember: don't let the white heron fool you!

The Sky from Mid-August to Mid-September

by Jim Ulik

"I've been around the world and I know, I know the world is round."
— lyrics from 'Thick like Mississippi Mud' by Buddy Guy.

Experience offers up one more vote for a spherical Earth. During this period there are a number of meteor showers. The potentially high-volume Perseids meteor shower will come to an end on August 24th. However, there will be a number of minor showers throughout this period.

Why are the majority of meteors visible in the eastern half of the night sky? First, the Earth is a sphere and it rotates towards the east. Second, the Earth travels through space or orbits around the Sun in an easterly direction. As Earth moves through space at 108,000 km/h (67,108 mph) it smashes into debris fields left behind from comets, fragments of asteroids or cosmic dust. This debris hits Earth's atmosphere and streaks across the sky as shooting stars or fireballs.

Then there are the rogue asteroids that can strike from any direction. In case you missed it, and it fortunately missed you, an asteroid entered the atmosphere on June 22nd. The automobile-sized asteroid passed over Martinique and St. Lucia and exploded about 170 miles south of Puerto Rico (14°9'N 66°2'W). The asteroid fragmented as it ripped through the atmosphere. Infrared images showed the asteroid splitting into at least three pieces. If it had exploded over a landmass, large fragments could have struck, creating a crater-strewn field. Airwaves from the blast were recorded by the Comprehensive Nuclear Test Ban Treaty Organization's infrasound station in Bermuda.

With the exception of a few meteor showers, in this period the night skies appear quiet. So included below is a little history with a few landmark dates from the Voyager missions. *Voyager 1* currently has four of ten instruments operating. *Voyager 2* has five of ten instruments still in operation.

Saturday, August 17th

Over the last few months Jupiter has slowly slipped through the claws of Scorpius. Currently it has taken up a position between Scorpius and Ophiuchus. While gradually moving towards Saturn it will remain near Antares, the heart of the Scorpion throughout this period.

As the Moon rises in the east it will appear somewhat smaller. This evening the Moon has reached apogee or its furthest point away from Earth.

Sunday, August 18th

While the Kappa Cygnids shower is active from August 3rd through 25th, this minor meteor shower will reach its peak tonight. Look for meteors streaking out of the northeastern sky. As shown in Image 2, the radiant is currently near Cygnus, the swan. The ability to spot any shooting stars tonight will last for only one hour prior to moonrise.

Tuesday, August 20th

On this day in 1977, *Voyager 2* was launched from Cape Canaveral, Florida. Its purpose was to study Jupiter, Saturn, Uranus, Neptune and the outer solar system.

Wednesday, August 21st

The Alpha Cygnid meteor shower reaches its maximum rate of activity tonight. To see the most meteors, the best place to look is not directly at the radiant itself, but at any dark patch of sky which is around 30 to 40 degrees away from it.

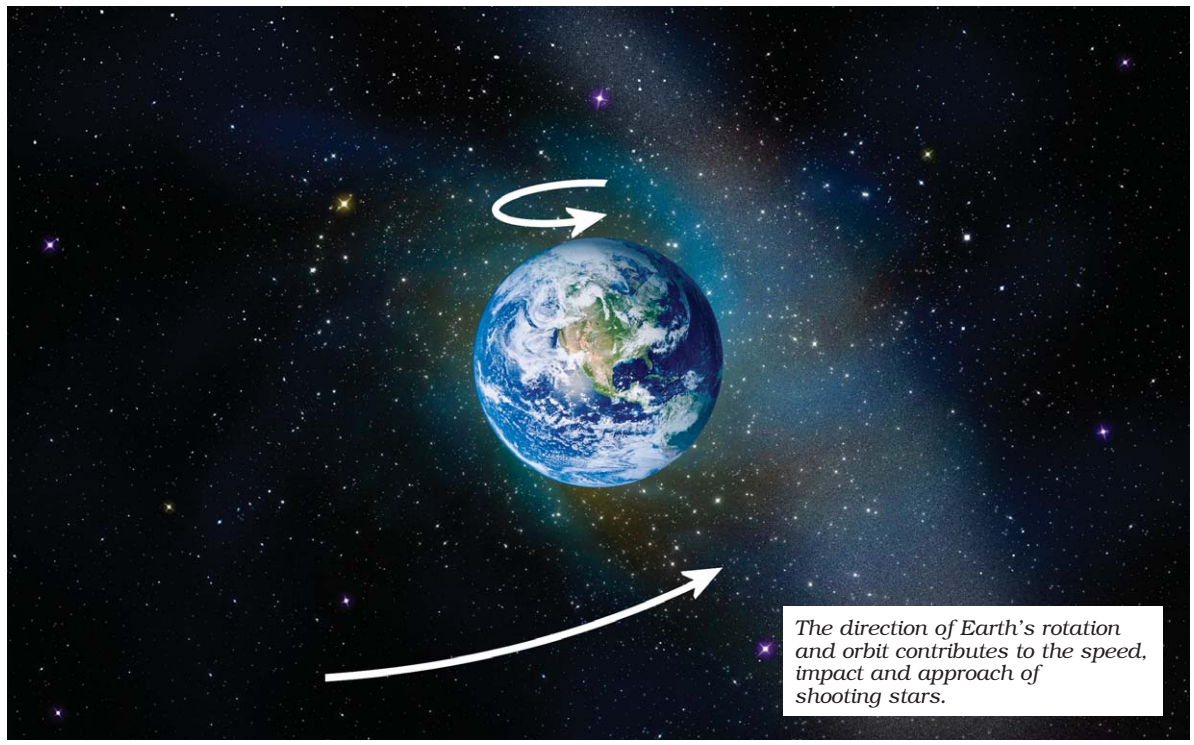
Friday, August 23rd

At around 0545 hours the Moon will be near overhead. Notice the terminator or the line that separates the illuminated and shadowed side of the Moon. Today, extend this line towards either horizon when the moon is overhead to identify north and south. In less than five hours the Moon will reach third or last quarter.

Today marks the 53rd anniversary of the first photograph of Earth that was taken from the orbit of the Moon. NASA's *Lunar Orbiter 1* was the first American unmanned spacecraft to orbit the Moon. Taking black-and-white pictures of the Earth was not the *Orbiter's* main task. Its primary task was to scope out landing sites on the Moon for future spacecraft.

Saturday, August 24th

There is a conjunction between the Moon and Aldebaran this morning. Both objects lined up as the Moon shifted east overnight. They can be seen together until the 0600 sunrise.



The direction of Earth's rotation and orbit contributes to the speed, impact and approach of shooting stars.

Sunday, August 25th

This evening, a few hours after sunset, some meteors will begin to transit the sky. These shooting stars mark the peak of the Northern Iota Aquarids meteor shower.

In 1989, *Voyager 2* reached Neptune. On this day in 2012, *Voyager 1* became the first spacecraft to enter interstellar space.

Monday, August 26th

On this day in 1981, *Voyager 2* reached Saturn and began transmitting images.

—Continued on next page

CENTENARIO & CO.S.A.

• YACHTS AGENT FOR PANAMA
• CANAL TRANSIT CLEARING IN/OUT
• ALL PANAMANIAN FORMALITIES & REGISTRATION



Edificio 791-X La Boca Ancon,
Balboa Panama, Republic of Panama
Tel: (+507) 6676-1376 Erick Galvez
info@centenarioconsulting.com
www.centenarioconsulting.com
Best recommended agent in Panama by cruisers!

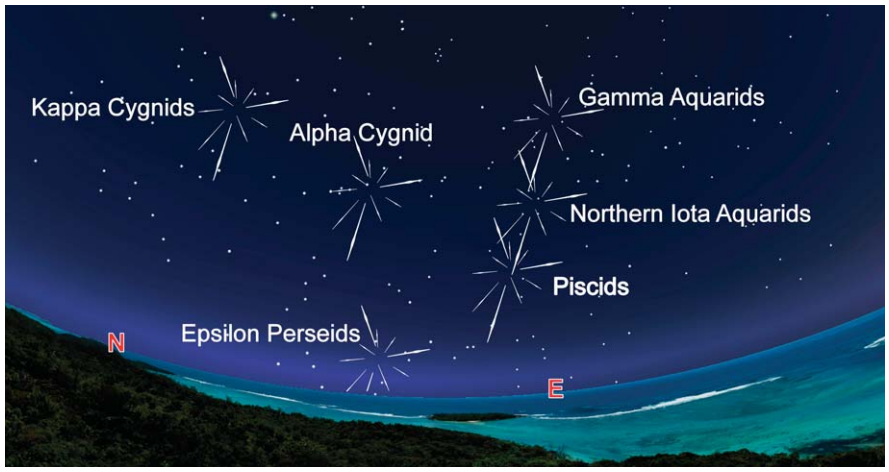
Bocas Marina
Safe Haven in Paradise
"The Undiscovered Caribbean"
Bocas Del Toro, Panama
Full Service Marina • Calypso Cantina
www.bocasmarina.com • bocasyachtclub@yahoo.com
Haul Out Yard • 60-Ton Travelift
www.bocasboatyard.com • bocasyachtservices@yahoo.com

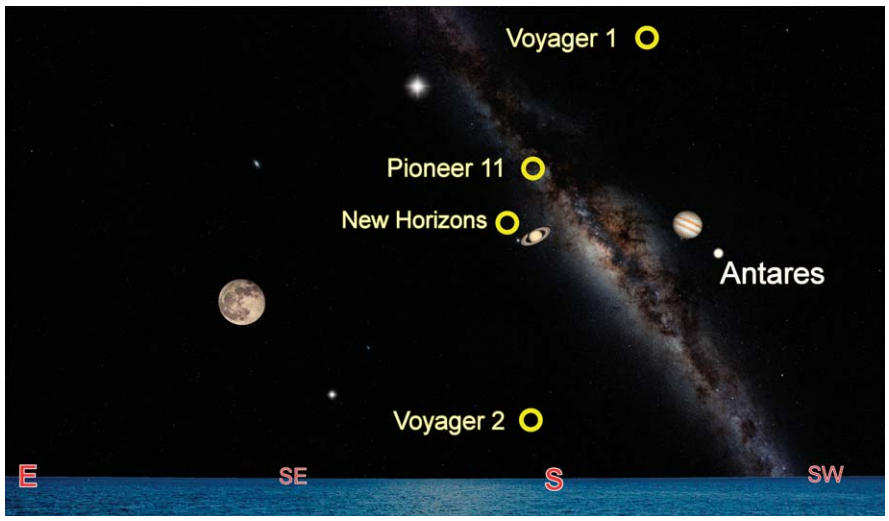


—*Continued from previous page*

Friday, August 30th

Today is the New Moon. In fact, there are four other celestial bodies sharing the skies alongside the Moon today. Mercury, Venus, Mars, the Moon and Sun are all grouped together. Go outside the solar system, and adding another major star (sun) to the mix will bring that number to six. The heart of the lion, Regulus is positioned right next to Mercury.





Sunday, September 1st

You will have to be an early riser for this event. Just before dawn brightens the sky, another meteor shower will peak. The Alpha Aurigids are only active for about a week. The shower peaks this morning. Shooting stars radiate out of the constellation Auriga. This constellation can be found just north of Orion.

In September 1979, the US probe *Pioneer 11* reached Saturn and began transmitting images.

Thursday, September 5th

As mentioned earlier, Jupiter and Antares continue to appear close to each other during this period. Adding to the mix is the Moon at first quarter phase. Notice as the night progresses that the Moon will gradually shift in closer to Jupiter.

In 1977, NASA launched the *Voyager 1* probe from Florida. It is currently the farthest man-made object in Space.

Saturday, September 7th

From out of the darkness in the eastern sky streak one or two fireballs. Well, that is one or two and up to four per hour. In any case, this is the peak of the Gamma Aquarids meteor shower. The shooting stars will radiate from the constellations water vessel.

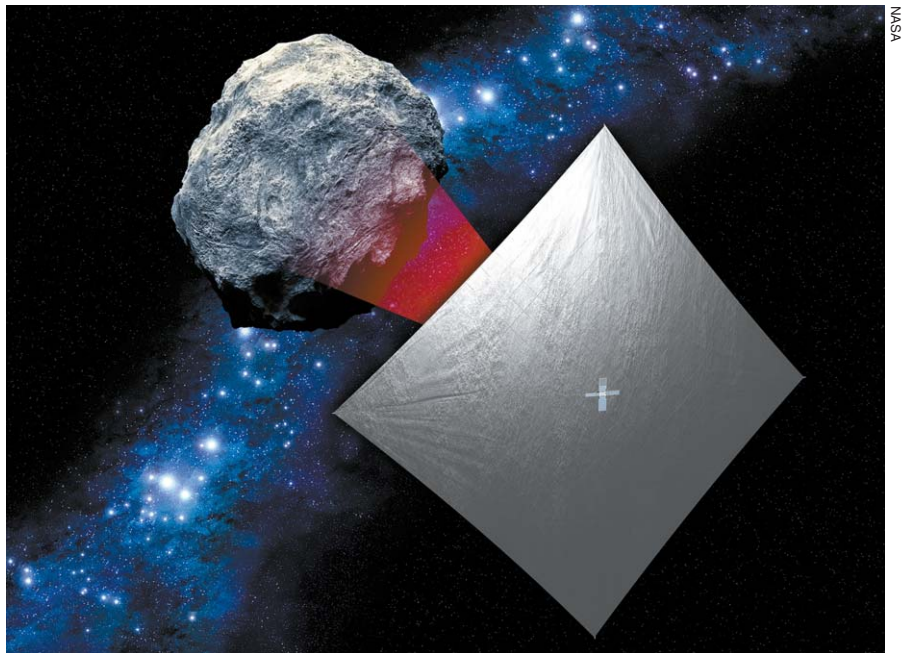
Over the next two days the Moon will negotiate a close approach to Saturn. On September 7th Saturn will be off the dark side of the Moon. One day later Saturn will be situated off the illuminated side.

Monday, September 9th

Two additional meteor showers this period peak tonight. The first is the Piscid meteor shower. The radiant is located between Aquarius and Aries in the constellation Pisces. The maximum rate of meteors expected to be visible is around ten per hour. The second peak shower tonight is the September Epsilon Perseids. The rate of meteors is five per hour.

Saturday, September 14th

The Moon has reached full phase. The Moon may have appeared full last night but it actually turned full at 0032 hours this morning. Over the last two days the Moon was almost directly opposite the Sun in the sky. The Moon is also at apogee or its furthest distance from Earth today. This is the smallest full moon of the next ten years. The next smaller full moon is October 10th, 2029. Sunset occurs at 1808 and moonrise is at 1844.


NASA

Above: NEA Scout *on a mission to an asteroid*

Top left: The radiants of the meteor showers throughout this period at 2000 hours

Left: A close approach of Jupiter and Antares at 2150 hours on August 17th, including the locations of NASA spacecraft leaving the solar system

In the News

LightSail 2 has been placed into orbit. This mission is designed to enhance controlled solar sailing in low Earth orbit. By controlling the orientation of the sail relative to the Sun, the flight team will attempt to raise the orbit apogee and increase orbital energy following sail deployment. This mission will be a precursor to NASA's NEA Scout, a light-propelled spacecraft scheduled for launching in 2020 to a near Earth asteroid. The sail will be propelled by the Sun with assistance from high-powered lasers. The sail is 86 square metres (925 square feet).

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.

PICK UP!

Ahoy, *Compass* Readers! When in Colombia and Panama, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):



COLOMBIA
Marina Santa Marta

PANAMA
Bocas Del Toro Yacht Club & Marina
Red Frog Marina
Shelter Bay Marina

BOAT PAINT & STUFF

Time Out Boat Yard Saint Martin

Next to the French Bridge



ANTIFOULING SPECIALIST:

PPG Amron **COPPERCOAT**
Permanent Antifouling
(10 years and more…)

Fiberglass + Epoxy & Polyester Resins
Epoxy primer + Polyurethane Top Coat

Phone: + (590) 690 221 676
info@boatpaintstuff.com
www.boatpaintstuff.com



Dear *Compass*,

Regarding Samantha Pettitt's article "Farewell Grenada" and engine problems.

For most of the 52 years I owned the 46-foot yawl *Iolaire*, built in 1905, she was engineless. She was engineless when I bought her; the engine was in Vigie Cove, St. Lucia, with a chain and buoy on it, making a good mooring.

In 1960 I installed an engine in *Iolaire*. When it ran, it gave power in flat calms and charged batteries but it was so unreliable it was dropped into St. George's Lagoon, Grenada, making another good mooring.

I replaced the engine with a good chart table. The chart table has produced some 200 magazine articles, 11 books, and the Imray Iolaire charts of the Eastern Caribbean and the Atlantic islands. For me, the chart table has been much more useful than the engine ever was.

Many of the articles written at that chart table dealt with hurricanes (see them all at www.street-iolaire.com). Let me take this opportunity to reiterate that the first thing to do, when planning to cruise in the Caribbean during hurricane season, is to check your insurance policy. Almost all policies will exclude damage caused by named storms within the hurricane box — usually 12 to 32 degrees north — during hurricane season. Some underwriters' southern limit is 12°30' north, so boats on the south coast of Grenada or in Trinidad are covered. Some underwriters define hurricane season from June 1st to November 1st, but many (including practically all Lloyds underwriters) now give December 1st as the closing date of hurricane season.

Properly worded policies will exclude all damage due to named storms in the hurricane box, but they do not exclude damage incurred in the hurricane box if it is not due to a named storm. In other words, if you run aground, have a fire or lose a rig, if the damage is not as a result of a named storm, you are covered, despite the fact you are in the hurricane box.

Don Street

Glandore, Ireland

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

Be sure to include your name, boat name or shoreside address, and a way we can contact you (preferably by e-mail) if clarification is required.

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Please keep letters shorter than 600 words. Letters may be edited for length, clarity and fair play.

Send your letters to sally@caribbeancompass.com.

WHAT'S ON MY MIND

The Ideal Caribbean Two-Person Dinghy — an Increasingly Elusive Target?

by Robbie Ferron

There was a time at Caribbean Sailing Association regional meetings, in discussions on the choice of two-person youth dinghy equipment, that some realistic choices were available. The target was to have as much consistent equipment in the Caribbean as possible, equipment that was also suitable and manageable.

More recently that target has become more elusive. This is because economical boats on offer are less suitable for Caribbean conditions and boats that have predictably long lifespans are increasingly hard to source. It is also because the equipment increasingly appreciated by young peer groups is much more technically complex and sensitive, and unsuitable for entry-level sailing development.



The Quba is typical of new polyethylene boats, and this particular model is very easy to sail and relatively simple, but how long does a polyethylene hull last in Caribbean conditions?

Recently at the Sint Maarten Yacht Club a decision was made to replace the fleet of two-person dinghies (with asymmetrical spinnaker and trapeze) after they had been in service for seven years. These boats are of rotomolded polyethylene construction. They have been sailing side-by-side with solid fiberglass boats of various designs that, in some cases, have been in service for 25 years and the replacement of the hulls is not something under consideration.

While some repairs can be made to polyethylene boats, there are many cases where certain damage is fatal to continued effective usage of their hulls. This is in contrast to solid fiberglass boats, where it is almost always possible to retain the value of the hull, especially when professional repairs with modern materials are done. The result is that, effectively for Caribbean sailing, the polyethylene boats are very expensive when you calculate their total cost over a relatively short lifespan.

Having identified the situation described above, I set out to identify what alternatives to the polyethylene boats there might be. I was shocked to note that if you are looking to find youth sailing equipment that is attractive to the youth for speed and "coolness," and if this equipment needs to be constructed in a manner that would assure a long life in the Caribbean, you have few choices.

The exceptions, of course, are Lasers and Optimists, but these are both one-person boats.

The non-polyethylene two-person boats that are available are either dated designs whose new-boat demand is being kept alive by strong class activity, or they are high-end technical boats with a high new-purchase price and limited suitability for entry-level teaching.

It seems unlikely that the above-described situation is going to get any better. The solutions for Caribbean yacht clubs and sailing schools are to:

• Recognize that the fleet has to include entry-level two-person boats as well as high-tech desirable two-person boats. These are increasingly less likely to be the same boat.

• Carefully calculate the cost, including forecast lifetimes for new two-person boats when considering polyethylene.

• Make every effort to retain the quality of sailing in older, less spectacular boats, where the quality of racing is the same even though speeds and "coolness" are less.

• Not be disturbed by persons who explain failure in sailing development based on their particular favourite choice of equipment not having been taken on. These persons typically are unaware of the relatively limited and increasingly reduced number of choices available.



As an example, the 420 is solid fiberglass and can last forever but it is dated and relatively slow.



CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day)
1	Carriacou Children's Education Fund Fleamarket & Auction. sunnycharters@yahoo.com
2 – 5	55th Carriacou Regatta. carriacouregattafestival.com
3 – 4	Summerfest Regatta, Puerto Rico. CNSJ, www.nauticodesanjuan.com
5	Barbados Carnival 'Crop Over/Grand Kadooment'. www.visitbarbados.org
5 – 6	Antigua Carnival. www.antiguacarnival.com
5 – 7	BVI Emancipation Festival, Tortola. https://publicholidays.la/british-virgin-islands/emancipation-festival
5 – 9	Anguilla Summer Festival & Boat Races. www.anguillasummerfestival.com
6	Nevis Carnival 'Culturama'. www.culturamanevis.com
9 – 10	Mercury Fest, St. Lucia. www.stlucia.org/summerfestival
12 – 13	Grenada Carnival 'SpiceMas'. spicemasgrenada.com
15	FULL MOON
16 – 18	Aruba Regatta. www.carnifest.com/aruba-international-regatta-2019
23 – 25	St. Lucia Roots & Soul Festival. www.stlucia.org/summerfestival
31	Public holiday in Trinidad & Tobago (Independence Day)
TBA	Round Grenada Regatta. PCYC, www.pcycgrenada.com



SEPTEMBER

2	Public holiday in Puerto Rico and USVI (Labor Day)
4 – 7	Intl. Colloquium: Maritime History of Havana, Cuba. CNIH, yachtclub@cnih.mh.tur.cu
7	Maritime Procession of the Virgin of Regla, Havana, Cuba. CNIH, yachtclub@cnih.mh.tur.cu
7 – 8	Curaçao Sunfish Championship. WSV Jan Sofat/CSSA
8	Tafelberg Trophy Race, Curaçao. CYA, info2cya@gmail.com
14	FULL MOON
14 – 15	Back to School Regatta, BVI. RBVIYC, admin@royalbviyc.org
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
19	Public holiday in St. Kitts & Nevis (Independence Day)
19 – 22	St. Lucia Food & Rum Fest. www.stlucia.org/summerfestival
20 – 21	Caribbean Sea Jazz festival, Aruba, https://caribbeanseajazz.com
23	Autumnal Equinox
27	World Tourism Day
27 – 4 Oct	Optimist North American Championship, Bahamas. BNSS, www.bahsailingschool.org

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 would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to* sally@caribbeancompass.com

MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 2019

Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs 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; i.e. the tide floods from west to east. Times given are local.

Note: the maximum tide is 3 or 4 days after the new and full moons.

For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

August 2019	
DATE	TIME
1	1231
2	1321
3	1427
4	1521
5	1621
6	1702
7	1752
8	1843
9	1934
10	2025
11	2117
12	2208
13	2257
14	2345
15	0000 FULL MOON
16	0030
17	0114
18	0156
19	0228
20	0318
21	0401
22	0444
23	0531
24	0620
25	0713
26	0810
27	0910
28	1011
29	1112
30	1210
31	1306

September 2019	
1	1401
2	1453
3	1545
4	1637
5	1729
6	1821
7	1913
8	2004
9	2054
10	2142
11	2228
12	2313
13	2355
14	0000 FULL MOON
15	0037
16	0118
17	0200
18	0242
19	0327
20	0415
21	0506
22	0606
23	0656
24	0755
25	0854
26	0952
27	1049
28	1144
29	1238
30	1331

CARIB TAILS

HELP TRACK HUMPBACK WHALE MIGRATION

Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org

CARIBBEAN WOODS



BUSINESS FOR SALE IN BEQUIA

Well respected and very profitable business. Established 2002.

Located 3 minutes from Port Elizabeth ferry landing. Top hardwood supplier in the region. Largest supplier locally of Pine, Ply, Steel, Hardware and Paint. Double digit growth in past few years. Established business with solid balance sheet. 20,000 sq ft premises. Staff of 6. Wide and varied customer base. Opportunities to expand product range.

Enquiries to Neil at winbeq@yahoo.co.uk or +1 784 431 8124

Caribbean Compass Market Place

Azores

MID ATLANTIC
YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to
Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (18%) importation
Duty free fuel (+10.000lt)
TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Grenada

TURBULENCE Ltd.
(473) 439 4495
info@turbulenceltd.com
www.turbulenceltd.com
DOYLE SAILMAKERS
PROVEN QUALITY
FIVE YEARS /50,000 MILES GUARANTEED
Good for the economy
Made right here in the Caribbean
Minimal Co2 Print No International Air Freight

TechNick Ltd.
Engineering, fabrication and welding.
Fabrication and repair of
stainless steel and aluminium items.
Nick Williams, Manager
Tel: 1 (473) 405-1560
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

ART FAB RIK
seldom seen arty boutique
backstage ART gallery
locally made
wearable art
handpainted batik
workshop
shop on famous Youngstreet
www.artfabrikgrenada.com 473 440 0568

NEILPRYDE
NEILPRYDE Sails Grenada
Check out our website or contact us directly for a competitive quote on rugged and well-built sails that are well suited to the harsh environment of the charter trade and blue water cruising.
Jeff Fisher – Grenada (473) 407 6355
www.neilprydesails.com

Grenada

Open 11.30 - 2.00 for Lunch
6.00 - 9.00 for Dinner
Tuesday to Saturday
Sunday Brunch 11.30 - 14.30
Reservations recommended
Phone (473) 443 6500 or call CH 16
Situated on the South Side
of Tyrrel Bay.
Bar open all Day
Tyrrel Bay, Carriacou
Use our new Dinghy Dock
Slipway RESTAURANT

GUARDIANAGE &
YACHT MANAGEMENT
GRENADA
C&N Port Louis Marina & Le Phare Bleu Marina
+473.415.2138 +473.443.3603
info@islandreamsgrenada.com
www.islandreamsgrenada.com
Island Dreams

YACHT MANAGEMENT
Horizon Yachts Grenada
Complete Professional Yacht Sales and Maintenance Services
Brokerage • Guardianage • Project Management
Horizon
Tel: (+1 473) 415 0431 or 439 1002
Email: gary@horizongrenada.com
www.horizonyachtsgrenada.com
Offices in Port Louis Marina & Clarkes Court Boat Yard
Engineering • Mechanical • Electrical & Electronics • Shipwright Services • Stainless Steel • Hydraulics • Fine Carpentry • Plumbing • Refrigeration • Watermakers • Gel Coat Repairs • Antifouling • Sails • Rigging • Covers • and more

THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com

NAUTI SOLUTIONS
Yacht Services / Deliveries
Mechanical - Electrical - Plumbing
All Deck Systems - Guardianage
Danny & Lesley Gray
AYF Yacht Master - Master V, MED III
Tel +473 416 7127 / 416 7537
email: svmagnum@hotmail.com

Saint Kitts & Nevis

BUDGET MARINE ST.KITTS
IS OPEN FOR BUSINESS!


BUDGET MARINE
Monday-Friday: 9:00 AM-5:00 PM
Saturday: 8:30 AM-12:30 PM
Call: 1.869.466.0026 & 1.869.763.8933
The Caribbean's Leading Chandlery

THIS COULD BE
YOUR
MARKET PLACE AD
tom@caribbeancompass.com

SVG

LAC SERVICES
Life Made Easy.


WE OFFER:
• Grocery Shopping / Personal pick-up (with delivery to your dock)
• Argyle International Airport direct shuttle (starting from EC$30)
• Bill payments
LAC Services App (Google App Store)
Tel: (784) 527-3082, (784) 492-9983
E-mail: lacservices@lacsvg.com

continued on next page →

Caribbean Compass Market Place

SVG





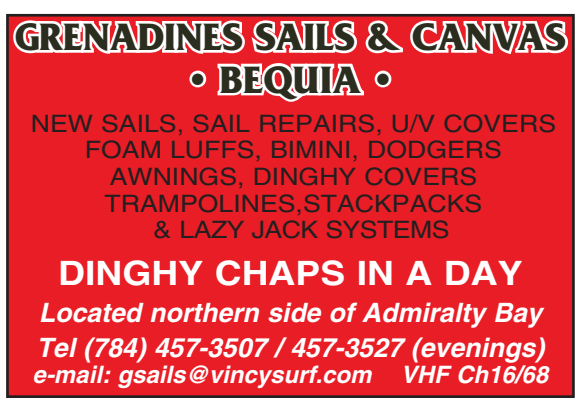
The Southern Grenadines Water Taxi Association through grant from the Global Environment Facility-Small Grants Program has put in place a formal marine garbage collection and disposal system in the marine park to protect the marine environment from the amount of garbage entering the sea.

Use the sytem and be a part of promoting a clean & healthy environment for all!

On Call – 532-3822 for more info: https://www.facebook.com/sgwta

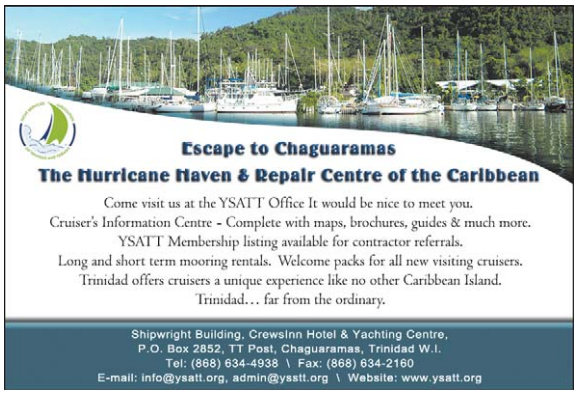






Trinidad









Venezuela



Caribbean-wide



Protect & Grow Your Wealth In Gold
www.thismightbeofinterest.com/twenty
www.karatcrypto.com/fasttrack01
1-868-790-6788
fastrackgam@gmail.com





Real Estate







The Food Fair

Stock Up

on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.

Hubbard's

JONAS BROWNE & HUBBARD (G'da.) Ltd.

The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

Read in Next Month's *Compass*:

Fun Caribbean Events to Plan For!

Dive Art from Hurricane Debris

Overdue Vessels: What to Do?

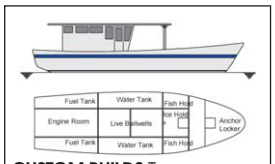
...and much, much more!

CLASSIFIEDS

BOATS FOR SALE



65' CREW BOAT and/or business in Sint Maarten, Caribbean. Excellent condition, operating as a passenger ferry. Tel: (607) 846-7222/ (599) 416-5885. E-mail: sabactransport.com



CUSTOM BUILDS To your needs, Myers 49 special, LOA 49', beam 14', draft 3', 1000 gallons each fuel/water capacity. Propulsion, single 6 cylinders diesel engine Tel: (868) 684-7720, marconeltd@hotmail.com, www.marconemarinesupplies.com



26' CATAMARAN Ideal for day charter/ diving, comfortably carries 12 people. Designed & built in 2019 for economical running w/ 3 cyl. 4 stroke Tohatsu. Cruising speed 15 knots, max speed 20 knots. Tel: (473) 415-7634 E-mail: fejefferis@gmail.com

JOB OPPORTUNITY

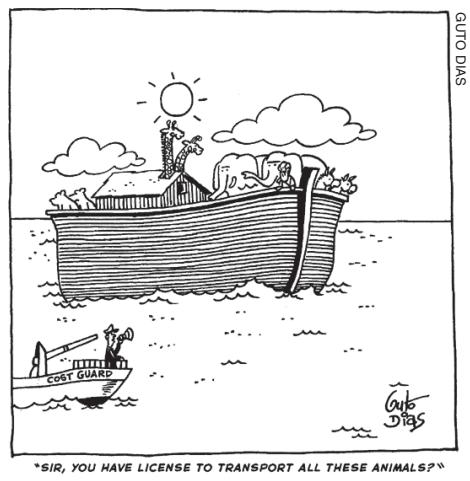
ST. MAARTEN- MARINE CANVAS FABRICATOR
We are looking for an experienced marine canvas fabricator to join our team. Offering full time employment for the coming Caribbean season 2019-20. Candidate must be experienced with commercial sewing machines. E-mail: Kzillmann@ullmansails.com, sxmsails@caribserve.net

PROPERTY FOR SALE

BEQUIA- ISLAND PACE REAL ESTATE 43,560 sq/ft + acre lots, Ocean Ridge estates, North Bequia. US$100,000 & up, US$2.50/ sq/ft & up. Tel: (784) 493-4711 E-mail: emmett@islandpace.com

ST. KITTS & NEVIS- REAL ESTATE
0.81 acre lot w/ 265' Beach Frontage Halfmoon Bay. 4.0 acres, Long Point Nevis. Tel: (869) 465-2887, (305) 907-1547 E-mail: rawlingslawchambers@gmail.com

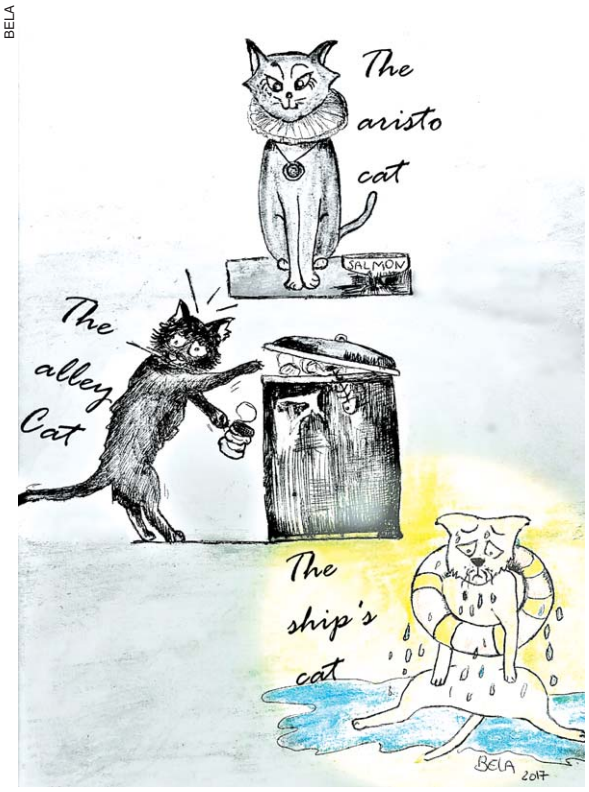
COMPASS CARTOON



"SIR, YOU HAVE LICENSE TO TRANSPORT ALL THESE ANIMALS?"

COMPASS CARTOON

BELA

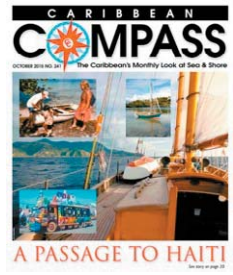


HEY, READERS!

If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!









ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Art Fabrik	Grenada	MP	Douglas Yacht Services	Martinique	11	Johnson's Hardware	St. Lucia	23	Off Shore Risk Management	Tortola	30
Blue Lagoon Hotel & Marina	SVG	25	Down Island Real Estate	Grenada	MP	Karatbar International	C/W	MP	Papillote Press	Dominica	28
Boat Paint & Stuff	St. Maarten	33	Doyle Offshore Sails	Barbados	4	LAC Services	SVG	MP	Power Boats	Trinidad	MP
Bocas Yacht Club & Marina	Panama	32	Doyle's Guides	USA	12	LIAT	C/W	8	Renaissance Marina	Aruba	14
Budget Marine	St. Maarten	2	Echo Marine	Trinidad	19	Lulley's Tackle	SVG	MP	Sea Hawk Paints	C/W	9
Budget Marine St. Kitts	St. Kitts	MP	Electropics	Trinidad	MP	Mac's Pizzeria	SVG	MP	Slipway Restaurant	Grenada	MP
Captain Gourmet	SVG	MP	Food Fair	Grenada	38	Magnificent Brokerage Int	Grenada	30	St. Kitts Marine Works	St. Kitts	19
Caribbean Multihull Challenge	St. Maarten	MP	Gonsalves Liquors	SVG	34	Marc One Marine	Trinidad	MP	Suzuki Marine	C/W	10
Carriacou Marine	Grenada	22	Grenada Marine	Grenada	16	Marina Santa Marta	Colombia	6	Technick	Grenada	MP
Caribbean Woods	SVG	35	Grenadines Sails	SVG	MP	McIntyre Bros	Grenada	28	The Nature Conservancy	C/W	13
Centenario & Co	Panama	32	Horizon Yacht Charters	Grenada	MP	Mid Atlantic Yacht Services	Azores	MP	Tobago Cays	SVG	MP
Clarkes Court	Grenada	17	Hydrovane International Marine	C/W	MP	Ministry of Trade & Industry	Trinidad	15	Turbulence Sails	Grenada	17/ MP
Cruising Life	SVG	35	Iolaire Enterprises	UK	12/28	Multihull Company	C/W	39	Venezuelan Marine Supply	Venezuela	MP
Curaçao Marine	Curaçao	16	Island Dreams	Grenada	MP	Neil Pryde Sails	Grenada	MP	YSATT	Trinidad	MP
Discover Dominica Authority	Dominica	7	Island Water World	Sint Maarten	40	Northern Lights Generators	Tortola	5			

MP = Market Place pages 36 - 37
C/W = Caribbean-wide

The Multihull Company

The World's Leader in Multihull Sales Service, and Charter

+1-215-508-2704
www.MultihullCompany.com

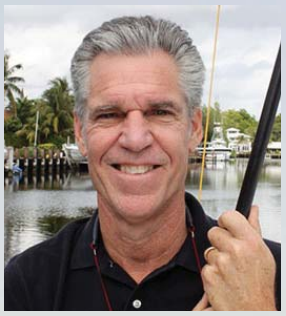
Grenada Tortola Trinidad St. Martin
West Palm Beach Fort Lauderdale

A Different type of Yacht Brokerage

At The Multihull Company (TMC), we build lasting relationships with new and returning clients every day. We have become the industry leader in catamaran and trimaran sales because we are operated by passionate, highly trained sailors—not just salesmen.

With the largest range of brokerage catamarans and trimarans for sale globally, the most comprehensive database of information on every multihull we sell, and agents throughout the United States, Caribbean, and globally, we are perfectly suited to assist you in the purchase or sale of your multihull.

Broker Spotlight



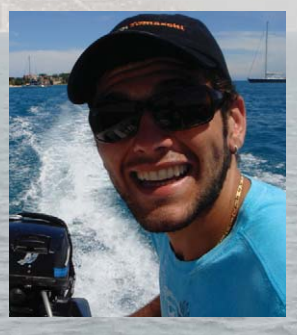
Phil Berman - President
Philadelphia, PA
+1-215-508-2704
Phil@multihullcompany.com



Alexis De Boucaud
St Martin
+590 690 58 66 06
Alexis@multihullcompany.com



Chris Rundlett
Grenada
+1-473-457-3245
Chris@multihullcompany.com



Jaryd Forbes
Trinidad & Tobago
+1-868-680-8909
Jaryd@multihullcompany.com



Carl Olivier
Virgin Islands
+596 696 97 87 33
Carl@multihullcompany.com



Chrystal Young
Grenada
+1-473-406-3017
Chrystal@multihullcompany.com

Featured Caribbean Listings



2006 Privilege 745
$1,999,000



2015 Royal Cape 530
$652,000



2015 FP Sanya 57
$999,000



2015 ALIBI 54
$899,000



2015 Lagoon 560 S2
$1,250,000



2008 Catana 50
$620,000



2011 Lagoon 450
$479,000



2008 Leopard 46
$420,000



2007 Catana 50
$659,000



2015 Bali 4.3
$499,000



2007 Lagoon 440
$410,000



2003 Privilege 465
$395,000

SOME RECENTLY SOLD BOATS



2016 FP Helia 44



2015 Catana 47



2009 Catana 50



2014 FP Helia 44



2011 Privilege 615



2014 LAGOON 450



2010 Outremer 49



2006 Sunreef 62

To view hundreds more of our multihull listings, check out multihullcompany.com

WHAT'S NEW?



SHAKESPEARE GALAXY INFLATABLE VHF ANTENNA

Inflatable emergency and special purpose antenna. Deployed via a CO2 cartridge or a manual tube, it inflates to a 5 ft, (1.6 m), 3dB antenna. Range is up to three times greater than any existing helical emergency antenna. Versatile mounting and connecting options.

Priced at $218.95



25% OFF



WHAT'S ON SALE IN STORE?

BARTON BLOCKS

Crafted by sailors for sailors who appreciate sleek styling and demand technical excellence. Barton has been known for design endurance and bullet-proof reliability for over 70 years.

Priced from $9.19

20% OFF

RULE BILGE PUMPS

Trusted to keep boats dry and safe in the most arduous conditions. More innovations have come from Rule than any other manufacturer, and they have the broadest range of bilge pumps available today.

Priced from $35.96





EPIFANES CLEAR VARNISH

Ask anyone who has ever used Epifanes High Gloss Clear Varnish and you will learn why it is considered to be the world's best spar varnish. Superior flow and durability, outstanding UV protection, and it has excellent flexibility and water resistance in all climate conditions.

Priced from $18.38

CETACEA MINI COIL RADIO TETHER



Small Radio Tether for securing radio, lights, instruments, tools and more. Clip to backpack, harness, tool belt, pants belt loop or any convenient ring. Clip the snap to its own body to form a handy wrist lanyard. Will not tangle or lose its coil. (radio not included)

Priced at $39.95

IMHOFF HARBOUR JACKET



Technical sailing wear that has the highest quality in terms of breathability and waterproofness, this jacket with its sporty appearance is a welcome addition to any wardrobe. 2-layer DLX material is completely wind and waterproof and the seams are taped.

Priced at $203.85

25% OFF

Earn Miles for discount! Get your FREE Advantage Card now - Valid in all Island Water World stores!



Island Water World
keeps you sailing!

St. Maarten, Cole Bay + 721 544 5310, VHF 74 • Bobby's Marina + 721 543 7119 • St Martin, Marina Royale + 590 590 51 32 06

St. Lucia + 758 452 1222 • Grenada, St Georges + 473 435 2150, St David's Harbour + 473 443 1028 • Curacao + 599 9 461 2144

islandwaterworld.com • Store prices good while stocks last and for the month of August only.

Published by Compass Publishing Limited, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago