CARIBBEAN On-line
COMPASS
DECEMBER 2020 NO. 303 The Caribbean's Monthly Look at Sea & Shore

HIGH SEASON'S GREETINGS!

MEGAN DYSON / YOUNGSLAND / ESSENTIAL DETAIL

SERIOUS GIFTS
FOR THE LOWEST POSSIBLE PRICE

Prices shown are based on St Maarten Export Price List - Prices may vary per location areas



NOW STARTING FROM 63.00 US$

NAVIGATION LIGHT
PURE SOLAR POWER
No wire connection.
Waterproof. Multi-function
and 3 Controlling methods.

CARIB MARINE
RIGID INFLATABLE BOATS
Fiberglass and Aluminum bottoms from 8' to 19'.
Check out www.CARIBMARINE.COM for all models.



NOW STARTING FROM 2,268.25 US$



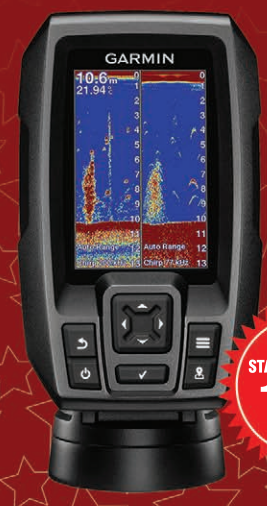
NOW STARTING FROM 55.20 US$

CRESSI
MASK/SNORKEL/FINS SET,
ROCKS YOUTH
Combo set with a low price point
for kids' adventures. Adjustable fins.
Comes with nice mesh bag to carry.

CORAL SEA
12'6" STAND-UP
PADDLEBOARD
Robust all-around
stand up paddleboard,
economically priced
and nicely designed.
Beginners & experienced
users will enjoy.



NOW STARTING FROM 669.95 US$



NOW STARTING FROM 182.40 US$

GARMIN
STRIKER 4 FISHFINDER
Easy-to-use
3.5-inch colour fishfinder
with built-in, high-sensitivity GPS.
Includes a Garmin CHIRP transducer,
provides higher level of clarity
and detail.

GARMIN
INREACH®
SATELLITE COMMUNICATION
Stay in touch globally. You can
send and receive messages, navigate
your route, track and share your journey
and, if necessary, trigger an SOS through
a 24/7 global emergency response.



NOW STARTING FROM 539.98 US$



NOW STARTING FROM 31.95 US$

CLEAR COTE
TWO PART EPOXY RESIN
FOR TABLE TOPS
Unmatched finish in style
High viscosity. Hardens clear.
U/V resistant.



NOW STARTING FROM 128.00 US$

UNIDEN
HANDHELD MHS75 VHF
Compact, economically priced,
submersible to JIS8 (5 ft for 30 mins).
Dual, triple and quad watch
1/2.5/5 watts output.
Long life rechargeble battery
is recharged from 12 volt DC.



NOW STARTING FROM 64.55 US$

MARLOW
SOFT SHACKLES
Factory spliced D12. Does not rust or seize up.
Easy to install and remove. Very high strength.
Very low elongation.

RASH GUARD
UV PROTECTION - UNISEX
Check out OUR DIFFERENT
LOCATIONS' DESIGNS.



NOW STARTING FROM 30.00 US$



NOW STARTING FROM 235.20 US$

MAGMA
BBQ, KETTLE CHARCOAL
ORIGINAL SIZE Ø:15
100% 18-9 mirror polished
marine grade stainless steel for
maximum corrosion resistance.
Adjustable rotating design can
serve as a windshield.

BUDGET MARINE

The Caribbean's Leading Chandlery

ANTIGUA | ARUBA | BONAIRE | CARRIACOU | CURAÇAO | GRENADA
ST. KITTS | ST. MAARTEN | ST. THOMAS | TRINIDAD

www.budgetmarine.com

CARIBBEAN
COMPASS
The Caribbean's Monthly Look at Sea & Shore

DECEMBER 2020 • ISSUE 303

Yachts Enter Here Navigating the Covid Sea 8
Hi, Caribbean First-Timers! Top tips from old salts 16


SCOTT WILKS

Freediving Wish you were a fish? 8
Windwards Guide at 40 Doyle's decades in print 20

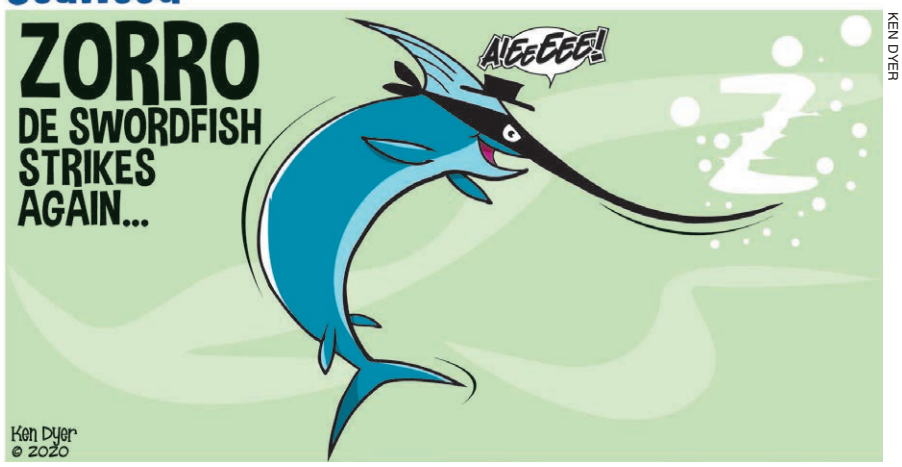

JOHN DILLON

Caribbean Christmas Celebrating island style 23 - 27


LORRAINE SEATLE

A Paddle Ashore Why anchor this far out? 34
As Mass Tourism Stalls Yachts are the way forward 33

Seaweed



KEN DYER

On the cover:
A new Caribbean season is here, and our cover photo of Young Island Cut, St. Vincent, by Megan Dyson of Essential Detail says it all: turquoise water, blue sky, tropical flora — and a sailboat that could have you aboard. Welcome!

DEPARTMENTS

Info & Updates 5
Business Briefs 9
Eco-News 11
Regatta News..... 13
Island Poets..... 26
Look Out For..... 27
The Caribbean Sky..... 28
Our Island Birds..... 30
Meet Marine Life..... 31
Readers' Forum..... 32
Calendar of Events..... 35
Caribbean Market Place..... 36
Classified Ads 38
Advertisers Index..... 38

***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.



'*Compass* is very professional, well balanced, and a highly useful source of a wide range of information.'
— Readers' Survey respondent

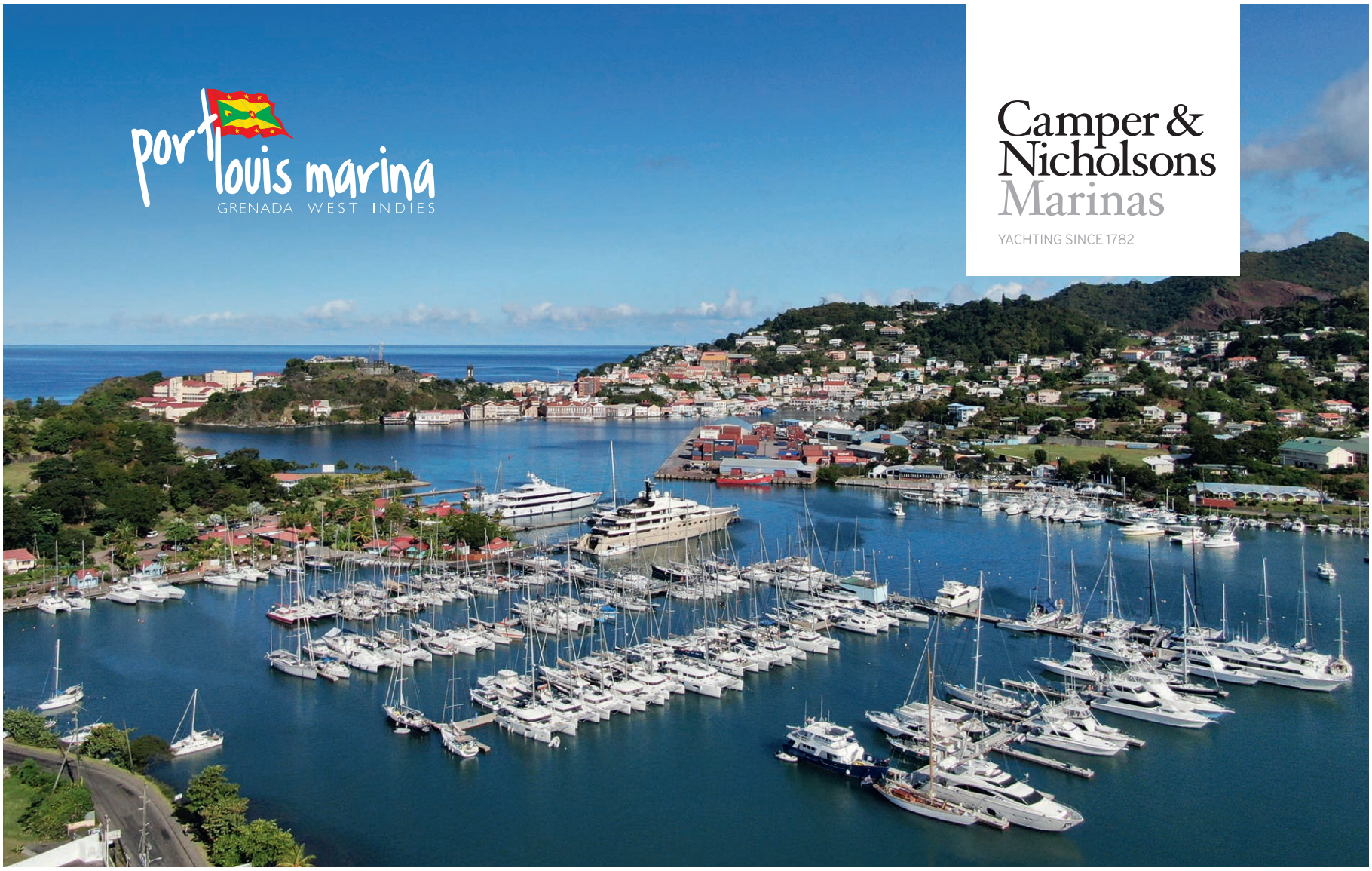
CARIBBEAN COMPASS

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. ©2020/21 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

See the latest issue of the magazine on our re-designed NEW website at www.caribbeancompass.com



A World of Difference

JOIN US IN THE UNSPOILT PARADISE OF GRENADA & THE GRENADINES.

Owned and managed by **Camper & Nicholson's Marinas**, **Port Louis Marina** is the newly refurbished full-service marina destination to visit this season in the southern Caribbean for secure yacht and superyacht berthing.

Valid 1st December 2020 to 31st May 2021				
Size – Feet	Daily	Weekly	Monthly	Seasonal
Up to:	1 – 6 Days $/Ft/Day	7 – 29 Days $/Ft/Day	30 – 179 Days $/Ft/Day	180+ Days $/Ft/Day
32	$0.92	$0.83	$0.78	$0.64
40	$1.17	$1.06	$1.00	$0.82
50	$1.28	$1.15	$1.08	$0.89
60	$1.39	$1.25	$1.18	$0.97
65	$1.54	$1.39	$1.31	$1.08
75	$1.59	$1.43	$1.35	$1.11
80	$1.74	$1.57	$1.48	$1.22
100	$1.80	$1.62	$1.53	$1.26
For yachts above 100 feet LOA and for bookings of longer periods, please contact us for a personalised quote.				

For all enquiries, please contact

- Tel: +1 (473) 453 7432
- Email: reservations@cnportlouismarina.com
- Website: www.cnmarinas.com/plm
- VHF: Channel 14

TERMS & CONDITIONS

■ All rates are quoted in US Dollars and berthing fees are payable on arrival. ■ The rates are based on a vessel staying and paying for the berth for a consecutive number of days as indicated. ■ Catamarans charged at 1.5* the advertised rates. ■ A deposit of 10% of the value of the booking (Min US$100) is required to secure a berth. ■ Deposits are refundable up to 30 days prior to the booked arrival date. ■ All rates subject to change.

Info & Updates



The SSCA Service Award trophy

***Compass* News**

• We've been busy in the lead-up to the high season completely redesigning the *Caribbean Compass* website! It is now launched and sailing at www.caribbeancompass.com.

The magazine you know and love is now presented on a website with a fresh new look — along with breaking news updates, tantalizing photos, and much more. Have a look and browse around. We hope you like it! Feedback is welcome at sally@caribbeancompass.com.

• In more *Compass* news, on November 14th *Caribbean Compass* was presented with the Seven Seas Cruising Association's Service Award. Founded in 1952, the Seven Seas Cruising Association (www.ssca.org) is the oldest and largest worldwide organization supporting the liveaboard cruising lifestyle. The SSCA Service Award may be given to any person or group who has helped cruisers, particularly SSCA members, or who has made a significant contribution to the running of the organization. *Caribbean Compass* was recognized for providing Caribbean sailors with key country information for passages, particularly during the Covid-19 pandemic. *Caribbean Compass* is honored to receive this award, and is always glad to be of service to the cruising community, not only in times of Covid, but at all times.

Antigua & Barbuda is Open

Antigua & Barbuda is ready to receive its yachting guests for the start of the winter season and is sending a clear signal that the twin island nation is open. The docks are well-booked and marine service businesses, restaurants, stores and yacht services are gearing up to receive an influx of boats that have already set sail for the Caribbean.

The marinas are all implementing protocols to control access to their docks. Wearing of masks, sanitization and social distancing are all key along with temperature testing prior to being given access. Restaurants similarly have reorganized their space to ensure that guests can enjoy a socially distanced enjoyable dining experience.

There are plans afoot to execute all of the yachting events on the calendar including the Budget Marine Hightide Series, Nelson's Pursuit Race, the Superyacht Challenge Antigua, the RORC Caribbean 600, the Antigua Classic Yacht Regatta, Antigua Sailing Week and some fun one-day races.

The Antigua and Barbuda Marine Association (ABMA) has worked with the Ministry of Tourism and the Ministry of Health on a Covid-19 compliance training certificate for its members to ensure that yacht workers understand the necessary precautions needed to be taken to ensure the safety of all. Yachting, Cruise & Marine Development Officer Tanny Rose Jr. says, "The Ministry of Tourism has been leading a concerted effort in partnership with other government agencies, particularly the Ministry of Health, to devise specific protocols and guidelines for our marinas and ports of entry. A major imperative is training for all stakeholders. Taxi drivers, yacht workers, restaurant and bar staff as well as vendors have all participated in health protocols workshops. The series of training exercises is intended to ensure that our frontline ambassadors and our visitors can safely enjoy the world famous unique and authentic Antigua & Barbuda experience."

Work has also been ongoing with the Antigua & Barbuda Tourism Authority (ABTA) to ensure that the world understands that Antigua & Barbuda is open for business. Donyelle Bird-Browne, Senior Business Development Manager for ABTA for the USA, says, "Antigua & Barbuda is undoubtedly the perfect year-round destination to safely sail or charter a yacht with your family and friends. Given the logistical challenges of the new health and safety protocols globally, we are encouraged by the current level of interest in, and bookings for, our destination."

In closing, the Minister of Tourism has said, "No effort has been spared in getting the yachting industry ready for its re-opening. We were always confident that favourable winds would hit this sector first before any other in our tourism industry. I am pleased with the results of the coordinated effort by all involved to overcome the prevailing challenges and equally as enthusiastic to join in the welcome of our yachting family to our shores. Antigua & Barbuda has long been known as the Mecca of Yachting in the Caribbean. We are eagerly looking forward to once again putting this proud distinction on show. Come sail with us!"

The event calendar for the season is available at http://abma.ag/wp-content/uploads/2020/11/ABMA-CALENDAR-2020_2021-final-8.5x11-update-nov-10.pdf

Travel advisories and protocols can be found on the website at http://abma.ag/2020/09/update-on-antigua-barbuda-travel-entry-protocols-and-procedures-due-to-the-coronavirus

Dockyard National Park in Antigua Reopens

Nelson's Dockyard National Park in Antigua has introduced a phased reopening with new tour passes. Sweeping views of English Harbour are synonymous with National Park visits, and the renowned UNESCO World Heritage Site of Nelson's Dockyard has reopened with a range of new and exciting tours and events.

Expect the return of favourites like the Copper and Lumber Seafood Friday, the re-launch of the Rum and Ruins tour, and the introduction of art and entertainment activities including a WadARTli Paint and Sip event.

—Continued on next page

peters & may marine
GLOBAL BOAT TRANSPORT

Caribbean Yacht Transportation





Caribbean to Med

March & April Sailings

Fort Lauderdale
Loading window 1st-15th March and
Loading window 1st-15th April

St Johns, AG (+5 days)
Loading window 5th-20th March and
Loading window 5th-20th April

Palma (+14 days)

Genoa (+3 days)

Post Antigua Sailing Week

Fort Lauderdale
Loading window 1st-15th May

St Lucia (subject to demand)

St Johns, AG (+5 days)
Loading window 5th-20th May

Palma (+14 days)

Genoa (+3 days)

Caribbean to Northern Europe

Post RORC 600

St Johns, AG
Loading window 15th-30th March

Southampton (+14 days)
ETA 29th March - 14th April

Post Antigua Sailing Week

Fort Lauderdale
Loading window 1st-15th May

St Lucia (subject to demand)

St Johns, AG (+5 days)
Loading window 5th-20th May

Southampton (+14 days)

Bremerhaven (+2 days)

US to Caribbean

December Sailing

Newport, RI
Loading window 1st-10th December

Freeport (+5 days)

Fort Lauderdale (+1 day)

St Thomas/Tortola (+3 days)

Guadeloupe (+2 days)

St Lucia (+2 days)

Barbados (+1 day)

Other ports available on request, subject to demand. Transit times and port rotations are AGW, WP, subject to change.
We have monthly 'mast up' north and southbound sailings from US East coast to Caribbean.

Contact us for a quote today and mention "Compass2021" for a discounted quote.

Services we provide: Customs advice • Mast Up Vessels • Divers • Experienced Loadmasters • Customised Cradles • Surveyor • Insurance
For a quote, contact the team: US **+1 754 263 3001** / UK: **+44 2380 480 480** / Contact us by email. **info@petersandmay.com** / **www.petersandmay.com**

—Continued from previous page

The Copper and Lumber Historic Inn will be open and is offering a daily lunch service from its restaurant. Whenever you decide to go, be sure to get a day, week, month, season, or an annual pass as a local or visitor.



CHRIS DOYLE

See http://www.antiguanice.com/v2/documents/NPATourFeesTables.pdf for more information.

SSB Coconut Telegraph Has Resumed

Bill & Maureen Woodroffe report: The SSB radio Coconut Telegraph resumed its cruisers' net last month. The Coconut Telegraph net operates at 8:00AM AST (-4GMT) on 4.060 mHz and covers the Eastern Caribbean island chain. The net operates six days a week: Monday through Saturday.

Its main objective is to share active cruiser information in real time and communicate between cruisers. It is a controlled net, and all are invited to join in — no need to be a member of any sailing or cruising organization. It is a great way to keep in touch with your fellow cruisers and sailors.

In this time of Covid-19, island entry requirements change almost daily. Get first-hand, real time info from fellow cruisers on other islands before you go! Find out what is open, what is restricted and the general conditions of the ports and anchorages.

The Coconut Telegraph is also used for check-ins with safety or security issues, your location or underway position, requests to contact other cruisers, and general questions and advice.

In cooperation with SSB station KPK, the Coconut net controller will check in on that net at 8:15. KPK operates daily as part of the SSCA and the Caribbean Safety and Security Net on 8.104mHz. KPK handles traffic from all the Caribbean.

More and more cruisers have access to cell phones, WiFi, sat phones, and local VHF nets and may consider SSB an outdated communication method. Not true! SSB is alive and well and serves many useful purposes, especially as most other methods have restricted coverage or capabilities. No, you will not be able to "surf the net" but getting international news, weather reports and GRIB files, sending and receive e-mail, and the having ability to communicate long distances with multiple cruisers for free makes SSB more than a hobby. In times of emergency, you can always count on SSB to get you connected to the proper authorities. At those times you may even use the expanded HAM frequencies and nets without the need of a HAM license.

We can always use volunteer net controllers, so if you would like to be one just call in and you can volunteer for one day a week.

Curaçao: a Best Caribbean Dive Destination for 2021

As Divenewswire reported recently, with nearly 6,000 divers "weighing in" for the 28th Annual *Scuba Diving Magazine's* Reader Choice Awards, Curaçao was once again named as one of the Best Overall Caribbean and Atlantic Dive Destinations for 2021.



—Continued on next page



—Continued from previous page

Other Caribbean destinations on the "Best Overall" list are Mexico, Bonaire, the Bay Islands of Honduras, the Cayman Islands, Belize, Cuba, Turks and Caicos and Puerto Rico.

Read the full story at www.scubadiving.com/best-scuba-diving-places.

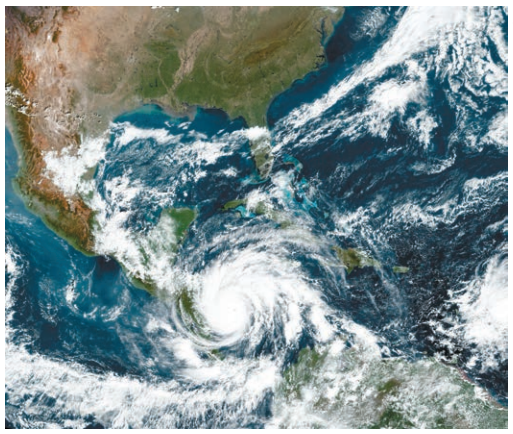
Dominica Yacht Service Association Welcomes New Board

The Portsmouth Association of Yacht Security & Services of Dominica would like all stakeholders in the tourism sector, yachting world and the Portsmouth community to join with us in welcoming its 2020-2022 Executive Board Members: President Andrew O'Brien, Vice President Eddison Laville, Treasurer Fabien Honore, Secretary Cleave St. Jean, PRO Kenroy Joseph, and members Max Ferrol and Lawrence Roberts.

PAYS thanks its previous board members, especially outgoing President Jeff Frank.

The Board says, "Our guiding force is projected by ethics, unity, collaboration and compassion. With this we are adamant that the association will continue to deliver great and positive work."

Contact dominicapays@gmail.com for more information.



NOAA

Hurricane Iota, the latest known Atlantic hurricane ever to attain Category 5 intensity, struck the islands of Providencia and Santa Catalina on November 15th and 16th.

2020 Busiest Hurricane Season since 1851

Theta became the 29th named storm of the 2020 season, besting the busy 2005 Atlantic hurricane season by one named storm. Then came Iota. 2020 stands as the busiest Atlantic hurricane season since records started being kept in 1851.

"After the historic Atlantic hurricane season of 2005, it's remarkable to have another season during my career that would reach this extreme level of activity," said NOAA director of National Weather Service Louis W. Uccellini. "NOAA's sustained investment in computer forecast models, technology, observing systems and our skilled workforce have paid off over the last 15 years, with exponentially improved hurricane forecasts."

Hurricane Iota, the 30th named storm of the season and the 13th hurricane, was latest known Atlantic hurricane ever to attain Category 5 intensity. On November 15th and 16th, Iota struck the Colombian islands of Providencia and Santa Catalina as a Category 5 hurricane. An estimated 98 to 99 percent of structures on the island were damaged or destroyed, including buildings constructed in the 15th century.

Iota, reduced to Category 4, made landfall on November 17th in northeastern Nicaragua, approximately 15 miles (25 km) south of where Hurricane Eta made landfall on November 3rd, causing extensive flooding and landslides.

We'll have updates on relief efforts at www.caribbeancompass.com and in next month's *Compass*.

Bequia's Annual Sailors' and Landlubbers' Auction

The Bequia Sunshine School is a non-profit organization for children with special needs. The annual Sailors' & Landlubbers' Auction has become a significant source of income for the school and a huge source of fun for all who attend. The 2021 auction will be held at The Fig Tree restaurant on the waterfront, near the end of the Belmont walkway, on Sunday February 7th. Viewing starts at 12:00 noon and the auction at 1:00PM sharp. Donated food and drink will be on sale, with all proceeds going directly to the school.

Lend your support by donating items for the auction such as boat gear, art and handicrafts, unwanted gifts, household goods, jewelry and other new or gently used items. Donations can be dropped off in Port Elizabeth at the school during regular school hours or at Dockside Marine, next to the Porthole Restaurant.

If you will not be in Bequia during the 2021 season but would like to continue to support the school please make a cash donation by visiting the donations page on the Action Bequia website and specifying donations to the Sunshine School in the drop down box at www.actionbequia.org/donatetoothernow.php or by sending a cheque in any currency to the Sunshine School, PO Box 90BQ, Bequia VC0400, St Vincent & the Grenadines.

For more information visit www.bequiasunshineschool.org or call Suzanne at (784) 528-7444.

Caribbean Festival of Arts XV postponed to 2022

Directors of Culture across the Caribbean community have been informed by Hon. Daryll Matthew, Minister of Sports, Culture, National Festivals, and the Arts, Antigua and Barbuda, of a decision to postpone the hosting of the region's premiere cultural festival, the Caribbean Festival of Arts (CARIFESTA XV), from August 2021 to August 2022.



BARBADOS GOVERNMENT INFORMATION SERVICE

CARIFESTA provides a platform for all Caribbean countries to showcase their prowess in the performing arts and other creative fields. CARIFESTA XV in Antigua & Barbuda will be hosted under the theme "One People. One Environment. Diverse Cultures."

Visit www.carifesta.net for more information.



THE CAREFUL ATTENTION GIVEN TO OUR CLIENTS AND THEIR BOATS IS FILLING OUR BOATYARD TO CAPACITY AND WE LOOK FORWARD TO OFFERING YOU THE SAME SAFE AND PROFESSIONAL SERVICE.

CREW FACILITIES
• Restaurant, Bar & Luxury Apartments • Laundry, Hot Showers • Taxi & Shopping Bus Services available from the yard
• Customs & Immigration and Fuel Supply are close by • Onsite Chandlery

ON SITE TECHNICAL SERVICES
• Project Management & Consultancy • Yacht Brokerage and Guardianage • Rigging, Sail Making and Canvas Work • Metal Fabrication
• GRP & Composite Fabrication • Fine Wood Work & Carpentry • Electrical Installation & Electronics • Bottom Painting, Waxing & Polishing
• Diesel & Outboard Engine Installation & Repair • Life Rafts, Safety Equipment & Inflatable Dinghy Repair

CLARKES COURT
BOATYARD & MARINA
GRENADA W.I.

Clarkes Court Bay Road, Woburn, St. George, Grenada, W.I.
1 (473) 439 - 3939 | info@clarkescourtmarina.com
www.clarkescourtmarina.com

COVID COMMENTARY

Navigating the Protocols

We know that cruising this season will not be easy and we all expect bumps along the way but those of us who venture out will be the better for it. This season's cruising cohort will earn experiences that even lifelong cruisers do not have. All of us will be newbies this year and as we charge towards the start line of the season our excitement is growing.

— Addison Chan, Cuba, Land and Sea

Here are some updates to help navigate those bumps along the way. Keep in mind that Caribbean governments are constantly "trimming their sails" according to current conditions, so refer to the website links provided for up-to-date information.

• CUBA

Commodore Escrich reports: Several Cuban marinas, including those at Marina Hemingway, Santiago de Cuba, Cayo Largo del Sur, Cienfuegos and Varadero, have been opened to the arrival of pleasure boats. On arrival, a fee of US$30 or its equivalent in any other freely convertible currency includes the mandatory Covid-19 PCR test and the costs of the rest of the health protocols used at the border. All must remain aboard until test results are received.

Check for updates at facebook.com/groups/cubalandandsea.

• USVI

All inbound yachts must clear in with Customs and Immigration (ROAM) even if coming from the US. A negative PCR test within five days of departure from your last port is now accepted. Without a documented test within five days of departure you have to get a test on arrival.

See https://usvitravelportal.com for more information.

• BVI

Entry protocols for guests wishing to enter the territory by boat from December 8th are as follows:

Four days quarantine will be undertaken on the vessels at approved mooring sites; vessels will be able to move within territorial waters during the quarantine period but may only moor at approved sites; megayachts will be approved entry in accordance with established marine protocols, except otherwise as approved by the Minister for Health and Social Development.

The Government of the British Virgin Islands has previously indicated that travellers would need to show proof of medical travel insurance that includes treatment for Covid-19.

Visit https://bvi.gov.vg and https://bvi.org/reopening-protocols-tweaked for more information.

• ANTIGUA

Bob Potter reports: In an effort to serve visitors to Antigua better, I have created a new website to alert inbound yachts to any discrepancies between what the government states, and what is actually happening on the ground. It can be confusing and frustrating for visitors.

There is a link on the eSeaClear homepage, but for ease of access, here is the direct URL: https://eSeaCOVID.com

Also visit the ABMA website at http://abma.ag/2020/09/update-on-antigua-barbuda-travel-entry-protocols-and-procedures-due-to-the-coronavirus

• SVG

Keep in mind that you can't just turn up; you must apply to SVG Arrivals (svgarrivals@gmail.com) in advance and receive permission to enter the country. Union Island is scheduled to reopen as an inbound



All of us will be newbies this year.

CHRIS DOYLE

Port of Entry. Other Ports of Entry are Blue Lagoon (recommended) and the commercial port of Kingstown.

Check out the government website at www.gov.vc/index.php/visitors/covid-19-protocols, and the user-friendly new SVG Arrivals website at https://svgarrivals.com.

• GRENADA

Beginning November 28th all travellers to Grenada are required to obtain a PCR test from a certified laboratory within 72 hours of travel, and receive negative results in order to enter the country. The 72-hour testing mandate will replace the current stipulation of securing the PCR test within seven days of travel.

All yachts wanting to enter into Grenada MUST register beforehand on Sailclear: https://sailclear.com

A Pure Safe Travel Certificate is a travel authorization that grants the approved applicant authorization to travel to Grenada. The Pure Safe Travel Authorization application can be accessed on www.covid19.gov.gd. You are required to retain either a printed or electronic copy of the authorization, as you will be required to provide it to check in prior to boarding your flight or vessel to Grenada. If you intend to travel with other persons, including minors, each person must obtain a separate travel authorization. This is a health clearance authorization to travel to Grenada. You will still be screened on arrival, and processed through Immigration.

On arrival into Grenada territorial waters, anchor your yacht in the Quarantine Zone. This is the St. George's / Mount Pandy anchorage.

See additional details as well as information about clearance at Carriacou at https://covid19.gov.gd/wp-content/uploads/2020/10/Yacht_Entry_Protocol.pdf

• COLOMBIA

As this issue of *Compass* goes to press, the seaports closure has been extended until December 1st with the possibility of further extension. However, Kelly Hernández of Marina Santa Marta (www.marinasantamarta.com.co) tells *Compass*, "Since September 21st international flights have been gradually reactivated in some airports like Bogotá, Cali, Cartagena, Rionegro, Barranquilla, Pereira, Bucaramanga and Armenia. Although not fully operational they have international arrivals/departures, but people must go to Immigration's website and submit a form and have a Covid-19 test no older than four days. Inland travel is open for locals and visitors who have been in the country during the lockdown since September 1st. However, everyone must follow the biosecurity protocols (washing hands and wearing facemask, etc.)."

• ADDITIONAL WEBSITES FOR EASTERN CARIBBEAN:

Anguilla: www.anguilla-beaches.com/covid-19.html
St. Maarten: https://stmaartenehas.com
St. Barth: www.stbarth.com/covid-19
Saba: www.sabatourism.com/entry-saba
Statia: www.statiagovernment.com/news-and-tenders/news/2020/08/11/travel-and-quarantine-policy-of-statia-from-the-10th-of-august
St. Kitts & Nevis: https://covid19.gov.kn/travel-protocols
Montserrat: www.gov.ms/2020/06/11/pre-travel-registration-required-protocols-in-place-for-persons-traveling-to-montserrat
Guadeloupe: www.guadeloupeyachtconcierge.com
Martinique: www.douglasyachtservices.fr
Dominica: https://domcovid19.dominica.gov.dm/images/20201029121648-travelprotocols-portrait-rv7a-oct27.pdf
St. Lucia: www.stlucia.org/en_UK/covid-19/marine-protocols

• For information on more Covid-related yacht entry procedures visit www.noonsite.com/news/novel-coronavirus-2019-ncov-special-procedures-being-introduced-in-ports-of-entry-worldwide and scroll down to "Caribbean."

Thanks to Chris Doyle, Marina Santa Marta, Commodore Escrich, Bob Potter, and others for information in this report.

DOYLE CARIBBEAN

OCEAN PLUS

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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

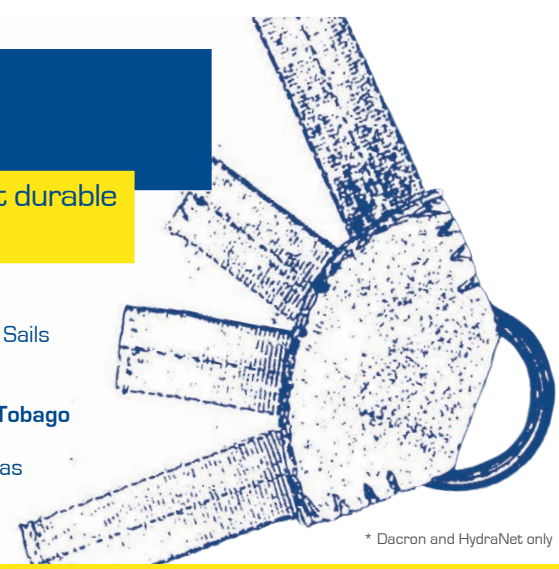
Grenada
Turbulence Sails
True Blue St George

Martinique
Voilerie Du Marin
30 Bld Allegre

St Lucia
Rodney Bay Sails
Rodney Bay

Trinidad & Tobago
AMD
Chaguaramas

www.DOYLECARIBBEAN.com



* Dacron and HydraNet only

BUSINESS BRIEFS

Boat Demand in the US Affected Caribbean Supplies

Robbie Ferron reports: *Compass* readers will be surprised to learn that one of the challenges of marine equipment suppliers in the third quarter of 2020 was the difficulty of sourcing stock. In a period of low demand and a reduced economy how could that have been true?



ROBBIE FERRON – SEA HAWK

Robbie Ferron, founder of Budget Marine, with a recent award from Sea Hawk Paints.

It appears that many consumers in the US, restricted from international travel and unmotivated for domestic travel, decided that a relatively low-risk and attractive option would be to purchase a new boat. Industry associations reported increases in new boat sales of between 30 and 40 percent in states like New York. Existing boat owners also used their boats more and gave them extra attention, resulting in numerous suppliers of marine equipment running out of stock. The time it took to get product was often three times longer than normal.

Here is an extract from the *Soundings Trade Only* magazine in early September:

Marine dealers say interest in and sales of new boats remained strong in August, but that lack of inventory created a headwind to retail activity.

"August would have been much better if we had more inventory," wrote one of 86 dealer respondents to the Pulse Report, a survey by Baird Research that gauges monthly market conditions. "The inventory we were getting was sold before we could even unload it."

Components were also creating challenges for dealers.

"Resupply of boats, motors, and trailers," wrote another respondent, when asked what is not working for business. "Our suppliers can't produce to match demand… A year that started with doubt and anxiety ended with a total wipeout of inventory – it was crazy."

Eighty-two percent of dealers reported that new boat inventory was too low and 89 percent said used boat inventory remains extremely lean and near record lows, according to the survey administered in conjunction with the Marine Retailers Association of the Americas and Trade Only Today.

Robbie adds: Now that winter is coming back to the northern hemisphere, this will all settle down and Budget Marine sees its stocks returning to normal in time for the regular Caribbean season.

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

New VI Broker for The Multihull Company

Professional skipper Steve Varrow has taken over the helm as The Multihull Company's broker representative for the Virgin Islands.

For Steve, the natural progression to broker comes after a lifetime of work on boats and being at sea. At 16 years of age, he joined Princess Yachts in the UK as a shipwright and from there on he has been on or around boats his entire working life. For the last 17 years, he has been Caribbean based as a well-known charter skipper, RYA Instructor, and charter yacht broker.



Steve has five transatlantic catamaran deliveries as skipper and numerous European, Caribbean, and East Coast USA trips on his extensive sailing resume. He has helmed virtually every model of Lagoon catamaran from the 380 to the 560, as well as many other makes, in his role as charter skipper in the Leeward Islands and the BVI. He has a deep technical understanding of mechanical, hydraulic, electrical, and electronic systems on yachts and specializes in helping clients become catamaran owners and owner operators in the charter yacht industry.

He lives aboard his classic gaff-rigged yacht, *Gwendolyn*, sailing between the BVI, USVI, and Spanish Virgin Islands, and is ready to help you with all the aspects of buying or selling your next catamaran.

Steve can be contacted at steve@multihullcompany.com or (786) 246-0809.
See ad on page 39 for more information on The Multihull Company.

Puerto del Rey's Advanced New Acquisition

Nicole Quintero reports: Marina Puerto Del Rey in Fajardo, Puerto Rico, continues innovating and improving client experiences, renovating their capacities and facilities. This year, in spite of the marina's lockdown due to the Governor's Executive Order, has not been an exception. Recently, Puerto del Rey acquired two new boat forklift machines — Marina Bull Lo Pros, the largest and only examples of their category in the Caribbean.



For the marina, purchasing this equipment has been an excellent investment to grow as a business and get a competitive advantage in the Caribbean market. According to Carolina Corral, Chief Executive Officer for Puerto del Rey, "Acquisitions like these (purchase of the two Marina Bull Lo Pros) are very important for Puerto del Rey and Puerto Rico, allowing us to compete with marinas worldwide. This investment gives us the opportunity to continue providing excellent service. We are the only marina in Puerto Rico and the Caribbean that can lift heavy boats for daily use, up to 30,000 pounds," said Corral.

The Marina Bull Lo Pro, W7.1 model, manufactured by Wiggins, is a unique addition to the Puerto Rican and Caribbean nautical industry. The forks on its lift measure 26 feet and are covered in rubber to protect the boats when lifting them safely and reliably. It has a capacity to lift heavier vessels for daily use, up to 30,000 pounds and 45 feet long.

—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!

GRENADINES SAILS & CANVAS • BEQUIA



Services provided:
NEW SAILS
SAIL REPAIRS
U/V COVERS
& FOAM LUFFS
BIMINI, DODGERS
& AWNINGS
DINGHY COVERS
UPHOLSTERY
TRAMPOLINES
STACKPACKS &
LAZY JACK SYSTEMS

DINGHY CHAPS IN A DAY
Tel: (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

—*Continued from previous page*
Another important feature of this machinery is its three-tier engine that reduces emissions, making it the most eco-friendly one in the market, aligned with Puerto del Rey's commitment to minimize ecological impact.

"The market tendency for outboard boats, which are the vessels that the Marina Bull Lo Pro lifts, has increased within the last few years, and will keep on growing. For us, it is important to be able to adapt our equipment and facilities to continue offering our customers cutting edge services and enjoyable moments at the marina. That's what moves us," concluded Corral.

For more information about Puerto del Rey call (787) 860-1000 or visit Facebook/ Marina Puerto del Rey.

Galleries and Art Tours in Grenada

Susan Mains reports: With due diligence to stop the spread of Covid, our art gallery at Art House 473 in Calliste, Grenada, has now been turned into an appointment-only space. Visits are encouraged — we just need to know you are coming! Easy booking is available online at arthouse473.com.

The Susan Mains Gallery is open at Spiceland Mall, for local paintings and handmade gifts.

Full health protocol is in effect at both venues.

We can now also arrange private tours to artist studios, galleries, and sculpture gardens to see the best of what Grenada has to offer. A truly unique experience. *Contact susanmains@gmail.com.*

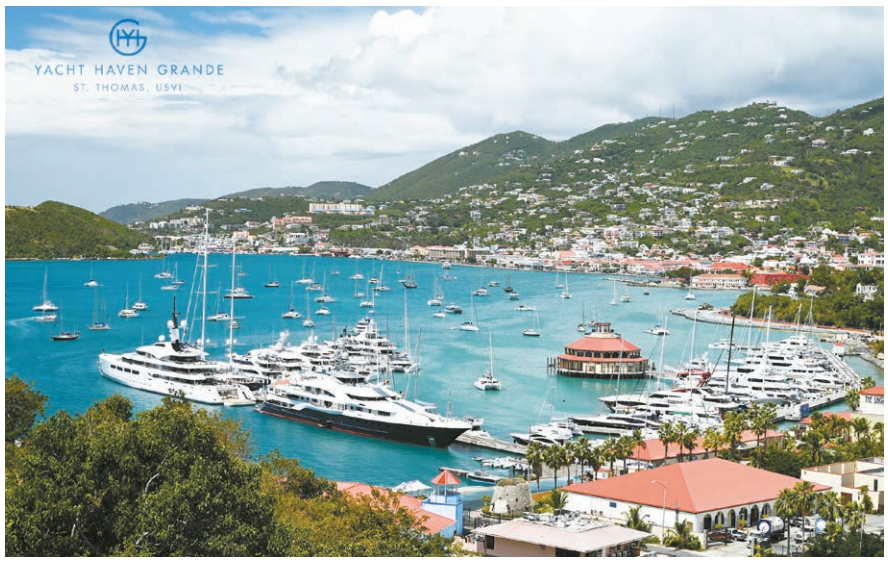
Marina Pescaderia Earns Blue Flag

For 2020-2021, Marina Pescaderia in Puerto Real, Puerto Rico, has once again been certified as a Blue Flag Marina. The marina thanks its staff and its environmental consultant, Diana Margarita Emmanuelli from Island Bound, for a job well done in keeping marina operations up to the best standards of the industry. The marina also thanks OPAS Puerto Rico, the organization for a sustainable environment, for its never-ending efforts towards environmental education on the island. Last, but definitely not least, it gives many thanks to its clients for doing their part in keeping the marina looking good.

Marina Pescaderia is an official US Port of Entry on the island of Puerto Rico.

Visit https://marinapescaderia.com for more information.

Inaugural IGY 'Caribbean Yacht Launch'



As the Caribbean gears up to welcome the 2020-21 charter season, IGY has announced its inaugural Caribbean Yacht Launch.

A "yacht gathering" rather than a show, the three-day event will run from Wednesday, December 2nd through Friday, December 4th at IGY's award-winning Yacht Haven Grande, St. Thomas, USVI, and aims to celebrate the arrival of the Caribbean season in style.

Specifically designed to support retail charter yacht bookings and charter support service companies at a time when the need for assistance could not be greater, the Caribbean Yacht Launch will give brokers and agents access to the latest charter destination information at the event and virtually via webinars. Crucial, up-to-date local travel and Covid-19 regulations will also be shared during these presentations.

Strict health and safety measures will be in place to ensure that guests can relax and enjoy the gathering. Reservations are required for all activities.

Highlights include IGY's IronCrew competition, USVI, BVI, and St. Martin updates on how to enjoy a successful winter yacht charter season, Covid-19 testing, accessible destination itineraries, a guide to which major attractions remain open, provisioning and security updates, as well as the chance to visit participating yachts (numbers on board will be limited; face masks and social distancing are required).

There's also a Dock, Dash, and Dine option at Yacht Haven Grande's onsite restaurants Navy Beach, Enkai Sushi, and Moe's Fresh Market, while socially distanced sporting fun can be had via tennis, gym, volleyball, and yoga initiatives.

The event will close with an informal awards ceremony and elegant pool chilling time.

"This will be a unique, intimate, secure, and value-driven experience in a private marina environment in support of an industry that directly impacts local economies," says IGY's Vice President of Sales and Marketing Bert Fowles.

Visit www.igymarinas.com/igy-caribbean-yacht-launch for the planned agenda.

Sea Hawk Offers Custom Bottom Paint Colors

Now, for the first time, boatyards can offer custom bottom paint colors that color-coordinate with a vessel's topside paint and/or gel coat colors. Colorkote comes in six base colors that are mixable to over 46,000 color choices, including bright white and deep black. Colorkote truly is the next generation of antifouling with its triple-biocide technology, multi-season performance, and compatibility with all hull types, including steel and aluminum.

Visit www.seahawkpaints.com for more information.

Idea for a Year-Long Holiday Gift



Someone on your gift list will love Sharon Green's Ultimate Sailing Calendar. Sharon is one of the world's leading yacht racing photographers — capturing images of the top racing sailboat designs, events, and destinations around the globe for nearly 40 years. After launching the Ultimate Sailing Calendar in her early 20s, Sharon has built a reputation for quality and artistry and is sought after by the top echelon of event organizers and yachtsmen/women for her stunning photography.

Visit www.ultimatesailing.com for more information.



CARIBBEAN ECO-NEWS

Large Marine Animal Sightings a Welcome Sign in Caymans

Recent sightings of a sperm whale and its calf, and a large sixgill shark surfacing in local waters are encouraging signs that demonstrate the Cayman Islands' rich diversity, the Department of Environment's Tim Austin has said.

Austin, speaking with the *Cayman Compass* newspaper about the two sightings, said, "We do have a great diversity of animals and species here. So it's nice that people get to see them and that they are not driven away by constant activity, shipping, development, or the things that have impacted these types of species in other areas of the Caribbean."

The two whales were spotted off Seven Mile Beach. Austin said whales are not an unusual sight in local waters, but seeing a sperm whale and a calf together is rare.

The deputy director was also interested in the sighting of a sixgill shark, since those animals are usually found in waters 800 feet deep or more. Most sharks have five gills while this species has six, hence the name. Austin said, "There's still very little known about them because they basically live in such deep water and out of sight most of the time."

While Austin said the DoE has not conducted formal research on the impact of Covid-19 restrictions, which limited access to local waters and saw the barring of cruise ships, anecdotal evidence shows the marine environment is rebounding. For example, he said, the DoE has started to see turtles nesting in beaches where they had never been seen before.

"We are seeing less [human] activity on the North Sound, meaning clearer water, so you see more starfish. There are lots of things that probably tangentially are related to the fact that we're not having such heavy use of the marine environment and it just goes to show that the environment can respond appropriately if it's managed appropriately," he said.

Read the full story at www.caymancompass.com /2020/09/03/doe-large-marine-animal-sightings-a-welcome-sign.

Slurping Pollution in Simpson Bay Lagoon

The Simpson Bay Lagoon of St. Maarten/St. Martin is one of the largest inland lagoons in the Caribbean. Its central location provides enormous benefits to the community through the maritime industry, tourism, fisheries, and recreation. While some areas still have the mangrove forests, seagrass beds, and the clear Caribbean waters that one would expect, other more developed areas exhibit cloudy water, algae mats on the surface, and a foul odor. The current total economic value of the lagoon is nearly US$20 million per year according to a recent study conducted by Environmental Protection in the Caribbean (EPIC) researchers. However, the study also revealed that this value would be almost completely lost if the current business-as-usual scenario contributing to water pollution continues. To prevent pollution entering the lagoon, EPIC is on the job through the operation of a sewage pumpout boat, affectionately named *Slurpy*.

To reduce the amount of sewage entering the lagoon, this sewage disposal service is offered to the thousands of boats anchored there annually. Begun in 2013 with community support, *Slurpy's* services are necessary because there was previously no pumpout service available. Once the waste is removed from the vessels and stored in *Slurpy's* sealed tank, it is securely disposed of in a larger land-based holding tank, which is then pumped out by a septic truck and transported to the wastewater treatment facility.

Despite an interruption of pumpout services caused by Hurricane Irma in 2017, EPIC aims to put *Slurpy* back to work very shortly.

Visit http://epicislands.org/epic-news/slurping-pollution-in-simpson-bay-lagoon for more information.

Trinidad & Tobago Joins International Solar Alliance

As reported in *Loop News*, Trinidad & Tobago has joined the International Solar Alliance (ISA) as part of the country's goal of creating renewable energy sources and decreasing carbon output.

The ISA (https://isolaralliance.org) is a coalition of solar resource-rich countries located between the Tropic of Cancer and the Tropic of Capricorn aimed at increasing the utilization of solar energy and applications in member countries. Cuba, St Lucia, Dominica, the Dominican Republic, Grenada, Haiti, Jamaica, St. Kitts & Nevis, St. Vincent & the Grenadines, and Trinidad & Tobago are all signatories of the ISA Framework Agreement.

Camille Robinson-Regis, T&T's Minister of Planning and Development, said a carbon reduction strategy is being developed for the three main sectors responsible for emitting the most carbon: power generation, transport and industrial.

As part of the Alliance, through cooperation and mobilization of resources, member countries will be better able to meet common challenges when scaling up their solar energy. Key areas of focus for the Alliance in Trinidad & Tobago include: promoting solar technologies, new business models and investment in the solar sector to enhance prosperity; formulating projects and programmes to promote solar applications; developing innovative financial mechanisms to reduce cost of capital; building a common knowledge e-Portal; and facilitating capacity building for promotion and absorption of solar technologies and research and development among member countries.

In line with the sustainable development goal of ensuring access to affordable, reliable, sustainable and modern energy for all, the Trinidad & Tobago government has already begun a solar project in partnership with the European Union and the United Nations Development Programme.



The Yacht Services Association of Trinidad and Tobago (YSATT) welcomes the news of these developments. While the yachting sector has long embraced the use of solar energy, extending its use throughout the country should benefit local communities and the environment. Solar systems (including solar panels, batteries, solar controllers, inverters and heavy-gauge cable) stocked by chandleries in Chaguaramas such as Budget Marine can be applied to boats of all sizes as well as households.

Read the full story at www.looptt.com/content/trinidad-and-tobago-now-member-international-solar-alliance.

Sea Turtle Conservation in Bonaire

Every year, Sea Turtle Conservation Bonaire records approximately 15 green turtle nests on the beaches of Bonaire and Klein Bonaire. One female lays four or five nests per season (with approximately 110 eggs per nest), so this translates to only three or four nesting green turtles per year. If we lose just one nesting



ZSUZSANNA PUSZTAI

female, approximately 550 green turtle hatchlings are "lost" per season, which could add up to several thousand hatchlings if we account for all the nests she would have laid during her reproductive life.

Nest monitoring patrols are one of the main conservation activities conducted by STCB. During one of these recent patrols on Playa Chikitu, a stranded green turtle was found. She had laid a nest near the entrance to the beach and got stuck in between rocks on her way back to the sea. With the help of STCB volunteers and partners she was freed and guided back to the ocean.

You can support sea turtle conservation efforts and help STCB to monitor nesting beaches by adopting a sea turtle nest.

Contact stcb@bonaireturtles.org for more information.

Caribbean Developers: Build with Nature in Mind!

British High Commissioner to Jamaica, His Excellency Asif Ahmad, is encouraging developers of housing and other infrastructure in the Caribbean to "build with nature in mind. It begins with the fundamentals: understanding the topography of our land and our marine environment, how the elements interact with it… we have to build with nature, not against [it]," he said, addressing the opening ceremony of the University of the West Indies' inaugural Caribbean Sustainable Cities Conference last month.

Mr. Ahmad pointed to the need for the updating and enforcement of building regulations in the Caribbean and upgrading the materials used. He is also imploring developers to ensure that building plans include rainwater harvesting facilities.

"Rainwater collection has to be built in right from Day One, not as an afterthought, not as an ugly add-on, but intrinsically, a part of our buildings' design. We are not always going to be fortunate with rain at the right times, as climate change has shown us," Mr. Ahmad pointed out.

The Mayor of Montego Bay, Councillor Leeroy Williams, said that the staging of the conference would assist the country's thrust in achieving the United Nations Sustainable Development Goal 11, which is aimed at making cities and communities inclusive, safe and sustainable. The three-day conference, under the theme "Go Green. Go Safe. Go Smart." targeted planners, environmentalists and other stakeholders interested in realizing sustainable cities, especially in small island developing states in the Caribbean.

Read the full story at https://jis.gov.jm/caribbean-developers-urged-to-build-with-nature-in-mind.

'Atomic Weapon' Against Marine Sedimentation

Each year, between 750,000 and one million tonnes of sediments are discharged into the Caribbean Sea, degrading the marine environment and jeopardizing biodiversity and the regional fishing industries. This is of particular concern due to the economic value of the marine environment to the Wider Caribbean Region — approximately 60 percent of the gross national products of countries in the region depend upon the health and condition of the sea.

Sediments in seawater are traditionally generated by natural weathering and soil erosion, but are increasingly the result of human activities. When they accumulate in large enough quantities, sediments can threaten the sustainability and survival of marine life by increasing turbidity in nearby waters. Suspended sediments reduce the amount of sunlight reaching the ocean floor, in turn reducing photosynthesis and leading to die-offs among marine flora. Additionally, increased turbidity dislodges fish and amphibian eggs, reduces the competitiveness of local species, and reduces the aesthetic quality of water, affecting tourism and recreation.

Through its technical cooperation programme, the International Atomic Energy Agency, an international organization that promotes the peaceful use of nuclear energy, supports marine laboratories in the Caribbean, helping to monitor and analyze the scope and scale of sedimentation in the region. The analyses and the data they produce are crucial to the development and implementation of preservation efforts. Recent training provided by the IAEA focused on the sampling, monitoring and study of growing sedimentation in the Caribbean and its effects on marine life, using the radioisotope of lead.

—Continued on next page

—*Continued from previous page*

That training culminated in the publication of a November 2020 study published in the *Journal of Environmental Radioactivity*.

The study analyzed sediment cores from coastal environments in Colombia, Cuba, Dominican Republic, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Panama and Venezuela. It identified an eight- to 21-fold increase in the accumulation of sediments, when compared with the beginning of the last century. By dating the collected samples with a radioisotope of lead, scientists were able to simulate, model and eventually determine when and in what quantities sediments had accumulated.

The first such assessment carried out in the Caribbean Sea, the study found that sedimentation and siltation have been rising in the region since the beginning of the 20th century, due primarily to deforestation, soil erosion and poor urban and industrial waste management. In addition to clarifying the scale of the sedimentation challenge in the Caribbean, this study provides baseline data upon which decision-makers can measure the success of new policies and initiatives.

Read the full story at www.iaea.org/newscenter.

Puerto Rico and USVI Protect Fish and Corals

One size doesn't fit all, and that cliché was at the heart of a recent decision to revamp fishing guidelines in the US Caribbean. Until now, the Caribbean Fishery Management Council has set most of its fishing rules by treating Puerto Rico and the US Virgin Islands as a single unit. But that approach didn't account for the differences in the culture, fishing practices, or marine environment across the communities.

For example, the plans for St. Croix, Puerto Rico, and St. Thomas/St. John (the two neighboring islands share a plan) may now each call for a different catch limit for the same species, allowing a higher limit where the fish is more culturally important or more abundant.

Additionally, the plans will prioritize protections on fish-spawning habitat. Some species return to the same spots to spawn for generations — protecting these special places will boost healthy fish populations and improve the recovery chances for ocean species in decline.

Island-based fishery management plans will now guide managers in designing policies that are specific to the biodiversity, culture, and other characteristics of different locations after the US secretary of commerce in September approved a proposal to allow such tailored plans for Puerto Rico and the USVI.



MICHELLE DANIELS

Catch limits for parrotfish will be reduced to account for their role in maintaining healthy coral reefs, and harvesting the largest parrotfish will be prohibited.

Island-based fishery management plans also include proactive measures to promote sustainable fishing of 21 species that currently aren't regulated, including dolphinfish (mahi-mahi) — one of the Caribbean's most popular catches. Plans call for setting annual limits and identifying essential habitat for each of the newly managed species. In addition, catch limits for parrotfish and surgeonfish will be reduced to account for their essential role in maintaining healthy coral reefs, and harvesting the largest parrotfish will be prohibited.

The plans will maintain some current rules, such as a prohibition on harvesting all coral species under federal jurisdiction or engaging in activities that can damage corals, such as anchoring boats or using certain kinds of fishing gear.

Read the full story at www.pewtrusts.org/en/research-and-analysis/articles.

Renewed Support for Dominica's Native Parrots

On March 18th, 2018, a few months after Hurricane Maria ravaged Dominica, the Association for the Conservation of Threatened Parrots (ACTP) took rare parrots from the island. These included two Sisserou (Imperial Parrots, *Amazona imperialis*) and ten Jaco (Red-necked Parrots, *Amazona arausiaca*), all hatched in the wild. Claiming this was an "emergency measure," ACTP took the parrots to a private facility in Germany. All the parrots had survived Maria and had been rehabilitated.

The export was not approved by Dominica's management or scientific authorities for the Convention on International Trade in Endangered Species (CITES). Dominica's Forestry, Wildlife and Parks Division was not consulted or informed. BirdsCaribbean expressed its deep concern and was among 13 groups that wrote a letter of protest to the United Nations.

On May 1st, 2018, over 40 well-known scientists from around the world wrote to Dominican and German authorities. They urged the return of the birds and an investigation into ACTP. ACTP was the subject of two reports in the *Australian Guardian* later that year. They were also featured in an article in *Audubon Magazine's* Summer 2020 issue, among others. These revealed that the group also had removed hundreds of rare parrots from Australia and Brazil, and rare parrots from St. Lucia and St. Vincent. The articles also revealed that ACTP's director had been convicted of several crimes and has no scientific credentials.



STEPHEN DURAND

The Sisserou, or Imperial Parrot, is a national symbol found only on Dominica. This bird was photographed feeding in the wild after Hurricane Maria.

BirdsCaribbean approves of Dominica's plans to launch new efforts to protect the Sisserou and Jaco parrots. Both species are rare and live nowhere else in the world. A recent letter from Dominica's Ministry of Environment, Rural Modernization and Kalinago Upliftment reaffirms the government's pledge to help these birds locally, with the help of long-term international and local partners. This includes the repatriation of the parrots taken to Germany in 2018.

Other measures include parrot surveys, further repair of the Parrot Centre, and more. Links with local nature groups and local skill building will provide for a hopeful future for these birds.

Visit www.birdscaribbean for more information.

Give Caribbean Citizens a Voice on Environmental Issues!

Environmental civil society organizations (CSOs) in the Caribbean are calling on their governments to give citizens a voice on environmental issues by enacting the Escazú Agreement, a first-of-its-kind, people-centred environmental treaty.

With the support and guidance of the Caribbean Natural Resources Institute, four of those organizations — the CCAM Foundation based in Jamaica, The St. Lucia National Trust, EAG in Antigua, and the Newcastle Bay Foundation based in St. Kitts & Nevis — are leading a sustained effort in support of the agreement and calling for the governments of their nations to take immediate action to ratify and move towards implementing the treaty.

The Escazú Agreement is a regional treaty which supports public access to timely information about environmental projects, public participation in environmental decision making, guaranteed protections for environmental defenders, and access to justice in environmental matters for Latin American and Caribbean citizens.

These provisions are what make this agreement, as the first environmental treaty developed in the region, especially attractive to leading environmental CSOs.

Visit www.cepal.org/en/escazuagreement for more information.

'BLUE ECONOMY' NEWS

As defined at https://thecommonwealth.org/blue-economy, the "Blue Economy" is an emerging concept that encourages better stewardship of our marine resources. Small island states have vast ocean resources at their disposal — presenting a huge opportunity for economic growth and tackling unemployment, food security and poverty. They also have the most to lose from the degradation of marine resources.

Similar to the "Green Economy," the blue economy model aims for improvement of human wellbeing and social equity, while significantly reducing environmental risks and ecological scarcities. It provides for an inclusive model in which coastal states — which sometimes lack the capacity to manage their rich ocean resources — can begin to extend the benefit of those resources to all. Realizing the full potential of the blue economy means inclusion and participation of all affected social groups and sectors.

Landmark Document on Blue Economy Published

The Caribbean Regional Oceanscape Project has published a landmark document on blue economy and ocean governance in the Eastern Caribbean. The publication titled "We Are Large Ocean States" chronicles the OECS journey in marine resource management reform from the early 1980s to present day. By the turn of the 21st century, the Organisation of Eastern Caribbean States (OECS) was ready to respond to the challenges of integrated ocean governance, bringing marine issues centre stage, and examining how mainstreaming ocean matters in national and regional policies can contribute to improved living conditions and livelihoods, as well as stronger regional integration and cooperation. OECS States have since been challenged to make the paradigm shift from Small Island Developing States to Large Ocean States.

OECS Director General Dr. Didacus Jules says, "Recognizing that our marine space is about 85 times larger than our land space, and thus one of our greatest assets, we are now doing some of the fundamental work that will allow us to truly claim that space and contribute to maintaining our Caribbean Sea as a zone of peace. We no longer see ourselves constrained by the challenges typically associated with small island states, and so we can focus on and steer towards the opportunities that come with being Large Ocean States in a global setting."

A fundamental principle is that, like other sectors, development of the Blue Economy must be driven by the people of the OECS and ocean wealth must be explored in a sustainable manner, for the benefit of all.

Electronic copies of the publication are available to development partners, policy makers, academia, media partners, and key stakeholders across Member States via www.oecs.org.

Blue Economy Assessments in the Eastern Caribbean

Atkins, a leading global design, engineering and project management consultancy, has secured a World Bank contract to undertake blue economy assessments in the Eastern Caribbean that will help countries make more sustainable use of their coastal and marine assets.

The assessments will focus on Grenada, St. Lucia, St. Vincent & the Grenadines, Dominica, Antigua & Barbuda, and the Dominican Republic, and will explore economic and environmental issues and opportunities relating to fisheries and aquaculture, sustainable tourism and waste management.

With an anticipated project completion date of June 2021, Atkins will present ideas for early intervention at national and regional levels to the World Bank at the end of 2020. The company will also produce blue economy roadmaps for each country and will link these to each country's marine research agenda, identifying areas where research is required to inform which ideas are taken forward.

St George's University in Grenada will support the delivery of the project by providing relevant data and helping with national engagement.

The assessments are directly linked to the UN SDG 14, which sets a 2030 target of increasing the economic benefits to small island developing states from the sustainable use of marine resources. They will also provide strategic direction to assist with recovery from Covid-19.

Visit https://environment-analyst.com/global/106086/atkins-wins-caribbean-blue-economy-study-for-world-bank for more information.

A Blue Economy Caveat

A Barbadian economist is urging caution in the development of blue economy resources due to the enormous damage that could result if it is not undertaken with care. Senator Crystal Drakes rejected the concept of "perpetual economic growth" and proposed that economic activity take place with greater respect for the environment.

Drakes explained: "The blue economy is being seen across the Caribbean as the next frontier for economic opportunities as ocean-based economic activity is expected to double in contribution to the global economy from US$1.5 trillion in 2010 to US$3 trillion by 2030," but warned that "The mistakes we made on land, we cannot afford to make in the marine environment… Any exploitation of the marine environment must be coupled with a healthy dose of sobriety that environmental protection is essential. And given the cultural importance of coastal areas to Caribbean citizens, any development plan must enhance the wellbeing of our people. The blue economy is a perfect example of the paradox of growing with biophysical limits.

"We have an opportunity to re-fashion our way of life," she adds. "Sustainable development for the Caribbean must first start with defining how we perceive prosperity and re-orienting what we consider success and progress. This will not be an easy task as there is an ingrained logic to consumerism and the value that people place on material goods."

Read the full story at https://barbadostoday.bb/2020/11/05/blue-economy-under-threat-from-development.

REGATTA NEWS

Soons Series: Just One Good Day

After the first day of the Soons Series dinghy races in St. Maarten was cancelled due to lack of wind, the results were based on the second day, October 17th, and without a discard, as only four races were sailed.



The lighter conditions were challenging, but the wind never fell away.

In the Optimist Class, Caii Banting left Chris de Wilde and Adriaan Coppelmans behind him, but in Race Three the winner was Veronica Destin, so the final results were close. A competitive group is clearly forming in this class.

In the Pico Class, Melina de Vries led with three firsts, followed by Ajani Blake and Louka Williams. Louka took one first place, but a fourth and a fifth dragged him down.

In the three-boat Quest Class, Summer Jean Morton and Mathijs Detering won in three races, dominating the class. Robbie Ferron and Boo Faustin trailed Summer and Mathijs considerably except in the last race, where seven seconds could have made a big difference. Boo is a fast learner from the sailing school, whose skills seem to be developing quickly.

The strongest fleet was the Laser Class, where eight boats experienced tight competition. The winner was Justin Pieterse, who has been battling his way through the ranks in this class. Justin beat veteran Frits Bus by just one point to take the honors. Third place went to Jolyon Ferron. He took two first places, but finishing seventh in race three blew his podium chances.

Visit www.smyc.com/dinghy-series for more information.

Women at the Helm in the Virgin's Cup

Young Victoria Rowlette at the helm of the trimaran *Whoop Whoop* defended her title in the 2020 Virgin's Cup and William Thornton Race on October 24th.

Twenty-one boats entered the race, ranging from Corsair trimarans to 40-foot cruising boats and 12-foot dinghies. The Virgin's Cup, sponsored by the *Willy T* floating bar, is always a popular event, encouraging women of all ages to skipper and families to get out together on the race course.

After a week of light winds, race day dawned with cracking conditions. First out was the monohull fleet. Their course took them up the channel to Hog Valley Green, across to Deadchest, and along Peter Island. Then, they sailed around Pelican and the Indians before heading to the finish in the Bight. Linda Phillips on the IC24 nailed the best start. A pre-start loss of steering delayed *Tranquillo*, but the team finished fourth overall.

Next up were four trimarans. It was little surprise to see the bright orange hull of *Whoop Whoop* taking line honors. At 13 years of age, Victoria Rowlette defended her title from 2019, leading *Ting a Ling*, helmed by Candice Nichol. Sarah Ebrill with *Airgasm* took third in class and third overall.

The Bight is notorious for fluky wind. The first to battle towards the finish were Charlotte Matthews and Dwayne Palmer. Palmer came out on top by just three seconds. Despite having the best start, Max Reshetiloff closed the Radial fleet in fourth place.

Liz Killeen and Rob Lind edged out Stephen Ganga in the RSFevas. Ten-year-old Darcey Lilleyman, sailing with her dad, Tom, finished third in the Feva class to wrap up the dinghy fleets.

The Firewater team delivered the most remarkable finish, with Dee Bowden at the helm of the Melges 24 leading the chasing IC24s. With just 37 seconds between them, *Racing in Paradise* and *Latitude 18* were a delight to see on the race course again — neither had raced since the hurricanes of 2017. *Racing in Paradise* just took the edge with the helm shared between Claire Potter, Katie Westlake, and five-and-a-half-year-old Rosie Wooldridge, who also won the youngest competitor award. Linda Phillips and the *Latitude 18* team finished third in racing and sixth overall.

First in the cruising class was *Odyssey*, a boat where the helming duties were shared by Lisa Sutherland-Pilch, Claudia Delahoy, and Judy Petz. Becky Paull, skippering *Aira*, arrived next, but second place went to *Wicked Winch*, captained by Becca Brannigan.

Fishermen's Haiti Cup 2020

The final event of the Haiti Cup 2020 was raced at Cap Haitien, Haiti, from October 30th through November 1st. Preliminary races had been held every Sunday, starting on August 25th.

This friendly annual regatta for local fishing boats is unique and these fishermen are incredible sailors. Their boats are made from native materials and powered only by handmade sails. They possess no keel, centerboard, dagger board, or leeboard, so the crew must use their body weight to control their boats.

The Haiti Cup was created to promote maritime activities in and around Cap Haïtien Bay and to assist the local fishermen who sail out to sea for the day's



catch. Its mission is to better organize these fishermen and boost the economic and social activity in the community. Through the support of sponsors, the fishermen receive new sails and equipment for their boats and are therefore able to venture farther into the ocean, giving them the opportunity to better contribute to the local economy. As such, everyone wins!

Visit https://haitisailingcup.net for more information.

ON THE HORIZON

La Course de L'Alliance 2020

The Sint Maarten Yacht Club is proud to announce that La Course de L'Alliance is scheduled from December 4th through 6th. This race is famous among local and regional sailors as it launches the keelboat sailing season. As this issue of *Compass* goes to press, the course has been adjusted due to current Covid protocols. The races will now be from Simpson Bay to Oyster Pond and return. Organizers are confident in hosting this event, ensuring that guidelines are in place to maintain social distancing ashore.

Sponsors are supportive of the event as well. IGY Marinas and The Moorings are back on board and praise the efforts of the St. Maarten Yacht Club to continue organizing sailing events.

"We are experiencing interesting times and are very much aware of the complications that come with organizing events. Sailing is socially distanced and therefore easier to manage. It is wonderful to bring some normalcy during this abnormal year and to have many people wanting to get on the water. We are grateful for the support of our sponsors, as budgets are limited. To receive this backing is showing amazing confidence and loyalty," says SMYC General Manager Michele Korteweg.

Recently, a group of F18 sailors showed interest in joining La Course de L'Alliance, which could increase participation numbers significantly. La Course de L'Alliance is one of the first regattas to take place in the Caribbean for the 2020 – 2021 season and is open to all type of boats. The Notice of Race has been published and registration is now open.

Visit www.smyc.com/coursedelalliance for more information.

Notice of Race for 2021 Barbados Sailing Week

The Notice of Race for the 2021 Barbados Sailing Week has been released. The organizing committee is confident that the event will take place and will assist yachts heading to Barbados for the first big regatta of the Caribbean winter circuit.

The Mount Gay Round Barbados Race will be held on January 21st and circumnavigate the island anticlockwise. Coastal Races will take place from January 22nd through 24th. Starts and finishes are in Carlisle Bay.

The Mount Gay Round Barbados Race is open to any type of monohull or multihull sailboat over 20 feet. Boats under 20 feet may be accepted at the sole discretion of the organizers. The classes will be based on the length and type of boat (unrated) and include vessels with a CSA rating and ones raced singlehanded and double-handed. Boats with foils are eligible for "with foils" records rather than conventional records.

The Coastal Races are open to all classes of sailboats including dinghies, kite surfers, and windsurfers, with smaller vessels racing entirely within Carlisle Bay. There will be a class for monohulls with CSA ratings, split into CSA Racing Class and CSA Cruising Class (monohulls without a CSA rating will be given a local rating, which may change during the regatta), a J/24 Class, a Dinghy Class, a Windsurfer Class, and a Kite Surfer Class.

Entry forms will be available at www.roundbarbados.com.

New Start Date RORC Transatlantic Race

The Royal Ocean Racing Club has announced a new start date for the seventh RORC Transatlantic Race. Traditionally starting in November, racing from Lanzarote in the Canary Islands to Grenada, the next edition will start from Puerto Calero Marina in Lanzarote on January 9th, 2021, and once again finish at Port Louis Marina in Grenada.

This date adjustment is the most significant of a number of changes the RORC is incorporating in its Season Points Championships. These also include making the Rolex Middle Sea Race the first points race in the championships instead of the last, and altering the points factors for certain offshore races.

"The RORC Committee felt that having the Rolex Middle Sea Race as the first race in the championship would encourage more owners to use the autumn/winter season for adventure sailing and include the RORC Transatlantic Race and RORC Caribbean 600 before returning to the UK in spring," said RORC Racing Manager Chris Stone. "We also felt that starting the RORC Transatlantic Race in January provides extra time for boats to get from Malta to Lanzarote and know that the tradewinds are further north and more consistent then."

—Continued on next page



ARTHUR DANIEL

Finishing in Grenada in the last RORC transatlantic race.

—Continued from previous page

Andrew Garland, Business Development Manager at Camper & Nicholsons Marinas says, "RORC has been at the cutting edge of yacht racing since 1925 and Camper & Nicholsons is one of the oldest yachting brands, so we share a common brand ethos. Our ongoing investment and expansion of Port Louis Marina ensures that we continue to provide the very best marina facilities. We are proud to offer a warm and genuine Caribbean welcome to all the skippers and crews taking part in the event and are excited to be working with the team at RORC to deliver another successful race finish for 2021."

Visit http://rorctransatlantic.rorc.org for more information.

41st St. Maarten Heineken Regatta Ahead

The future course of the Covid-19 pandemic is far from clear; however, the Sint Maarten Yacht Club Regatta Foundation and the Government of St. Maarten are confident to host the 41st St. Maarten Heineken Regatta from March 4th through 7th, 2021. Entries are now open. Participants are asked to sign up as soon as possible, so organizers can finalize plans and ensure safety for all.



LAURENS MOREL

The organizers plan to deliver a safe, competitive, professional, and "Serious Fun" event with world-class racing. Participants will have to comply with health and entry guidelines set by the government and event organizers. These guidelines will be communicated on the regatta website and updated regularly on the official notice board.

The Notice of Race was published in October 2020 and multiple teams have already signed up. In August, the Caribbean Sailing Association (CSA) launched a comprehensive online survey to assess the level of interest in the 2021 Caribbean racing season. Results indicate that many boats are still in the region and want to race in warm-water regattas.

"The interest of people to sail in the Caribbean and participate in our regattas is encouraging and we appreciate the support. The Race Committee is working hard on the sailing instructions and courses to distribute these early to assist with preparations. We want to provide a warm, professional, and safe experience with a strong sense of community," says Michele Korteweg, Regatta Director.

Racing will take place in the waters surrounding the dual-nation island of Sint Maarten/Saint Martin, offering a variety of courses suitable for all classes. Onshore entertainment is still under review as organizers track global and regional progress. Social distancing and proper sanitization will be implemented throughout the event.

St. Maarten started welcoming international visitors as of July 1st, after it implemented Covid safety measures. Entry requirements can be found at www.stmaartenupdates.com. St. Maarten is open to yachts, cruisers, and private vessels. Currently, a local, registered yacht agent is required for all vessels as part of the clearance protocol and to ensure a smooth arrival.

For more information, contact the regatta organizers or go the St. Maarten Marine Trade Association's website at www.yachtingstmaarten.com.

Online registration is quick, easy, and accessible via www.heinekenregatta.com.

New Class for Les Voiles de St. Barth 2021

Les Voiles de St. Barth, to be held from April 11th through 17th, will have a new class for Super Maxis. These impressive racing yachts have one characteristic in common: a waterline length greater than 30 metres.



The Maxi 72 Bella Mente *plans to return to the Caribbean for Les Voiles de St. Barth 2021*

Since its debut in 2010, Les Voiles de St. Barth Richard Mille has always had a soft spot for magnificent sailboats that blend beauty, comfort, and cutting-edge technology, such as *Sojana* (35 metres), *Highland Breeze* (34 metres), the Verdier/VLPL *Comanche* (30.5 metres), the Wally Cento *Galateia* (30.5 metres), and the SHK *ScallyWag* (30.5 metres).

For the first time next year, the regatta is planning to add a dedicated class for the Super Maxis, so these remarkable sailboats can compete against each other, under the IRC rating rule.

After a year-long pause, *Bella Mente* ("Beautiful Spirit" in Italian), the Maxi 72 belonging to American businessman Hap Fauth, made its return to racing in September and has announced its participation in the next edition of Les Voiles de St. Barth Richard Mille. This comeback has already been celebrated by a victory in the Queen's Cup and a third place in the New York…

—Continued on next page





—Continued from previous page
…Yacht Club's Race Week, organized in Newport. The last time *Bella Mente* participated in Les Voiles was in 2017.

The return of this Maxi 72 to the waters of the Caribbean is awaited with great impatience!

Les Voiles de St. Barth Richard Mille is working with transporter Sevenstar Yacht Racing Logistics (www.sevenstar-yacht-transport.com) to provide participants with professional assistance to transport their boats from the United States, Europe, Australia, or Asia to the Caribbean. Sevenstar also proposes personalized solutions to obtain replacement parts, sea containers, or ship packages via air cargo.

Current Covid-19 rules for St. Barth are available at https://lesvoilesdestbarthrichardmille.com/us/the-health-situation-in-st-barthelemy.

Registration for Les Voiles is now open at www.lesvoilesdestbarthrichardmille.com/voilesregister.

YOUTH SAILING NEWS

Lolie Osswald Wins St. Maarten Opti Champs

In the first regional event of the 2020-2021 season, the Sint Maarten Yacht Club, organizer of the 15th Annual Sol St. Maarten Optimist Championship, had 17 youth sailors out on the water. Ten competitors in the Orange (medium) Fleet and seven in the Blue (advanced) Fleet raced on November 7th and 8th. Due to Covid, travel restrictions are still in place at most Caribbean islands. Therefore, only sailors from St. Barth, St. Martin, and St. Maarten could attend.

The winner of the Blue Fleet, and overall winner of the event, was Lolie Osswald from St. Barth, with ten bullets out of 12 races.

Saskia Revelman, race coach of St. Maarten, said: "This year's regatta was smaller in size, but it still turned out to be a beautiful weekend full of racing. St. Barth always brings good competition in the Blue Fleet, which represented five of their six sailors. This was the second year that Friar's Bay Sailing School from St. Martin participated and you can see the growth. We had strong winds on both days, which required a lot of perseverance from the youth sailors in the Orange Fleet, so we are very proud of our Veronica Destin, who finished second in that class."

St. Barth dominated this year's Optimist Championship, showing excellent sailing skills that resulted in winning the top three places in the Blue Fleet as well as first place in the Orange Fleet.

In the Blue Fleet, Lolie Osswald went home with the overall trophy and a watch from Ballerina Jewelers. Jules Fortunati took second place and Marvin Febrissy third.

In the Orange Fleet, Paul Loup Karman from St. Barth finished first, Veronica Destin from S. Maarten second, and Emilien Lenormand from the French side of St. Martin came in third.

Two additional trophies — for Sportsmanship and Best Newcomer — were also awarded. Sarah Michaux, who started sailing lessons recently, took home the Best Newcomer trophy after finishing fifth in the Orange Fleet. Noemie Dedardel received the Sportsmanship trophy for showing true perseverance.

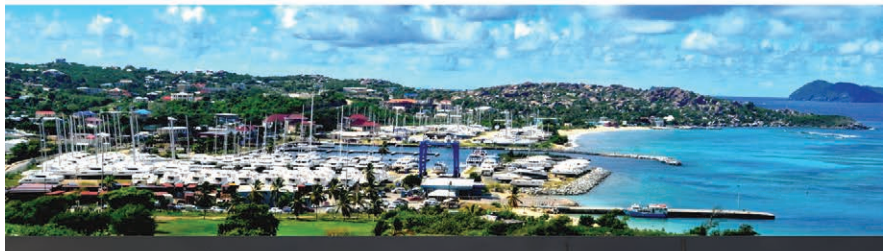
"This event is a regional jewel for young competitors, made possible by our sponsors. We want to thank Bob Hilbert sportswear (who made special Optimist Championship long sleeve UV-shirts for all the competitors), The Scuba Shop, Divico Distributors and Cash & Carry, Zeebest, Ballerina Jewelers, the Maritime School of the West Indies, Domino's, and Rainforest Adventures," says Leonde Vermeulen, event manager of the SMYC.

Visit smyc.com for more information.



Twelve-year-old Lolie Osswald from St. Barth was overall winner of the 15th Annual St. Maarten Optimist Championship.

VIRGIN GORDA
YACHT HARBOUR



YOUR COMPLETE MARINE CENTRE IN THE HEART OF SPANISH TOWN, VIRGIN GORDA, BRITISH VIRGIN ISLANDS

93 slip marina accommodating vessels up to 9' draft and 165' LOA. Every slip has access to fresh water, and 30A, 50A, or 100A shore power.

Full-service fuel dock providing diesel, gasoline, ice, fresh water, and lubricants.

Two large boatyards with a hauling capacity of 350 tonnes, 39' beam, and 165' LOA. Also offered for keel boats is our reliable Hurricane Keel Pit Storage, as well as our brand-new Hurricane Cradles.

Town Centre, Marine Chandlery, & brand-new Shopping Centre, offering banking, shopping, dining, and more.

World-class beaches, luxury resorts & villas, and our own international airport make Virgin Gorda an ideal Caribbean destination. Haul or dock your vessel for storage or maintenance, and explore the beautiful island of Virgin Gorda.



vgyh.vg
marina@vgyh.vg
boatyard@vgyh.vg
chandlery@vgyh.vg

T +1.284.495.5500
F +1.284.495.5706
facebook.com/vgyharbour
@virgingordayachtharbour

SAIL
STORE
EXPLORE



SECRET HARBOUR
MARINA

MARINA DOCKING / 53 SLIPS
20 DELUXE COTTAGES
RESTAURANT & COCKTAIL BAR / POOL & TENNIS / PRIVATE BEACH.



TIP-TOP TIPS FOR FIRST-TIME CARIBBEAN CRUISERS

Since 2005, Caribbean Compass *has been asking experienced Caribbean cruisers to share their top tips for first-timers. In this, our 25th Anniversary Silver Jubilee Year, we're proud to present a tip-top collection selected from among all the top tips offered over the years. It's interesting to see how much good advice remains timeless.*

If you're heading out for your first Caribbean cruise, one of the best things you'll find is the willingness of the Caribbean cruising community to give advice!

Information

In 2005, Diane Exler Rudnick of *S/V Destiny* (Nordic 44) said, "Gather information. The best advice is to do your homework thoroughly." Social media, including today's plethora of cruisers' Facebook island groups, wasn't much in play then. Frank



Liesbet Collaert: 'Once we entered the South Pacific, we missed the Caribbean, especially its happy hours, social scene, and 'easy' sailing!'

Virgintino's *Free Cruising Guides* (https://freecruisingguides.com) and Don Street's *Guides to the Eastern Caribbean* (www.street-iolaire.com) are now somewhat dated, but still very useful. In addition to recommending reading cruising guides, *Compass*, and the Seven Seas Cruising Association bulletins, for example, and listening to the relevant SSB and VHF radio nets — all of which are active today — Diane notes: "It's amazing how much information you will receive by just inviting other cruisers over for cocktails." Still true!

Willie Haskins of *Liahona* (Nautical 60 ketch) offered a caveat: "Don't be put off by what others have said about someplace being 'dirty' or 'unsafe.' We have found each island and country we visited to be unique and worth exploring, and some of our favorite places are those that others advised us to not bother going to visit!"

Jim and Wendy Ulik of *Merengue* (Island Packet 27) seconded that: "Just remember that the cruising lifestyle is not a 'one size fits all.' There is more than one way to do it. Gather information, ask for opinions and make your own decisions. The weather forecast that one cruiser feels comfortable with might be more than your crew or boat can handle. Your buddy boat might want to keep moving and you would like to stay and enjoy your current location a little longer. The list goes on and on. Don't feel pressured to go with the flow. Make your own plan, don't be afraid to change it, and enjoy the journey!"

Before you come

Joan Conover on *Growltiger* (Morgan 511) advised: "Register all your emergency devices correctly! Make sure all your emergency devices that use an MMSI number have *your* registered MMSI number in them, and in them correctly. The same for satellite locator GPS systems, such as GARMIN InReach, or SPOT, and those SOS buttons.

"Make sure you have a good point of contact (POC) for emergencies on the registration(s), along with a float plan (with boat description, who is aboard, what communication gear you have, and what you want your POC to do if you do not check in on schedule). Walk through in your mind how you want people to respond to your emergency request for help, or your lack of contact while offshore, and give the responders the information to help you. Otherwise, valuable time is lost. Time is not your friend in an emergency off shore."

Cruising kitty concerns

If you'll need to work to feed the cruising kitty as you go, make sure the work is something you can do aboard and "offshore." Don't forget that when you clear into a new country on a yacht, your visa stamp will inevitably say "Employment Prohibited." Lynn Kaak of *Silverheels III* (Niagara 35) said, "Some cruisers think they can 'hang a shingle' in a foreign country and help their cruising kitty by doing odd jobs or outright working under the radar. This is both illegal and unfair: registered local businesses pay taxes and have overhead, and many Caribbean countries have unemployment hovering around 40 percent. We are guests, not a cheap alternative workforce. Hiring fellow cruisers to do jobs that local people do for a living also falls into the 'no-no' category."

Island time

Cruising guide author Chris Doyle of *Ti Kanot* (42-foot catamaran, www.doyleguides.com), suggested: "After an Atlantic passage, the boat will usually have a bunch of things broken. But right after arrival is the worst time to get them fixed because all the other arriving boats have the same problem. If the broken bits are not that important, consider waiting to get them fixed. Meanwhile, have fun! Our beaches are probably what you have been dreaming about, but the Caribbean also has magnificent rainforests, spectacular waterfalls and great hiking. Get to know locals. Visit yacht clubs, take part in informal races, maybe go on a run with the Hash House Harriers, and ask about clubs encompassing your interests. But you don't have to do it all on the first day. Take it easy and enjoy!"



Chris Doyle: 'If the broken boat bits are not that important, consider waiting to get them fixed. Meanwhile, have fun! The Caribbean has magnificent rainforests, spectacular waterfalls and great hiking.'

Others agreed about getting on island time. Chris May of *Troubador* (Beneteau Idylle 15.50): "Have patience. Island life moves at a different pace. Don't forget why you wanted to escape when you're waiting for an official or for your lunch check." Sue Klumb of *Orion* (Out Island 41): "Don't compare. Just because things are handled in different ways doesn't make them wrong. Relax, embrace the change of pace and enjoy the culture." Willie Haskins: "Spend enough time on each island to appreciate the people, food, music, arts, crafts, and natural wonders. Too often we encounter cruisers who speed-sail through the Caribbean on their way to the Pacific, and think they have seen it all after spending a couple of days here and a couple of days there. We've been in the Caribbean for five years, and still have not seen it all." Liesbet Collaert and Mark Kilty, formerly of *Irie* (35-foot Fountaine Pajot Tobago catamaran) concurred: "We cruised the Caribbean for five years. Once we entered the South Pacific, we missed the Caribbean, especially its happy hours, social scene, and 'easy' sailing! When a same-aged, European couple told us they skipped the Eastern Caribbean 'because of its popularity,' our mouths fell open and we elaborated on why that was a mistake."

Currents and swells

Nikki Segal of *Skipping Stone* (Pearson 530), recommended, "Make easting! As the current generally sets to the west between the Eastern Caribbean islands, we always try to make as much easting as possible, early on in the trip."

Matthew Watters on *Lady Marigot* (Privilege 585 catamaran) advised, "Make a point of checking for northerly swells. They can make many usually comfortable anchorages untenable. Check sites (such as www.stormsurf.com/locals/barb.shtml and https://magicseaweed.com/Mid-Atlantic-Surf-Chart/22/?type=swell) and look at the "surf" animations. If you see lots of south-facing arrows and dramatically coloured bands entering the islands, then it's time to select anchorages that are sheltered in the north and open in the south. Adjust your route to avoid any bays exposed to the north …

—*Continued on next page*

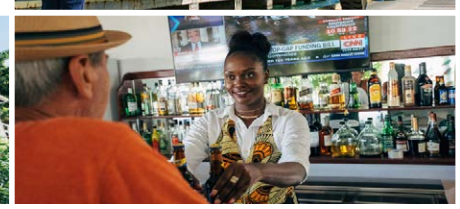
CARRIACOU MARINE

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*
…during periods when the swells are at their worst. The Meteo France Antilles Large forecast (www.meteo.fr/temps/domtom/antilles/pack-public/marine/sea.pdf) will also warn of any prolonged northerly swells reaching the Eastern Caribbean. Really bad swells can even make usually navigable channels untenable, as swell and surf action stirs up the bottom and makes eyeball navigation difficult.

Speaking of eyeball navigation, cruising guide author Don Street (www.streetiolaire.com) added, "Do not enter harbors at night. When entering and leaving harbors forget about your chart plotter: use eyeball navigation. When relying on eyeball navigation do not head east before 1100 hours, or west after 1400."

Anchors and anchoring

If most of your previous cruising has involved docking or picking up a mooring every night, build your anchoring skills. Rosie and Sim Hoggarth on *Wandering Star* (44-foot custom steel cutter) advocated investing in the best possible anchor(s) and gear and going at least one size up from the recommended size. Rosie wrote, "Anchoring technology has improved markedly in recent years and upgrading is a big improvement if your boat has one of the older designs. Having faith in your anchor is one of the must-haves for Caribbean cruising and leaves you free to worry about more important issues (like have we got enough ice for the sundowners)."

Jim Hutchins of *Boldly Go* (Jeanneau Sun Odyssey 40) suggested, "Discuss techniques and considerations with fellow cruisers. How are the other boats around you attached to the ground? All boats need space to swing; basic scope should be five times depth plus one boat length. Stay with the boat until you are sure the anchor is set. After you have a proper position and a well-set anchor, stay aware of the weather at all times: aboard, onshore, awake or asleep. A good skipper awakes to a weather change like a mother to the rustle of her newborn child."

Lena Padukova added, "When I cruise in these lovely waters, I have a ritual that I carry out every time I drop anchor. I pull on snorkelling gear and dive down to see how well it's holding. This both saves me any doubts about the hold and gives me a perfect alibi to have a dip every time I come to a new place. I would recommend anyone who comes to sail the Caribbean to join me in this tradition. It saves you from both worry and from potentially dangerous situations. And you did come here to enjoy the water, after all!"

Chris Doyle of *Ti Kanot* added, "Keep in mind that while we have a lot of yacht services in the Caribbean, including moorings for rent, moorings are something we do not always do well. You might be used to the idea that if you pick up a mooring it will be well maintained and secure. You cannot make that assumption in the Caribbean. Luckily the sea here is warm, and generally clear. So if the water isn't too deep, it is not hard to check much of the mooring gear visually with a snorkel and mask, making sure the line or chain is in good shape, and that any shackles have been seized and are taking the strain in the right direction (not from side to side, where it will pull apart)."

Security

Ken Goodings of *Silverheels III* (Niagara 35) noted: "Security is a primary consideration wherever you cruise. When at anchor, never retire to sleep in your unlocked boat with a completely darkened cockpit. The feeble light from a solar patio light is usually not sufficient. A moderately bright 12-volt LED cockpit light combined with a well-secured companionway is a simple and effective deterrent to would-be boarders.

"Upgrade your dinghy security tether from a simple vinyl-covered wire to eight- or ten-millimetre stainless steel chain, a stainless steel motor lock, and a U-style bicycle lock for the end of the chain."

Spares and repairs

Although Caribbean chandleries are more numerous and better stocked than ever, the 2015 advice of Tony Sanpere of *Cayenne III* (51-foot Beneteau Idylle) is still valid: "Carrying lots of spare parts is very important. Nothing's worse than being stuck in an anchorage or marina waiting for a part to arrive. Also, my boat's shore power let me plug in at both 110 and 220 volts."

Nadine Slavinski of *Namani* (Dufour 35) gave this tip: "Have a rain-catching bimini. Even if you have a watermaker, it is a boon to be able to collect water from passing showers and use it for showers and laundry, or as drinking water after treating it."

Sean Fuller of *Kaiso* (Sovereign 40): "The strong UV rays in the Caribbean will damage safety equipment and other fittings where they have plastic components exposed to the sun. All hatches made of acrylic should have canvas covers. Sails' stitching and UV strips will break down more quickly, so keep an eye on these."

Ruth and Niels Lund of *Baraka* (Endurance 43): "Be aware that during their busy season, marine service companies on the islands are usually fully stretched, so book ahead and don't assume instant attention is always possible. Waiting is hard when you want to get sailing, as is paying a little more, but it beats having to redo less than professional work and waste more time and money. Obtain more than one quote and ask the right questions about guarantees, delivery expectations, materials and work methods. Use the local cruisers' networks (VHF radio and internet) to confirm excellence and seek out the technically skilled people that exist throughout the island chain."

Finally, Ellen Birrell of *Boldly Go* (Jeanneau Sun Odyssey 40), offered: "Simplify. Don't need it all. Downsize. In a world burgeoning with 'The one who dies with the most toys wins,' consider that just the opposite is what makes life aboard satisfying and serene. In a complicated world, the more you can plan your new lifestyle to embrace the natural world and offer you a reprieve from noise, light and air pollution, the better. Be deliberate in outfitting your boat accordingly."

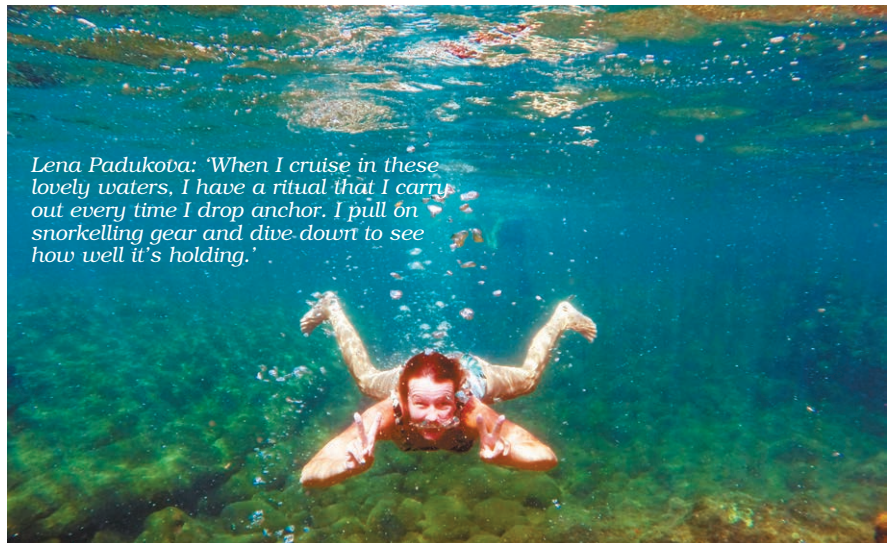
Island people

Mark Denebeim, *Sanctuary* (Island Spirit 37 catamaran): "Get to know local people (other than tour guides, bartenders and Customs officers), and not just fellow cruisers. After all, it is a people world!"

Devi Sharp, formerly of *Arctic Tern* (Island Packet 45): "Say 'hello,' 'good morning,' or 'good afternoon' to islanders on the street. You are a visitor and it is expected that you will reach out first. You might be rewarded with a big smile or a return greeting, or you might end up in a conversation with a friendly person. This simple act will open doors to the island. If you do not know how to prepare an unfamiliar fruit or vegetable, just ask the market vendor. People love to share their advice and you will have a new friend at the market."

Jim Hutchins of *Boldly Go* (Jeanneau Sun Odyssey 40): "Be formal and polite with Customs and Immigration."

Carolyn Goodlander of *Ganesh* (Wauquiez 43): "My tip is to always take local transportation when ashore — buses, vans, and local ferries — as that is a fantastic way to meet local people. Taxis isolate you as a tourist."



Lena Padukova: 'When I cruise in these lovely waters, I have a ritual that I carry out every time I drop anchor. I pull on snorkelling gear and dive down to see how well it's holding.'

"Boat boys" — locals coming to the anchored yachts in their little boats or on surfboards, offering produce or handicrafts for sale, or offering to help you tie up or rent you a mooring — are something new to many first-time cruisers. Petra and JanWillem Versol of *Witte Raaf* (ALC40 ketch) advised, "Don't shoo away the boat boys. Try to give them some business; they have a right to earn a living. Always try to negotiate a fair deal. Paying too much will spoil the market for other cruisers; paying too little is unfair. If you are fair with them, they will be fair with you. And once you have earned their respect, they will even welcome you at their homes and you'll learn a lot about the Caribbean way of life — from the inside."

As Tor Pinney of *Silverheels* (Pearson 424 ketch) said, "Remember, we're self-invited guests here. Be friendly, be patient, be respectful, be grateful."

Good attitude

Frank Virgintino of *Raffles Light* (65-foot Garden ketch): "Jumping to conclusions can destroy an adventure like cruising through the Caribbean. Reflect carefully on everything before making a decision. You are outside your culture, outside your geographic area, outside all of what you know about cruising except the actual 'being on the boat' part. This advice applies to all areas of cruising in the Caribbean.

"For example, do not assume that every boat boy is there to harass you or steal from you. Do not assume that for each repair, every person who comes to fix the boat is dishonest. Do not assume that just because you saw another sailboat sail out of the bay to the east that you can do it also; their draft may have been less than yours or it may have been high tide when they left. Do not assume because there is a spigot that you are allowed to take water or that the water is potable. Etcetera."

Bill and JoAnne Harris of *Ultra* (53-foot custom trimaran) concluded, "Cruising the Caribbean, you will learn much about yourself, since you will sometimes be pushed to your breaking point. A long passage might end up being quite different than expected, or you might have to perform a tremendously difficult task that you have never done before. After waking up and planning an amazing day of exploration in your new anchorage, you discover a broken head that must be repaired ASAP. Since there is not an 800 number to call, you are the guy for the job. This can easily turn into an all-day project. However, at the end of the day, when you are sipping your rum and Coke, you will feel proud of yourself for what you have accomplished.

"So the best advice we can give is, before you set sail, be sure to stock your 'spice rack' with the most important seasoning of all, great attitude. A little dash of it every day will be the best recipe for a happy and fulfilling life aboard."

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

LIGHTNING STRIKES — NEARLY

by Damian LaPlaca

I live in Puerto Rico, and that's a draw for visitors. Mine come mostly from the US northeast, where I used to live. The adventurous visitors even accept my invitation to sail on my 35-foot sloop, *Second Wind*. The promise is the lure of the Caribbean: turquoise blue sailing water, ice-cold *cervezas*, beautiful small islands with fun open-air beach bars, and the best burger in the world at Lazy Jack's in Vieques, one of the Spanish Virgin Islands southeast of Puerto Rico. What I don't promise are skies empty of rainsqualls, terrifying thunderstorms and lightning. Well, those are kind of implied.

My good friend and former Boston neighbor, Mike, arranged a first-time visit after the NOAA five-day forecast showed no developing conditions during hurricane season. Two days after his arrival and provisioned for four days, we left Fajardo for a due-east sail to Culebrita, another of the Spanish Virgins, a 22-nautical-mile sail from Puerto Rico. Tropical storms that moved a safe distance north and south of Puerto Rico left a rare northern wind, a perfect opportunity for a straight beam reach. I promised Mike a gorgeous, placid horseshoe bay called Tortuga Beach at Culebrita. I had sailed to Culebra several times, but never to Culebrita (Little Culebra), so it would be a shared new sailing adventure.



We anchored behind the 50-foot catamaran and sat dazed.

Mike is a motorboater, meaning he has good transferable experience for sailing. He wanted the helm — great for me, since it allowed me to trim the sails and find the most direct course. Salmon filets marinated in soy and teriyaki sauce and ginger would be our first night's dinner, since there are no facilities on Culebrita, just an old lighthouse that I was eager to see. Mike could savor the best burger in the world after we left Culebrita.

Like most sailors, I have more than one weather app, four in fact, and I checked them all before we left. Each showed not much chop, but not much wind either. Nothing to worry about. Or so I thought.

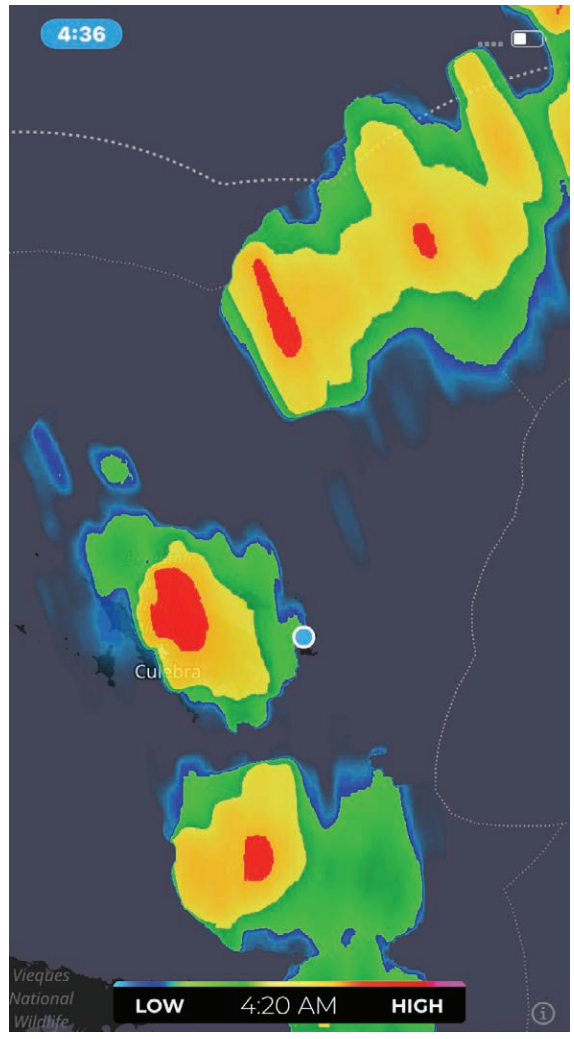
Late in the afternoon, we took a left past Culebra and into the channel between the two islands and we started sailing north. The channel is dramatic, green of islands, blue of sea, and beautiful. Culebra was on our port, Culebrita on our starboard, and rocks in the distance rose out of the water forming small and tall islands. The channel does have some challenges for the first-time navigator. Where we would hook a right to sail into the horseshoe bay of Culebrita would not become clear until we sailed farther north.

The skies began to darken but it was late afternoon, so it was nothing alarming. As we approached, we saw the narrow opening between two small *cayos* and we bore off to starboard. We could see Tortuga Beach, but it was not the placid, idyllic turquoise bay we expected. Huge dark waves rolled towards the beach.

"I just saw lightning," Mike exclaimed.

I could not worry about lightning, I needed to figure out how to get over those rollers and into the bay, or if we should even try. We had few other options, since it was getting dark and other anchorages were not close.

One long rolling wave after another guarded the entrance to the bay. I trimmed the sails and Mike fired up the engine. Near the right side of the beach I saw a mast. "There is a catamaran in there," I said to Mike. Its presence gave us comfort that we could sail in. Of course, we had no idea in what sailing conditions the cat arrived.



The radar app showed that one of several storms in the immediate area would soon be directly overhead.



NOAA

Mike motorsailed perpendicular to the rolling wave. Our strategy was to sail in at the middle, where it appeared the wave was the smallest. As we approached, I guessed the largest height of the wave, closest to the edges of each side of the bay, was near ten feet. I had recently sailed downwind from St. Thomas to Culebra with 25 knots of Christmas Winds and following seas, and surfed down troughs of six- to eight-foot waves, but I had never sailed over a single huge roller like this, moving in the same direction as the boat. I could not calculate the danger or even the wisdom of making the approach. If we miscalculated and took an angle a breaking wave could broach the boat.

As we neared, I looked to port and could see the big wave up close and too personal. I hollered to Mike to veer off to port. Mike turned hard and we did a 180. I did not look forward to sailing to another anchorage in the dark. We approached again.

We timed the wave as it broke and Mike smoothly sailed into the bay with barely a bounce. We looked back at the next roller forming behind us and congratulated our success, though smaller rolling waves followed us. We anchored behind the 50-foot catamaran and sat dazed before we enjoyed our first beer. Mike researched lightning on his phone. Since we could not safely cook salmon on my stern grill cold roasted chicken below was our first night's dinner.

We talked of what to do in the event of a lightning strike. The wind kept us parallel to the beach and *Second Wind* rocked laterally with the oncoming waves. Although we stayed on our cushions in our respective cabins we were in for a sleepless night.

Shortly before 4:00AM I woke to the booming sound of thunder. I looked up through the overhead hatch window to see bursts of brilliant white lightning followed by staccato white flashes. I opened one of my radar apps and saw that one of several storms in the immediate area would soon be directly overhead. My heart rate increased. Given the storm's northerly direction, thunder and lightning to starboard meant the storm was coming over us. Bursts to port meant that part of the storm had passed over.

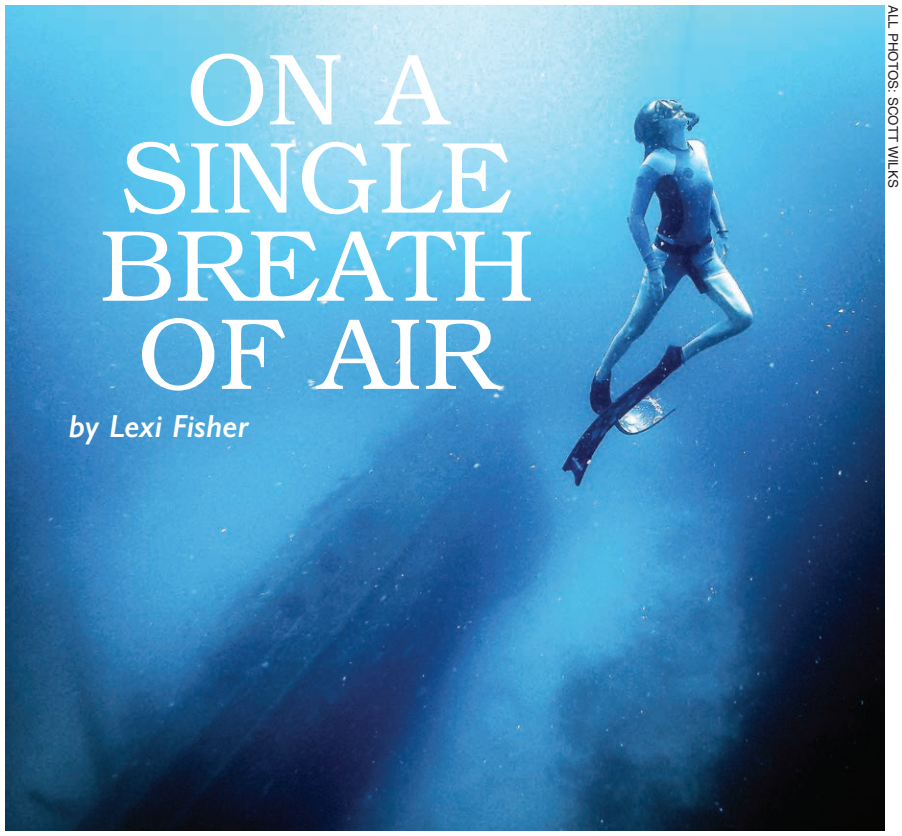
We endured the electrical storm for almost three hours during which we were sure we were going to get hit. The sound of thunder is much greater on a sailboat than in the comfort of an enclosed house. In each moment I thought the worst had passed, lightning suddenly flashed overhead, and when thunder crashed less than a second after, I became very concerned. Anything can happen when lightning hits a sailboat. It can burst a hole and sink it, it can destroy electronics, it can kill crewmembers.

In the morning Mike laughed, a reversal of his concern the night before. And why not? We'd survived an intense lightning storm on a sailboat. The catamaran was safe, too, and still had its anchor light on. When we were sure the storm had passed, we raised the mainsail for Vieques, this time fighting the oncoming roller at the bay's entrance. Our timing was not as precise and we slapped hard against the wave.

We had three more days of easy, drama-free sailing. Perhaps the most difficult experience was not waiting out the lightning storm or negotiating the ten-foot rollers. Lazy Jack's was serving only fried food! Oh well, Mike will have to return for another sail and another try for the best burger in the world. But I promise nothing.

LIGHTNING TIPS

I have read much more about safety measures to take during a lightning storm. Disconnect electronics to the greatest extent possible. Place small electronics in an oven or microwave. Ground the rig by attaching chain to the base of the upper shrouds and letting it hang in the water. Make fire extinguishers temporarily more accessible. Get your rubber dinghy ready for a quick exit. Keep your handheld VHF handy. Always keep paper charts on the boat in the event electronic charts get fried. These are just a few of the safety measures available to most sailboats. Check the weather more often than just in the morning. And always have a Plan B anchorage or mooring when arriving in a new destination at dusk.



ON A SINGLE BREATH OF AIR

by Lexi Fisher

ALL PHOTOS: SCOTT WILKS

This article is for entertainment purposes only and is not meant to replace professional training. Never freedive alone, and always consult a professional before any freedive or breath hold attempt.

IT'S difficult to find a place in the Caribbean where there isn't an opportunity to get in the water. Especially as sailors, our lives revolve around it. But what is it like to be so enchanted by the ocean that you willingly repress your natural urge to breathe in order to spend time underwater? This is the world of freediving.

You are weightless, the sound of your heartbeat echoes though your ears. Time stands still, and the outside world seems an eternity away, like a dream. You are within yourself and outside yourself at the same time, floating through an alien world.

Freediving is a world unto its own, the tranquility of which is almost impossible to describe. Practitioners often call it addictive. For those who have never experienced the thrill of descending into the depths on a single breath, freediving may seem like a frivolous death wish. It's true that the risk is often part of the appeal, but it's more than that. The sense of freedom that comes with being able to explore the ocean floor with nothing more than experience and willpower is therapeutic, as is the self-discipline and self-awareness it takes to overcome your mind's natural inclination to panic during a breath-hold.

One of my favorite things about freediving is that the less you do, the better you are. If you can quiet your mind, relax your body, move slower and with more intention, then you can stay longer, dive deeper, and go farther. Initially, this is counterintuitive — in most sports the faster you move the farther you go — but in freediving it's all about oxygen conservation. In the underwater world, when you're functioning on a single breath, any unnecessary movement or stress threatens your precious oxygen stores. It's amazing how far you can go in the time between breaths, and what your body can do to get you there.

More than anything, freediving is a sport of mental, not physical, control. Our evolutionary survival mechanisms are not easily ignored, and more often than not the psychological effects of a breath-hold are what will cause you to take a breath long before physically necessary. This is because, contrary to popular belief, lack of oxygen isn't what causes the urge to breathe. Our urge to breathe is triggered instead by the buildup of carbon dioxide in our lungs and tissues. Our brain starts to generate distress signals after only a small increase in carbon dioxide levels, but our bodies can sustain themselves for a surprisingly long time with the oxygen stored in its blood, tissues, and lungs. The current breath-hold world record, unassisted by breathing pure oxygen beforehand, is 12 minutes. When assisted by saturating the body through breathing pure oxygen, the record is an astonishing 22 minutes.

The urge to breathe comes in waves, and manifests itself in subtly different ways for different people. In general, the first alarm bells ring after about 30 seconds, with your brain telling you to take a breath. It grows increasingly difficult to ignore and eventually the sensations in your body, signaling a buildup of carbon dioxide, become too uncomfortable to ignore.

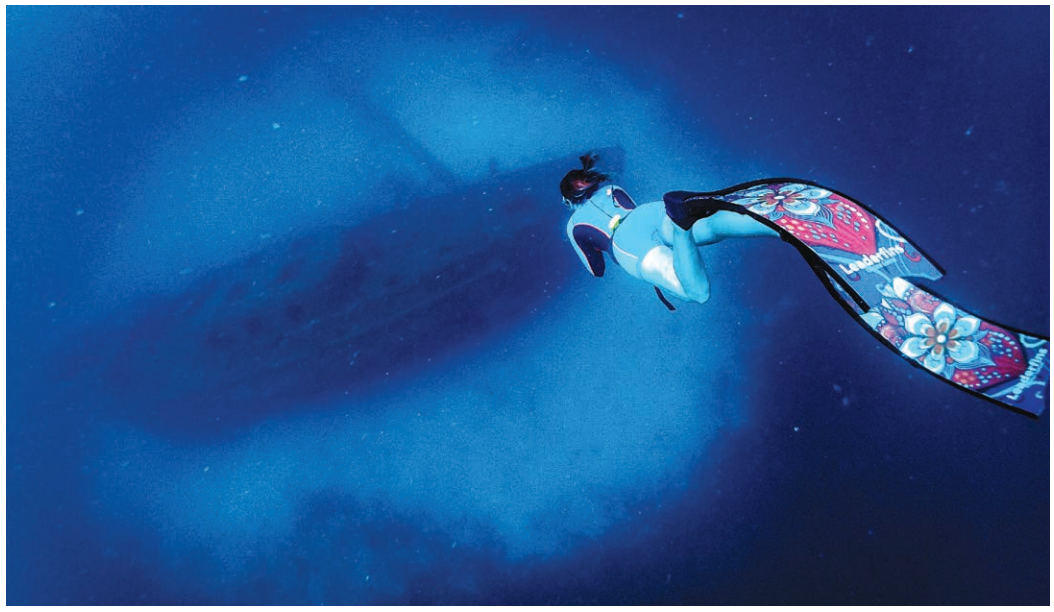
Luckily for freedivers, you can train your mind and body to withstand the discomfort of accumulating carbon dioxide. With practice, your body adapts to functioning with less oxygen, and your mind learns to quiet the alarm bells. In essence, you train yourself to become comfortable with the discomfort.

For most people, after about a minute of telling your brain to "shut up, you're not going to die," the distress signals turn physical, sometimes with the urge to cough or swallow, feelings of warmness or tingling in your extremities, or tightness in your chest. Though different from person to person, the feeling of tightness in your chest is usually the build-up to diaphragm contractions, the frequency and onset of which also vary. Your diaphragm is a muscle, and it will contract involuntarily — your body's attempt to trigger a breath. The strength of these contractions can range from a small flutter to a violent jolt, but are not necessarily a sign of hypoxia (dangerously low oxygen levels). Luckily, evolution has a trick up its sleeve in the form of the mammalian dive reflex (MDR).

Found in all air-breathing vertebrates (which includes humans), but especially in aquatic mammals, MDR is the freediver's ultimate biohack. Triggered when the nerve receptors around your nose and eyes are immersed in water while you hold your breath, the MDR overrides your body's normal functioning to conserve oxygen in a number of ways. Your heart rate immediately begins to slow (as much as 50 percent); blood vessels in your extremities constrict, redirecting blood flow to your vital organs; the blood vessels around your lungs enlarge to facilitate greater gas exchange; and your spleen releases oxygen-rich red blood cells.

More than anything, freediving is a sport of mental, not physical, control.

Below: Tanks? No thanks. The sense of freedom that comes with being able to explore the ocean floor with nothing more than experience and willpower is therapeutic.





Basic physical training is worthwhile for increased flexibility and lung capacity. In addition, freedivers utilize a range of practices, both in and out of the water, to increase their breath-hold times. Practicing a series of breath holds with shorter and shorter breathing intervals (known as CO_2 tables) works on increasing your tolerance for carbon dioxide, while a series of longer and longer breath holds with a set breathing interval (known as O_2 tables) increases your tolerance for low oxygen levels. And you can learn to calm your mind and body through meditation, body scans, or mantras. Learning to tolerate and overcome the urge to breathe is one of the most empowering, and most dangerous, aspects of freediving.

Most people understand that the greatest risk when freediving is drowning as a result of losing consciousness, commonly referred to as a blackout, but many people don't understand the mechanisms behind the practices that most often lead to a blackout. A blackout is essentially your body's "force quit" or "Ctrl+Alt+Delete" function. When your oxygen levels fall dangerously low, you lose consciousness in an effort to conserve enough oxygen to keep your brain and vital organs alive until breathing is resumed and oxygen levels are restored. Luckily, the urge to breathe, caused by rapidly rising carbon dioxide levels, usually gives you lots of notice.

That is, unless you hyperventilated before your dive. Now highly discouraged, hyperventilation is the leading cause of freediving blackouts. Contrary to popular belief, hyperventilation doesn't significantly increase the amount of oxygen in your body. Instead, it decreases the amount of carbon dioxide in your lungs and tissues. This delays your urge to breathe, and while this can extend your dive time, it can do so to such an extent that oxygen levels drop to dangerously low levels and you black out without any warning at all.

Blackouts most often occur within the last third of an ascent, or on the surface before the oxygen from a diver's first breath makes it to their brain. The diver will often let out a passive exhale and go limp. Their head drops and larynx closes to prevent water from entering the lungs (though it will eventually relax), unless the diver has kept their snorkel in, which can act as a funnel and flood the lungs with water.

For this reason, safety is paramount. Never hyperventilate, never dive with your snorkel in your mouth, know your limits, and always, always dive with a buddy.

Lexi Fisher is a PADI Freediving Instructor, Open Water Scuba Instructor, and co-author of the Cruising Guides to the Windward and Leeward Islands. *She teaches in Carriacou through her day charter business Incognito Adventures (www.incognitoadventures.com).*

Other freediving centers in the Caribbean can be found in Aruba (Happy Divers), Barbados (Barbados Blue, G Fish Watersports, Trident Freediver, Freediving Barbados), Bonaire (Deepsea Freediving, Bonaire Freediving School), Curaçao (B Diving, Coral Divers), Dominica (Blue Element), and Grenada (Eco Dive).

A Sailors Guide Looks at 40

Interview with author Chris Doyle

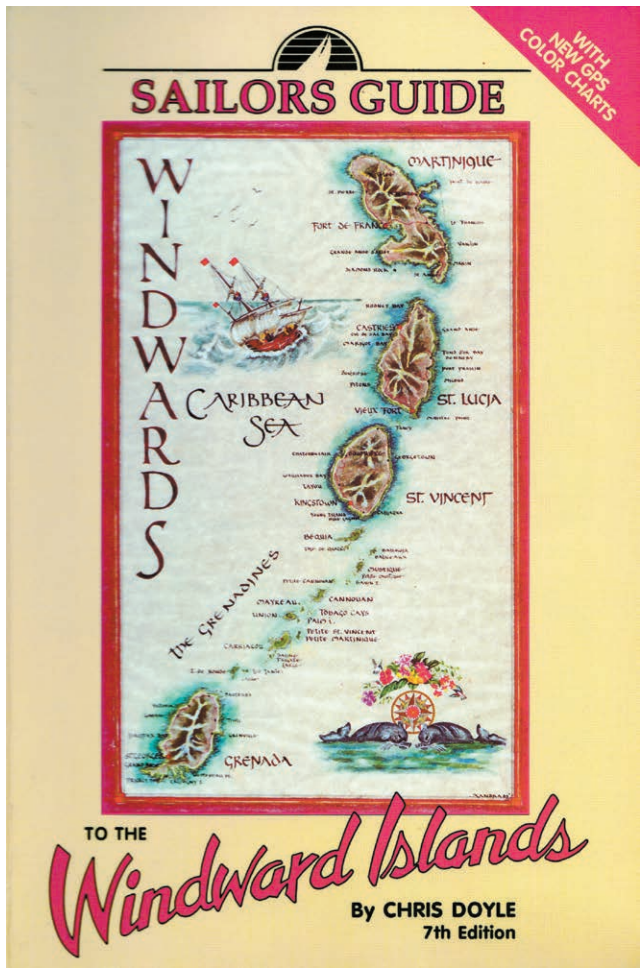
Caribbean Compass: Chris, your Sailors Guide to the Windward Islands *is celebrating its 40th Anniversary with the publication of the latest edition. Congratulations! Other cruising guides covering the Windwards to a greater or lesser degree had already been published by 1980, including those by Don Street, Hart and Stone, Carleton Mitchell, et al. What was the impetus that led you to write your first edition of* Sailors Guide to the Windward Islands*? What did you think would set it apart or be an improvement?*

Chris Doyle: In the late '70s bareboating was taking off and changing the waterfront. Whenever I was ashore people from bareboats would ask me "Where can I find this?" "Who sells that?" "Is there a mechanic nearby?" The other cruising guides did not answer these questions, leaving us cruisers and charter captains to fill the slack by being unpaid and unofficial tourist information officers. That was fine, but sometimes a bit much when we were asked the same thing three times in a row. This happened most often in Bequia, often cruisers' first stop. I was in Bequia and went to a party on the motor charter boat *Tor Helga*, where George Harris, the captain, was host. George was good at partying and I found him manning the bar and deftly pouring drinks, wearing nothing but a plastic apron. People asked, "George, is that all you're wearing?" He responded with a quick pirouette leaving them in no doubt. In this highly intellectual, smoky, and alcoholic atmosphere, I complained to George about the poor state of information in the other cruising guides, and that their lack of information was making other people's charter guests a pain. "Simple," he said. "Time you wrote your own!" And that really was how it started.



CRUISING GUIDE PUBLICATIONS

From a sailing family on the south coast of England, Chris earned a doctorate in psychology before sailing to the Caribbean in 1969 aboard a wooden Colin Archer called Sugar Creek *and becoming a resident of Grenada.*



What was I going to use for a cover? My friend Xandra Fisher in Grenada had created an antique-style map of the Windwards that used to sell well as a souvenir in the shops. She let me use it, and I liked it so much that it was on the cover for some years.

So that gave you the idea, where did you go from there?

At the time this happened I was running my own 41-foot sailboat, *Helos*, as a crewed charter boat. But before that, I had worked as a skipper for Stevens Yachts. Bill Stevens wanted his own *Stevens Yachts Cruising Guide* to sell, advertise his business, and put onboard his boats. He asked me to write it. I had no expertise for this but, given his alternatives among the other skippers, I was not a bad choice. He pointed out he was going to print an enormous number of copies as it was much cheaper that way, therefore I should not include any information that was likely to change over many years. This meant it had to be simple: just basic navigation information that anyone could follow, and a quick description of each anchorage. He got a bunch of good photos, and printed the book as a slim, 11-by-13-inch, spiral-bound, colorful paperback, and for years it was popular. I took a look at it at the other day and was amazed to see an aerial photo of Rodney Bay Lagoon: a few buildings, and nothing else except one little Steven's Yachts dock.

I was starting from somewhere, though the new book I envisaged would be a different beast. I was no businessman and had no idea of how to deal with printers. I started by writing it and drawing sketch charts, and then tried to get a publisher interested. None were, which I think now was fortunate. I had no money in those days, which precluded color work, but I was lucky to know Sally Erdle, now editor of *Caribbean Compass*, who in those days had time to express her brilliant and twisted sense of humor by drawing cartoons for fun. She illustrated all of the early guides and came up with some wonderful cartoons including a recipe for Fish Lips Jello, an after-charter "tropical depression dept.," and much more.

A printer in Barbados gave me a quote, which was for more money than I had, but was as good as I was going to get. So, when someone said, "Oh, sell advertising," I did. I sold some ads cheaply, and to my amazement I found that people did not think I was nuts, were willing to buy ads, and were trusting and enthusiastic.

So off I went to Barbados, with my typewritten book, stayed for many weeks at the Yoga Center, which was like a youth hostel with shared rooms, and spent all day at the printer. Everything was so different in those days. Personal computers were not yet a fact of life nor was desktop publishing. The book was carefully turned into typeset on their typesetting machine, the output glued to artboard, and all the art photographed. I would sit a in a little room drawing the sketch charts. What was I going to use for a cover? My friend Xandra Fisher in Grenada had created an antique-style map of the Windwards that used to sell well as a souvenir in the shops. She let me use it, and I liked it so much that it was on the cover for some years.

When the printer's bill came, I found I could not pay all of it. I was so naïve that I thought the price the printer's salesman gave me was what I was going to pay. I had no idea it did not include all the prepress work. I suggested that their only hope of payment was to let me have the books so I could sell them and pay them back. They did (and so did I). I found a small cargo vessel going overnight to St. Vincent, loaded my books on board and took them to another good friend, Frances Punnett, a.k.a. Tipi, who became my first wholesale agent.

Was it an immediate success?

Not at all. Bookstores were all happy to take it on consignment, but it was unknown. It was also cheap — being impecunious myself, I figured cruisers would not want to buy it if it cost more than US$5. Compared to the *Sailors Guide* today it was simple, in black-and-white except for the cover.

I needed to get it known, so I kept a stock on my boat. I was pretty good at windsurfing on those old big boards with small sails, so I would put some guides in a backpack on my back, and windsurf from boat to boat selling them. They began to get some fans; the cartoons helped. It was not slick, but it was entertaining.

It took some years till it was paying for itself and contributing to me, rather than the other way round. Several things led to that. I remember once someone congratulated me on what a great little "goldmine" it was, I thought "uh?" Then charter companies realized that the *Sailors Guide* helped keep their customers off the reefs. I would go to them when updating every edition and find out if there was any place that several people had come to grief. When there was, I would rewrite the sailing directions and exaggerate the offending reef in the sketch map a bit, which helped solve the problem.

—Continued on next page



SALLY ERDLE

Sally's most commented-on cartoon from an early edition, 'Fish Lips Jello' would probably be considered politically incorrect today.

But what helped most was meeting Simon and Nancy Scott, who ran Cruising Guide Publications. They were interested in working with me and helped steer me away from thinking so cheaply, in terms of advertising, book quality, and price. They became co-publisher and took over the marketing for everywhere in the world except for the Caribbean, which is still ours. We slowly became a more colorful and professional publication.

Subsequent to the Sailors Guide to the Windward Islands *you partnered with Cruising Guide Publications to write guides for the Leeward Islands. How has it worked out?*

In those days, I was producing the *Sailors Guide to the Windward Islands* and Nancy and Simon were publishing the *Cruising Guide to the Virgin Islands*. This left a big gap in the middle. There was a *VIP Guide* to St. Martin, St. Barts and Anguilla, but nothing of the kind we were doing in the other islands. I was happy to sail through the islands, explore new anchorages, take photos, and make sketch charts. I love cruising, and talking to all the business owners and other cruisers. I did not want to take on the whole advertising and production side, so Nancy and Simon did that.



Chris and friends on his cat Ti Kanot.

Researching all the Leeward Islands was a big job, and I was sailing on my own at the time, and wanted someone to go with me. My life partner Ginny Barlow, who I had met few years before, had just finished studying forestry and said one of her former college roommates, Sally Keefer, would love to cruise for a few months in the Caribbean. So, Sally Keefer sailed with me, was good company and crew, and helped make it all possible.

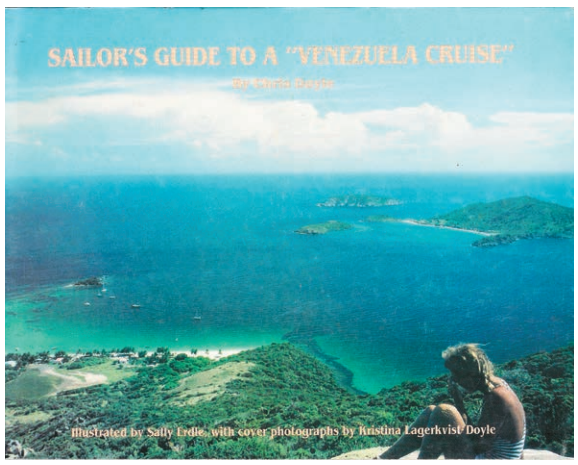
Financially, is has not been a big success, but it has kept me in expenses and beers and the odd meal ashore.

You also wrote guides for Barbados, Trinidad and Venezuela. What's current status of these?

Back when it was safe for cruisers, many of us loved to spend the hurricane season in Venezuela. Very few hurricanes passed that far south, and it was a delightful contrast to the Eastern Caribbean. On an early cruise there I decided to write as I cruised and see what came out. I only covered the eastern part of Venezuela and put together a 40-page black-and-white letter-sized booklet with a lot of sketch charts, and Sally Erdle's illustrations to brighten it up, and called it *Sailor's Guide to a Venezuela Cruise*. Cruising Guide Publications wanted nothing to do with that format, so I printed some copies myself.

The information was good, but the booklet did not sell well. At first I thought there was not that much interest. Then I found out that the format was perfect for copying, and that indeed it was popular — one of the copy shops in Puerto La Cruz was photocopying the booklet and selling the copies like hot cakes.

That made me laugh, and I realized that the potential for a real guide was there. So, my friend Jeff Fisher, who was bought up in Venezuela and spoke perfect Spanish, came cruising with me to cover a much larger part of country. At that time yachting in Trinidad & Tobago was taking off, so I put these together in one book, throwing in Bonaire as a bonus. A few years later, when I had to do another edition, I realized Barbados was not in any of our books. I expanded the Trinidad book to include Barbados, and with Jeff as co-author. Jeff also co-authored the split-off updated Venezuela guide.



I wondered why this booklet wasn't selling well. One of the copy shops in Puerto La Cruz was photocopying it and selling the copies like hot cakes.

One time when we were working on a new Trinidad, Tobago, and Barbados guide, I got a call from Simon Wall, who had once helped me on the Trinidad guide, saying that the president of Guyana wanted me to include the Essequibo River in a guide. I asked Don Stollmeyer from Power Boats in Trinidad if he would join me, as he is knowledgeable about the business angle of starting a national yachting industry. The Guyanese flew us down and we had a great time there. I established the essentials and took some photos, and Simon followed up and did the navigation work. We expanded the Trinidad guide to accommodate Guyana. It has helped attract a few people to Guyana and we offer a free pdf version of the Guyana section on doyleguides.com.

Unfortunately, I see very little prospect of updating the Venezuela guide under the current circumstances there.

You mentioned the old-fashioned paste up when you began publishing guides. How has technology changed things?

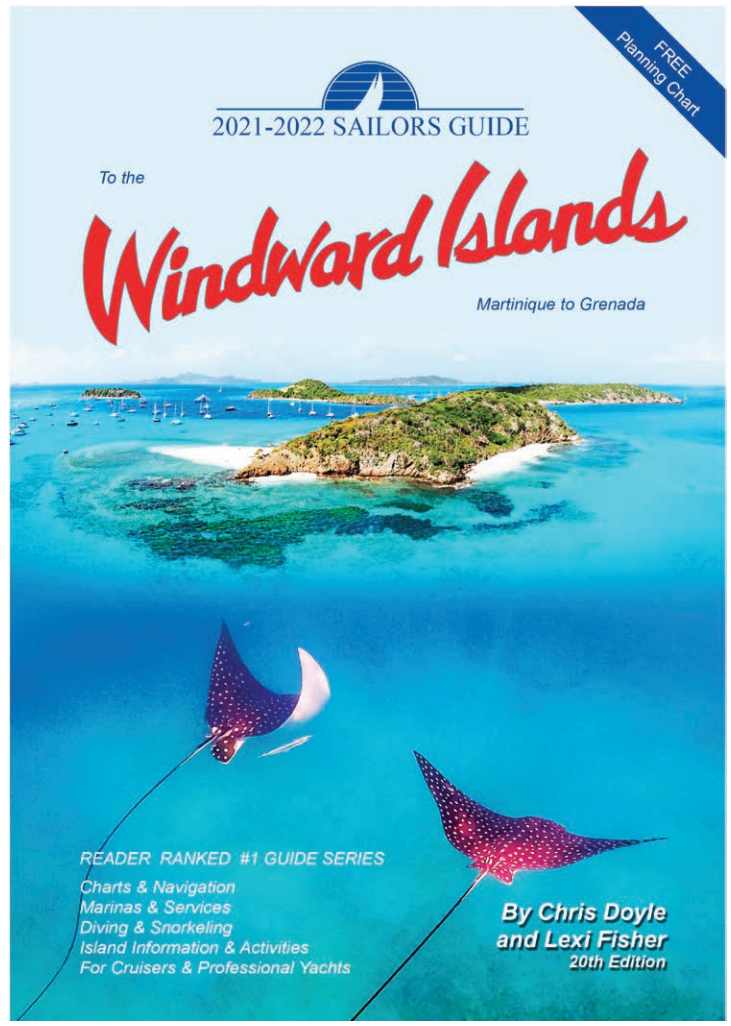
Hugely! *The Sailor's Guide to a Venezuela Cruise* was output on an early electronic typewriter, with me doing the paste up. I got an early laptop — one with no hard drive and two floppy drives. Then came a small hard drive and the program Pagemaker. I output a few guides using this and an early laser printer. I ran into problems when I started colorizing the sketch charts myself. When I sent the separations to the printer none of the registration marks lined up. They had when I sent them; I had no idea that paper was so unstable.

Nowadays it is easy. On the computer we can create the book, including all the color photos and art, and send it to the printer as single-page pdfs. This has enabled us to create much better full-color sketch charts, more colorful guides, and enabled us to add aerial photos of the anchorages.

Your guides have been popular for 40 years now. To what do you attribute that success?

Listening to people. One of the delightful things about writing a guide is you get to chat to lots of people, and many embrace what you are doing. Much that is in the book was suggested by readers, advertisers, and charter companies. GPS is ubiquitous now, but at the beginning, I was asked to include waypoints, and in they went. Our star charts were because of reader's request, though with all the phone apps that do the job better now, it may be time to take them out. Many components in the book came as suggestions, and it has helped make it more of a community book.

Whenever I was ashore people would ask me 'Where can I find this?' 'Who sells that?' 'Is there a mechanic nearby?' The other cruising guides did not answer these questions. And that really was how it started.



Tell us about your business partnership with Lexi Fisher, who she is, and how this relationship has come about.

I am getting older and, to my surprise, I was finding it harder to keep up with amount of work that updating cruising guides requires. The *Sailors Guide* is still valued in the community, so I wondered about to whom, if at all, it could be passed on. I have always considered it a very local enterprise, have taken care to make sure our ad rates are within the range of small businesses, and have tried to include information about everyone's businesses, whether they advertise or not. I did not want to sell the guide to a slick corporation whose main motive would be profit.

Jeff Fisher is a close friend who oversaw the building of my catamaran, *Ti Kanot*, in Trinidad, and who often sails with me. Lexi is his daughter and Grenada is her home. When she returned to live in Grenada after going to college in Canada, Jeff asked her if she saw any kind of work she thought she would like to do. She said that she liked the kind of thing I was doing. I invited her to work with me for a season, and when that worked well, I made her a full partner. She is adept at creating charts, writing, photography, and everything else, so I am thrilled to work with her. We tend to split the job, and work separately. With the most recent *Windwards Guide*, Lexi did everything from St. Vincent to Grenada, including researching, formatting the book and getting it ready for the press. I did Martinique and St. Lucia. I hope that soon she will do it all.

Plans for the future?

This is where it gets tricky. Social media has made a huge difference to how people access information, and most expect it to be free. There are cruisers' Facebook groups for most Caribbean islands, where you can ask a question and will get an answer. This is easier than opening a book, and while the quality of the information varies, at its best it can be brilliant. Once someone asked about a particular technician and a cruiser gave the information and added "but he won't be back till next Saturday." We cannot match that.

Charts used to be expensive, and our book used to save people a lot of money on buying those, but now you can get the whole Caribbean on your computer, chart plotter, or mobile phone, without breaking the bank.

For many people, "cruising" has become living on a boat, mainly in one island, and not moving or exploring very much. So, along with newspapers, most of us in the print media are taking a hit. Covid arrived as a large wrecking ball.

Nevertheless, our information is valuable to sailors cruising through the islands, and there are still many of those, and for those coming on a bareboat holiday, it is perfect. Our job is to find a way to make this work in the digital world. We have put up a sample chapter (Grenada) of the new *Windwards Guide* in a low-resolution pdf, on doyleguides.com and will see if we get any feedback.

Lexi is also working on a new project, to determine whether a good free chart/map would have appeal. It would have all the nautical information and include a land map. The plan is to have advertisers pay for it and make it available for free. Lexi is starting with Carriacou as a test run.

We'll have a review of the 40th edition of the Sailors Guide to the Windward Islands *in next month's* Compass.



This paradise is worth defending.

The Nature Conservancy works throughout the Caribbean to protect the ocean, coasts and coral reefs on which we all depend. We need your support to create a bright, resilient future for nature and communities.

Help us preserve the way of life that makes the Caribbean islands so unique.

To learn more about our work and make a lasting impact on conservation, visit **nature.org/caribbean**.

@caribbeanTNC

@nature_caribbean

The Nature Conservancy

Caribbean Christmases of Old

by Arlene Walrond

While I have enjoyed Christmas experiences in other places, they do not compare with Christmas in my homeland, Trinidad. As a local song says, "Trini Christmas is the best!"

People came from all over for a taste of my grandmother's Christmas wine

Some say that the season is too commercialized, and I believe that's true, but the love is still there. A lot of Hindus and even some Muslims celebrate Christmas in Trinidad, at least as far as gift giving and decorating goes. Of course some people go overboard with decorations. Once I saw an entire house covered in lights from roof to foundation. I don't know how the occupants got in and out without tripping on the wires or crushing some bulbs. In some areas you'd swear you were in America for all the plastic snowmen on the lawns and reindeer on the roof.

For me nothing can beat the Caribbean Christmases of old. I remember my father buying our ham wrapped in pitch, weeks before Christmas. This would hang from a rafter in our kitchen (which was a separate building from our house) until Christmas Eve, when it would be boiled. And while the ham was boiling the bread and cakes and pone would be in the brick oven. Ginger beer and sorrel would be prepared. My grandmother made a mean rice wine in a large earthenware jar. The wine was strained and decanted into smaller glass jars on Christmas Eve. After the wine was strained, the residue in the jar — rice, raisins and pieces of oranges — were thrown in the yard, and the fowls would eat it and get drunk and stagger all over the place: a big joke for us kids at the time. People came from all over for a taste of my grandmother's Christmas wine, even two Muslim brothers, Hamroon and Kamroon.

The week before Christmas, it fell on us kids to scrape and sand the furniture in preparation for new varnish. Everything had to be spick and span — new wallpaper, new curtains, new sheets on the beds, new pajamas. And being good Catholics, everything had to be in order before we left home for midnight mass on Christmas Eve night.

Christmas Day was probably the only time we children ever got out of bed early without any prompting. Our presents would be in a pillowcase beneath our homemade tree with its homemade decorations. My mother was good at that. With some angel hair and coloured crêpe paper and a branch from a guava tree, together with some of our teeny pre-Christmas toys, she made magic happen.

Another facet of the old days that I liked was door-to-door carolling; I really miss that. In some villages, where remnants of the culture of our Spanish



MYMARIOS.COM

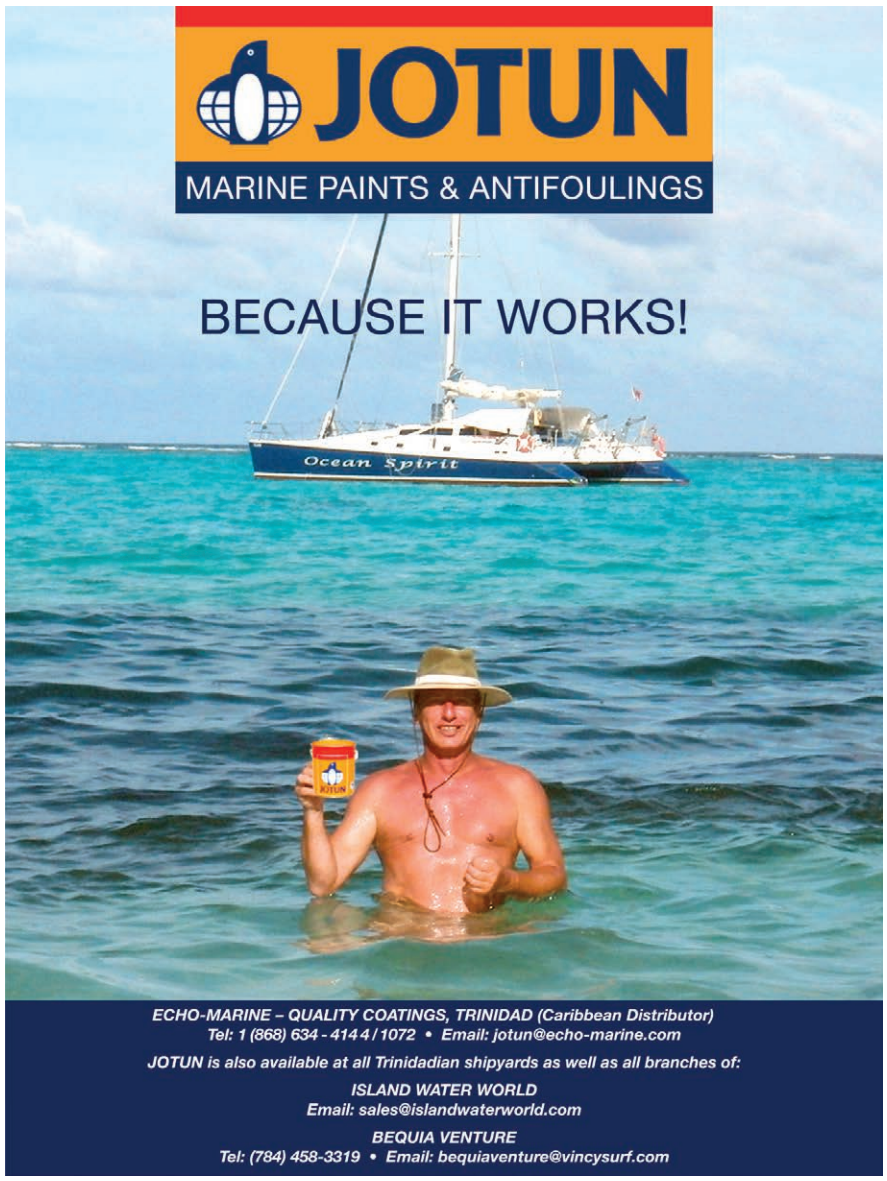
Parang groups would go from house to house serenading the inhabitants.

colonisers were still alive, *parang* groups would go from house to house serenading the inhabitants, some of whom would invite them in to partake of the holiday fare. I had the pleasure of experiencing that once when I spent the holidays at an uncle's house.

Most people stayed home on Christmas Day, but from Boxing Day until New Year's Day (and sometimes beyond), friends and neighbours would visit one another, and relatives from far away would make their annual visit and stay a few days.

And when it was all over, the ham bone would be used to flavour a pot of pelau or soup, then the good dishes would be returned to the cabinet until the next year when the whole ritual would start all over again.

We're celebrating Caribbean Compass's *25th Anniversary Silver Jubilee Year by sharing favorite articles from past issues. A version of this article appeared in December 2005.*





A FIG TREE CHRISTMAS ON BEQUIA

A waterfront Bequia restaurant opens its doors on Christmas Day for a cruisers' potluck dinner

by John Dillon

IT was a Merry Christmas Day on Bequia in 2019. My wife, Darcy, and I had first came to Bequia 15 years before when we chartered a boat through Barefoot Yacht Charters to cruise the Grenadines and then took a cottage on Lower Bay to race on the local double-enders during the Bequia Easter Regatta. Many Bequian friends were made during those years and it became clear to us that Bequia would become our harbor of preference as our long-term plans included selling everything at home and becoming liveaboard cruisers. It was obvious to us that the only thing more beautiful than this island is the local population.



The owner of the Fig Tree Fig restaurant, Cheryl Johnson (at right) with John and Darcy Dillon.



We finally arrived in Bequia aboard our own boat in May last year, after our romp down the US East Coast and through the Thorny Path. While we always enjoyed our time on Bequia for Easter, we now realized we would be able to experience and celebrate Christmas on Bequia also. The Bequians have great pride in their island and they had told us about all the activities that take place during the Christmas season. The Christmas lighting-up ceremony under the Almond Tree, the Nine Mornings festivities, school pageants — it seemed never-ending and a great way to spend Christmas in the Caribbean.

After spending the hurricane season in Grenada, we took a relaxing cruise through the Grenadines with our sights set on getting to Bequia in time to visit old friends and meet new ones on the island before they became too busy with the impending tourist season. We then heard about the Cruisers' Potluck that the Fig Tree Restaurant had hosted in previous years, which caught our attention as a great way to spend Christmas Day.

"I'll be home for Christmas, if only in my dreams." That song comes to mind for any full-time cruisers who spend time away from their family and long-standing holiday traditions and for us it rang true. However, we still eagerly anticipated Christmas on Bequia as Darcy pulled our Christmas decorations from their hiding spot in our bilge, adding a festive tone to our boat. We were now on course for a special holiday. Being in Bequia a month prior to Christmas allowed us to also help with Cheryl Johnson's children's reading club that takes place at her Fig Tree Restaurant every Saturday at 1400 hours. She organized the reading club as a way to supplement the schools to help boost literacy and comprehension for the children of Bequia. It's obvious the children love the reading club and adore Cheryl. The children are divided by age and a book is selected for each group, which is then read aloud during the session. The children then draw a picture that depicts something that caught their attention in the book. Finally, each child gets up in front of the reading club with an oral presentation of the book, which highlights their reading comprehension. Topping off the session, Cheryl treats the attendees with a snack and glass of juice. The smiles around the table at this point are precious. For her, it's a labor of love that she relishes.

As we listened to the harbor cruisers' VHF net in the morning, we were hoping we could get some information on the Fig Tree Christmas Potluck, but no information was forthcoming. Darcy decided to take matters into her own hands and volunteered to organize the event, which began with us announcing on the morning net the time, place and ground rules. As it turned out, the cruisers who had organized the event in the previous three years were also in the harbor and contacted us saying how pleased they were that someone else would take over the reins, and that they would assist us with needed background information and also help to set up the tables at the Fig Tree on the big day.

We came to realize this event almost runs itself, as the format is simple: bring everything you need for yourself and have a side dish to share. The Fig Tree would supply their grills and the use of their facility.

The background on this event deserves to be highlighted, as it represents the true spirit of this holiday and nicely meshes the cruising community with the hospitality of Bequia. Since starting at the Fig Tree, Cheryl has given her restaurant staff the day off for Christmas Day and therefore would close the restaurant for the day. While she is originally from St. Vincent, where her family still resides, she is also unable to make it home for Christmas Day as the restaurant remains open on Christmas Eve, past the time the last ferry leaves for St. Vincent. Ferry service is not available on Christmas Day, so she remains on Bequia for the day. With her cruiser-centric focus, Cheryl recognized the need for cruisers to have a place where a proper Christmas meal can be enjoyed with the cruising community. With her long-term focus of serving the cruising community at her business, she wanted to give back and say "thank you" to those who support her by making the Fig Tree available for this event.

Christmas Day arrived and we were off to get this event set up. With the seating and buffet tables organized and the charcoal coming up to temperature on the grill, the procession of dinghies began to stream past as everyone was maneuvering for space at the dinghy docks along the Belmont Walkway. In true cruiser style, there were people from all over the world, ranging from first-time potluckers to those who attended the first Fig Tree Christmas event. The dinghies kept coming and a bit of juggling was needed to handle the seating arrangements and buffet table layout. Picnic tables were moved in from the outside deck to make more seating for this overflow event.

A quick head count indicated we had over 100 attendees and the Fig Tree was rocking! The grills were in high demand as everyone jockeyed for space over the hot coals with a display of lobster, steaks, fish, and pork being grilled to perfection. I've never seen so many tongs at the ready in my life. Once the grilling was complete, the buffet table was ravaged to complete this Christmas meal. The rum and beer flowed along with bottles of wine. There was even the "pop" of a champagne cork in the background.

As the dinner moved along, a Santa Claus hat was passed around for a contribution to defray the cost of the propane and charcoal, which was graciously accepted.

At the end of the meal an impromptu chorus was assembled to sing a cruisers' rendition of "The Twelve Days of Christmas" that had the crowd in stitches. The afternoon was topped off with great fellowship as old friends ran into each other again and rehashed stories of years gone by and new friendships were formed with the first-timers and seasoned cruisers alike.

The sun was getting low in the sky as everyone packed up their dishes and leftovers while helping to toss the garbage and move the tables back into position. The remaining hearty souls, realizing their libation of choice was depleted, coaxed Cheryl and her daughter LaFayette into opening their bar for just one more rum-infused celebration prior to departing back to their boats. Someone turned on the music and a small dance session broke out with LaFayette leading the way and showing us her dance moves! With the final clean-up complete, it was time to say good-bye and a final thanks to Cheryl and LaFayette.

Home for Christmas? I think we were there. One was in our dreams, but the real Christmas for us was at the Fig Tree on Bequia surrounded by good-natured cruisers, along with Cheryl and LaFayette joining us in the festivities. A Fig Tree Bequia Christmas for sure!



John and Darcy Dillon are onboard their Jeanneau 45DS Kindred Spirit *with plans to focus their long-term cruising in the Windward Islands, primarily St. Vincent & the Grenadines.*

The Fig Tree restaurant will be made available again to cruisers for a Christmas Day 2020 potluck. Contact John and Darcy Dillon on Kindred Spirit *via VHF or details.*

Christmas in the Caribbean

(Doesn't Jimmy have a song about this?)

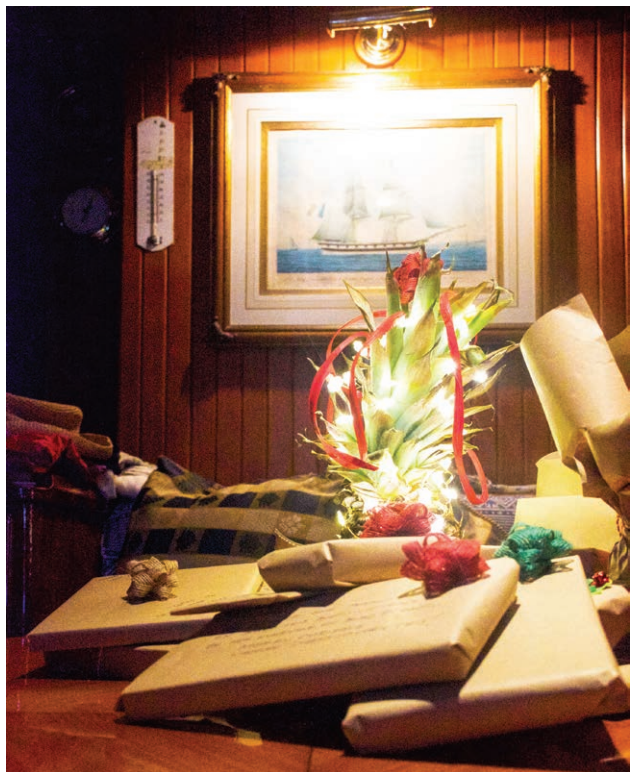
by David Lyman

I had a delivery to do last year, over Christmas.

A nice 54-foot expedition sloop located in Antigua needed to be in Martinique by the end of January.

"I'm coming!" My daughter e-mailed me from her dorm room at Maine Maritime Academy. I admitted I could use the help. Island to island, it's only 200 miles as the shearwater flies: a 24-hour jaunt, start to finish. I could do it solo, but why hurry things? "Slow down, mon… You go too fast." That was said to me by the dock master at the marina at Virgin Gorda on my first trip to the Caribbean. It's a mantra I've had to repeat to myself throughout my life in the West Indies.

"Can we visit the islands on the way?" My son chimed in on WhatsApp. He was in England at Solent University studying Marine Engineering and Yacht Design. "Last time the family was together," he added, "on a boat for Christmas, in the Caribbean, was ten years ago. Can we not rush it this time?" He was right. We had the time. Why not spend it?



Left: Christmas morning aboard at Deshaies, Guadeloupe



Right: The Lyman family aboard The Dove *at Ste. Anne, Martinique*

The kids had five weeks off from school, and their mother had just finished working on a film in the UK, so all three made plans to meet me in English Harbour in mid-December.

A week later, we were in Deshaies on the northwestern tip of Guadeloupe for Christmas.

Christmas morning, when the crew awoke and wandered into the salon, we found that Santa Mom had been there. Julie takes her Christmasses seriously; she's English. Being stuck on a boat, on anchor in a strange harbor, did not deter her from making sure her family had a memorable Christmas.

There on the varnished table was a Christmas tree. Presents cascading, three deep. Well, the tree was not a real tree. It was a pineapple, its top aglow with a string of battery-operated lights. The presents were wrapped in what was available: brown paper from used grocery bags.

Another Christmas in the Caribbean, aboard a sailboat, anchored in a quiet harbor. The family together again.

A UNIVERSAL CARIBBEAN HOLIDAY FEAST

by Shirley Hall

The Caribbean is known for beautiful weather, beaches with warm clear waters, friendly people — and an abundance of holidays. The end of a year has almost endless reasons to celebrate: Muslim Eid, Hindu Divali, Christian Christmas, Boxing Day, Old Year's Eve, New Year's Day, and my birthday. Individually different, these holidays celebrate time off from work, when government offices, businesses, and banks are closed to business, and they encourage goodwill and positive thoughts for the upcoming year. Each celebration also signifies quality time spent with family and friends, with most of the day devoted to enjoying excellent food.

Although every island, ethnic culture, and religion has identifiable cuisine, there is one universal Caribbean island holiday meal: chicken, macaroni pie, and beans 'n' rice. Most international travelers are familiar with more elaborate celebration cuisine, usually surrounding an expensive ham or turkey. Macaroni pie at first seems out of place since the evolution of inexpensive boxed "mac 'n' cheese" mixes with orange-ish powdered cheese, but throughout the islands mac pie becomes an art form.

My first taste of a real island holiday meal came in Trinidad from an East Indian fellow, Roy, who did some intricate welding for us. Every day he regaled my husband and me with stories of the food his mother and sister prepared. After sampling a few of the lunches he carried, it was impossible to refuse an invitation to his family gathering at Christmas.

We went south to the village of Felicity. Cricket on TV backed three generations of family sipping such local favorites as sorrel drink and nose-tingling ginger beer. We adults added rum for a kick, but were warned to time the drinks so as not to overpower the arrival of a later-than-usual lunch. To Roy's father and mother, the grandparents, we gave the honorifics "mamoo" (uncle) and "mousa" or "tanty" (aunt). The youngest generation of children played in the yard while mothers and teenaged daughters crowded the kitchen, readying the wares and chatting the local gossip. The oven's aroma had everyone's attention and it was one of the rare times when curry wasn't represented. After seconds of all the dishes and a third helping of some, I sorted out the delicious recipes.

Baked Chicken

1 large roasting chicken (five to six pounds)
Lemon or lime juice
1 Tablespoon all-purpose seasoning salt
2 Tablespoons melted butter
1 cube chicken stock dissolved in 1 Cup of water

Wash chicken thoroughly with lemon or lime juice. Let dry before rubbing inside and out with seasoning salt. Place in a roasting pan breast up; add chicken stock to the pan. Brush chicken with melted butter. If no cover is available, seal the roasting pan with aluminum foil. Bake for 75 minutes at 325°F. Uncover and continue to bake for 15 more minutes. Let sit for ten minutes before serving.

West Indies Macaroni Pie

1 pack (12 ounces) long elbow macaroni
4 Tablespoons butter or margarine
1 Cup milk
1/4 pound Cheddar cheese
1 teaspoon salt

Grate the cheese and separate out a quarter of it to hold back for topping. Boil a large pot of salted water. Add the macaroni without stopping the boil and cook for five minutes. Drain, rinse in cold water and set aside.

Melt butter in a small saucepan and slowly stir in the milk. Keep stirring and mix in the grated cheese. Cook for about two minutes or until cheese is fully melted and sauce is smooth. Combine sauce and macaroni in a suitable ovenproof dish. Sprinkle top with remaining cheese. Bake at 350°F for half an hour.

Island Beans 'n' Rice

2 Cups cold water
1 Cup dried kidney beans
1 medium onion, chopped small
1 large carrot, chopped
1 medium sweet green pepper, chopped small
1 Cup uncooked long grain rice
1 teaspoon salt

Sort and rinse beans, place in a large pot, cover with water and soak overnight. Drain, rinse, cover with fresh water and bring to a boil. Then lower heat and simmer for one to two hours, or until beans are tender. Drain beans, saving the liquid.

In a three-quart pot with a lid, place two cups of the bean water, chopped onion, carrot, pepper, rice, beans and salt. Bring to a boil, stirring occasionally. Cover tightly, with a piece of aluminum foil under the lid to get a good seal. Reduce heat to low and cook for 15 to 20 minutes. Remove from heat and fluff rice with a fork, cover and let stand for five minutes.

Holiday Slaw

3 Tablespoons vegetable oil
3 Tablespoons vinegar
1 Tablespoon sugar
1 teaspoon salt
1 teaspoon freshly ground black pepper
1/2 medium cabbage, shredded
1 large carrot, grated

In a small pan heat oil and vinegar to a boil. Remove from heat and stir in sugar, salt, and pepper. Pour over shredded cabbage and grated carrot in a bowl. Cover and let sit for at least 15 minutes. Serve warm or cold.

We're celebrating Caribbean Compass's *25th Anniversary Silver Jubilee Year by sharing favorite articles from past issues. This article appeared in December 2010.*

The Cruiser's Night Before Christmas

'Twas the night before Christmas and all through the boat,
The bilge pumps were hustling to keep us afloat,
The children were nestled all snug in their berths
(We have seven bunks to get our money's worth).

As Ma read Jackie Collins and I guzzled beer,
She said "You've had enough. Now come to bed, dear."
Then out on the dock there arose an uproar
As I reached in the Igloo to get just one more.

So up went my head out of the hatch.
(Though I should have thought first to undo the latch.)
I saw stars for a moment, and as quick as a blink
My wife yelled, "See, you've had too much to drink!"

The moon on the water lit the marina up bright
(Which was good, since the kids had lost my flashlight).
Then what with my wondering eyes should I see
But a fat, fuzzy old guy in a Bayliner Capri.

Instead of an outboard hung on the rear,
Tied to the bow were eight tiny reindeer.
More rapid than Reggie, these coursers they flew,
And on each of their hoofs was a Topsider shoe.

With crashing and bashing and banging and knocking,
I knew in an instant that they must be docking,
"No Dasher! Hold Dancer!
"Damn you Prancer and Vixen.
"Stop, Comet! Grab a line, Cupid!
"Get bumpers, Donner and Blitzen!
"Look out for that boat! Hey, watch that seawall!
"Now fend off, fend off, fend off them all!"

He was dressed in a red cap ringed with fur trim
And a Speedo that covered a bare fraction of him.
I was shocked and astonished, but what could I say?
I also go boating dressed exactly that way.

He then grabbed a bag, a bulging huge sack,
And hoisted it mightily up onto his back,
He also had sponges and a mop in his grip
As he waddled his way o'er to my slip.

He said, "My name's Nick, and my friend, I can tell
"That your gel coat needs buffing
"and your teak looks like hell.
"Your vinyl needs cleaning, your lockers arranging,
"your holding tank pumping, and your oil needs a-changing.
"You've put these jobs off for too long and you know it.
"So here's all that you need. This time don't you blow it!"

Then as quick as he came, he was back on his boat,
His reindeer revving and eager to tote.
"Merry Christmas!" he called
as they cruised through the night.
"And regarding the beer, Joe, your wife — she is right."

— Anonymous



GUY DEAN

We're celebrating Caribbean Compass's *25th Anniversary Silver Jubilee Year by sharing favorite articles from past issues. This poem appeared in December 2001.*



DIY Caribbean Holiday Beverages

by Lynn Kaak

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

With the Christmas Season around the corner, or already here if you have been hearing Soca parang and "White Christmas" since October in public places, it means that some favorite Caribbean holiday beverages are to be found — or easily made yourself.

Happy Sorrel Drink!

One of these beverages is sorrel, a refreshing drink made from the sepals or calyces of a plant related to the flowering hibiscus, and not to be confused with the green, leafy culinary herb. This usually bright red, but sometimes white, beverage is a popular treat throughout the Caribbean, and it is well known throughout all of the tropics. (See recipe below.) By the beginning of November, you will find sorrel sepals — fresh or dried — for sale in stores and in the markets.



SALLY ERDLE

Left: Sorrel drink is made from the sepals or calyces of a tropical plant related to the flowering hibiscus.

Hibiscus sabdariffa probably had its humble beginnings in the area of Sudan, but it quickly spread to Asia and beyond. It has a plethora of culinary uses, and a number of medicinal qualities as well. Sorrel is also known as roselle, Jamaican sorrel, Florida cranberry and red sorelle.

This member of the hibiscus family grows as an herb or shrub, attaining an average height of about two metres (about seven feet). The plant is an annual, so some seeds need to be reserved for the next year's crop.

The flowers of the sorrel plant are pale yellow, often so pale as to appear white. However, it is the calyx, or cluster of sepals, that is of greatest interest in the Caribbean. The calyx is the part at the base that forms the outermost part of the flower. Most commonly, it is a deep, rich red, but it can also be white. As the plant matures and the seeds develop, this is the part that might be considered as the "fruit" of this plant, and is the base for the drink (and other concoctions) that one might be familiar with. The capsule within the sepals is removed, and the sepals and calyx are utilized.

Sorrel likes well-drained soil, but appreciates a drink of water when things become too dry. It thrives in full sunlight, and it is not fond of the cold at all, with a frost or a freeze bringing an untimely end to the plant.

Some say that sorrel is an excellent alternative to cranberries with your holiday turkey. It is prepared by boiling the calyces with sugar. Sorrel may also be found in preserves, jams and in medicinal mixes.

In Asian cooking, the leaves are popular for their sour taste, and may be used as a vegetable, or as flavouring in soups, or as a complement to meats and seafood. It is the base of a number of recipes from the East. The seeds are also edible, and can be roasted and ground as a coffee substitute, or incorporated into recipes.

The stalks of the shrub are also of economic use as a source of jute for burlap, and sorrel is now being looked at as a cash crop in a few places.

From a traditional medicine perspective, it has been a go-to for stomach problems, and is considered a mild laxative and diuretic. Its reported properties for decreasing blood pressure have not been proven. It is a good source of minerals and some vitamins, with calcium, magnesium and iron being well represented in the nutritional breakdowns; it is an excellent source of a number of antioxidants.

Whether you try making sorrel drink yourself, purchase it at a market, or buy the drink concentrate available in the supermarkets, you might enjoy this colourful and refreshing holiday beverage.

Here's a basic recipe:

1 ½ Cups sorrel sepals/calyces
3 Tablespoons grated or finely chopped fresh ginger
2 whole cloves
nutmeg and cinnamon to taste (optional)
5 Cups water, boiling
sugar water, cane juice or cane syrup

Place sorrel sepals/calyces into a heatproof bowl. Add ginger, cloves, and nutmeg and cinnamon if desired. Pour about five cups of boiling water onto this mixture, and let steep overnight (minimum about four hours if you are in a rush). Strain.

Add sugar water, cane juice or cane syrup to taste. Serve cold or over ice.

Sorrel makes an excellent mix for rum, but you may have to find that out for yourself!

Merry Ginger Beer!

Ginger. What a wonderful spice! Whether it adds snap to a baked good, or some "bite" to something more savoury, it is not surprising that this is one of the earliest known spices to make its way along the trade routes. Long before the Europeans made their way to the East, it was making its way west. This versatile spice has made its mark in almost every culture's cuisine. It also has medicinal uses, as almost every mariner knows it is helpful for upset stomachs. A word of caution, though, as it does have an effect on some heart medications and blood thinners.

Ginger as we know it is a "cultigene." This means that it was refined through cultivation or trial and error by humans to be what we know it today. It is believed that the early inhabitants of the Southeast Asian islands were the first to discover, and refine, this culinary gem. As they spread out throughout the Pacific and southern Asia, they carried it with them, cultivating it wherever they called home. When it made it to the subcontinent of India and into mainland Asia, it proliferated towards the Middle East.

As a subtropical plant, it can handle a little coolness, but it does best in hot and humid conditions. Rich, but well-draining, soil is best, or the valuable roots can become waterlogged. Ginger is rather greedy with soil nutrients, so commercial enterprises will find ways to fertilize if they want the best yields.



SHERWIN SANDY

Right: Ginger beer is made with the gnarly roots of one of the earliest known spices to make its way along the trade routes.

The root is normally a light brown, but it can vary in darkness and even tend to a little orange. The gnarly roots are the most sought after part of the plant, and pack the punch we seek when we reach for ginger in a recipe. Younger roots don't need peeling, but the older ones do. Cutting the roots is the best way to plant for the next crop, as long as an "eye" or two are part of the cutting.

The rest of the plant above the ground has a couple of components. The pseudo stalks are actually just rolled up leaves that eventually spread out as they grow (up to about two metres, or seven feet). Then there are the stalks that hold the flowers. The flowers pods look a bit like small artichokes, and then small yellow flowers with a purple edge emerge from the sides of these green pods. There is a rather alien look to them, especially up close.

Ginger makes a very popular beverage called ginger beer, which can be alcoholic or not. It is a Christmas tradition in the Caribbean, and in many other places that were colonized by the English. While it is now commercially available all year around, thanks to modern packaging, making it yourself to share at holiday time is still a Caribbean thing.

Here's a basic recipe:

2 Tablespoons grated fresh ginger
½ Cup water
1 Cup sugar
1/8 teaspoon activated yeast or brewer's yeast
3 Tablespoons lemon juice
7 Cups filtered water

Place the ginger, the half-cup of water and the cup of sugar into a saucepan on medium heat. Stir until the sugar dissolves. Turn off the heat and let it sit for an hour. Strain the mixture to get rid of the chunks (not mandatory, and it can make your beer more gingery). This syrup can be refrigerated for 1 to 2 weeks as is.

(Here's a cheat: add this syrup to seltzer water or club soda to taste and you can skip the next part.)

Sprinkle the yeast into a two-litre bottle, and then add the syrup, lemon juice and water. Put the lid on and shake until the yeast is dissolved. Let it sit somewhere dark and a little cool, such as the bilge, for a couple of days until it gets some fizz. Refrigerate, then enjoy.

If it ferments too long, it will become ginger beer *with* alcohol, and it may also build too much pressure and blow the bottle's top. Refrigeration only slows the fermentation process, so opening the bottle and "burping" it now and then will avoid a mess.

You can play with quantities as you wish to get the amount of zing and sweetness you desire.

It also mixes well with rum.

Merry Christmas!

The Sky from Mid-December 2020 to Mid-January 2021

by Jim Ulik

Their voyage will be a continuous reminder that the peaceful conquest of space is the only form of conquest in which modern man can proudly and profitably engage. In this struggle, all men are allies, and the only enemy is a hostile environment.

— Lyndon Johnson (1965)

The Christmas season was closing in. *Gemini VI* (Walter M. Schirra, Jr, Thomas P. Stafford) and *Gemini VII* (Frank F. Borman II, James A. Lovell, Jr.) were in the process of completing the first-ever rendezvous between two spacecraft in orbit. The crews moved as close as one foot, taking pictures and describing the appearance of each spacecraft. Schirra reported, "We have an object, looks like a satellite going from north to south, probably in a polar orbit. He's in a very low trajectory. Looks like he might be going to re-enter soon. Stand by one..." December 16th is the 55th anniversary of the first musical instruments played in space. "Jingle Bells" was covered with Schirra on harmonica and Stafford on bells.

Wednesday, December 16th

Throughout the day the Moon is gradually exiting Sagittarius and closing in on Jupiter and Saturn. After sunset the celestial trio can be seen low in the western sky. The crescent Moon appears about five degrees away from both Jupiter and Saturn as it drops below the western horizon. At this time Mars can be seen high in the eastern sky.

Thursday, December 17th

Yesterday Jupiter and Saturn could be found off the dark side of the Moon. Tonight they are positioned west of the Moon's illuminated crescent. Over the next few nights Jupiter and Saturn will continue to creep up on each other reaching their closest approach on December 21st.

Saturday, December 19th

Just before the midnight hour of December 20th is the peak of the December Leonis Minorid meteor shower. The shooting stars will radiate out of the northeast from an area in between Leo and Leo Minor. Of course the best viewing occurs after midnight.

Monday, December 21st

There are conjunctions and then there are great conjunctions. A great conjunction is the rarest of all conjunctions between planets that are visible to the naked eye.

During their passage through the sky Jupiter periodically catches up with Saturn and overtakes it, resulting in a great conjunction. Rather than one planet passing in front of the other (from the observer's perspective), this conjunction is due to the apparent distance between the planets being extremely small. A great conjunction for Jupiter and Saturn occurs, on average, once every 19.6 years. For more detail take a look through binoculars. You might get a glimpse of Jupiter's moons. The last great conjunction occurred in the year 2000. However, this great conjunction will be the closest approach of the two planets since the year 1623. They will not come so close again until 2080.

Today is the December Solstice, or the first day of winter in the northern hemisphere. The Earth's South Pole is now tilted toward the Sun, which will have reached its southernmost position in the sky directly over the Tropic of Capricorn at 23.44 degrees south latitude.



NASA & THE SPACE TELESCOPE SCIENCE INSTITUTE

Tuesday, December 22nd

The Ursids is a minor meteor shower producing about ten meteors per hour. It is produced by dust grains left behind by comet Tuttle, first discovered in 1790. The shower runs annually from December 17th through 25th. Meteors will radiate from the constellation Ursa Minor, but can appear anywhere in the sky.

Wednesday, December 23rd

The Moon has reached first quarter about three hours before rising. After sunset you will see a close approach between the Moon and Mars. A famous Rod Serling quote reads, "The middle ground between light and shadow... is an area which we call the Twilight Zone." The terminator line on the Moon tonight is also described as the twilight zone. Extending the terminator line leads directly to Mars.

Thursday, December 24th

Venus has slipped by the claws of the scorpion. Over the next few days Venus can be seen north of Antares, the heart of Scorpius. Antares — or "Ant-Ares," which means "like Mars" — is commonly mistaken for the red planet.

Tuesday, December 29th

The Moon will reach full phase. At this time in its monthly cycle of phases, the Moon lies almost directly opposite the Sun in the sky, placing it high above the horizon for much of the night.

Saturday, January 2nd

The Earth has reached its closest orbital point (perihelion) to the Sun. The Earth receives more intense solar radiation at perihelion. The extra radiation does not increase the Earth's average temperature because the southern hemisphere is facing the Sun. The southern hemisphere is 80 percent water, which absorbs the additional radiation and disperses the additional heat throughout the southern oceans.

—Continued on next page

DOYLE GUIDES
CRUISING THE EASTERN CARIBBEAN
NAVIGATE WITH CONFIDENCE
STAY SAFE. STAY INFORMED.
UPDATES ON DOYLEGUIDES.COM AND @DOYLEGUIDES ON FACEBOOK
DIGITAL AND HARD COPIES
AVAILABLE AT WWW.CRUISINGGUIDES.COM



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

—*Continued from previous page*

Monday, January 4th

The first peak meteor shower of 2021 is the Quadrantids. Earth actually started passing through a comet's debris field towards the end of December. The best days to spot some meteors are December 28th through 31st because there will be less inference from moonlight. The meteor shower occurs just before dawn offering up 60 to 200 meteors per hour. The best time to look for the shower is between 0300 and 0530 hours. The meteors will radiate out of the northeastern sky but can appear anywhere in the sky.



NASA (1965)

Wednesday, January 6th

The Moon rises after midnight, reaching third quarter right before dawn. A few degrees towards the southeast is the blue-white star Spica. Arcturus is the bright star towards the north. Venus is rising after 0500. Three major Moon landmarks at last quarter are the Sea of Rains, Ocean of Storms and the Sea of Clouds (see image at right).

Friday, January 8th

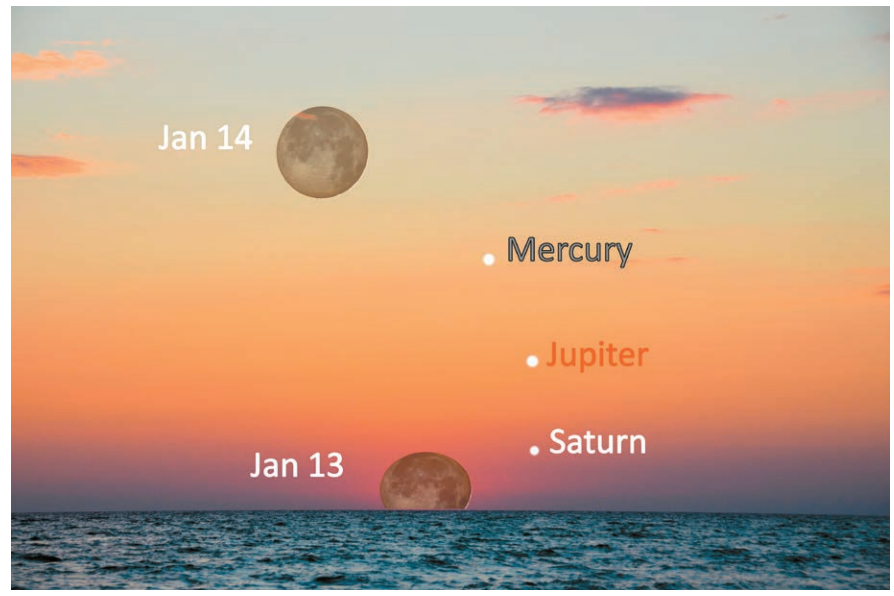
The minor meteor shower Rho Geminids will be visible for over a month. The shooting stars you spot radiating out of the constellation Gemini may be few, but they will be traveling very fast across the night sky. For future reference, slow meteors are red or orange while fast meteors frequently have a blue color.

Saturday through Wednesday, January 9th through 13th

Low in the western sky, Mercury, Jupiter and Saturn jockey for position over the next few days as they sink below the horizon at dusk. At 0100 on January 13th the Moon reaches its New Moon phase. Over the next 18 hours it will gradually move away from the Sun, taking its position with Mercury, Jupiter and Saturn.

In the News

Electric engines are continuing to make a presence into the marine market. One company has sold over 100,000 electric marine engines with models that can power yachts up to 120 feet long. Future NASA spinoff technologies can benefit from this innovation with advances in charging systems. In 2121, a company will launch solar cells constructed with different chemical combinations designed by a team of investigators at NASA's Glenn Research Center. The spacecraft destination is Lacus Mortis (see image at right). These cells will be tested for power efficiency, life span and heat and radiation tolerance for space. The advanced technology will improve Earth based solar cells.



JIM ULIK

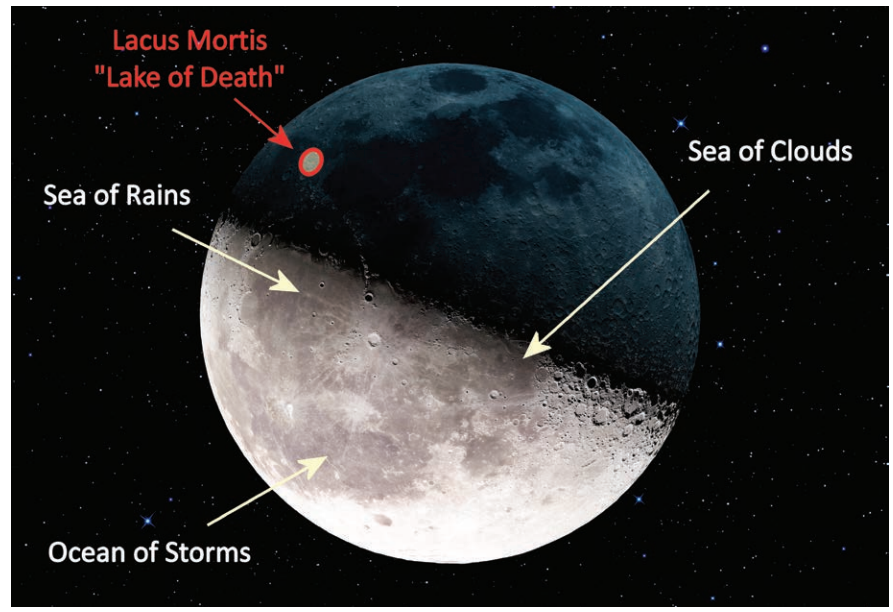
Above: Moon and planets at dusk

Left: Gemini VII *during 'Jingle Bell' rendezvous with* Gemini VI.

Below: Some major landmarks on the last quarter Moon at 0500 on January 6th

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

Jim Ulik sails on S/V Merengue.



VIP service to discover the
best of Grenada's art.
Private tours of galleries & studios.
Book online at arthouse473.com



ART HOUSE 473



GONSALVES LIQUORS LTD. ST. VINCENT



PROVISIONING YOUR YACHT?
Don't worry we're here for you! At Gonsalves Liquors you'll find all that you need. We have the widest selection of wines, spirits and liqueurs in St. Vincent and the Grenadines. We're just a phone call away!

GONSALVES LIQUORS LTD. Established 1970

The store that offers you more!
Cnr. Middle & Melville Streets, Kingstown
St. Vincent & the Grenadines, P.O.Box 383
Tel: (784) 457 1881 . Fax: (784) 456 2654
Email: info@gonsalvesliquors.com

THE SWEET-VOICED SPECTACLED THRUSH



This article is dedicated to an amazing little Spectacled Thrush affectionately known as Birdy. Birdy was a tiny nestling I rescued, raised and successfully released back into the wild some years ago. He came to us like a little battered angel trussed up in our cat's jaws and he left as a strong-headed, hugely charismatic young thrush, full of enthusiasm for life. After fledging, he used to come visiting — at first to be fed, then just to say hello — but eventually he moved on to become wild, as he should. Nevertheless, I miss the little sprite and always look at the Spectacled Thrushes in our garden wondering if one of them is my miracle bird.

Birdy was a true thrush of the genus Turdus in the thrush family, the Turdidae. Thrushes are among the most delightful singers of the avian world and Birdy's kind are no exception. Although more melancholic than their relatives, Spectacled Thrushes have beautiful mellow voices, which they use to attract mates during the breeding season by singing wonderful melodies of up-slurred and down-slurred whistles, sweet peeps and ringing trills with plenty of pauses in between.

Also known as Bare-Eyed Thrushes, Bare-Cheeked Thrushes, Yellow-Eyed Thrushes, Big-Eyed Grieves and Grieve-Chats, Spectacled Thrushes (*Turdus nudigenis*) are easily recognized by their compact bodies and upright posture; taupe-coloured mantles, pale warm-grey underparts and a bright yellow, bare skin patch circling the eyes, which gave rise to the many names. Like most thrushes, Spectacled Thrushes are usually found in woodland and bushland-type habitats and have become well adapted to densely vegetated urban areas. They live in forest clearings, plantations, coastal shrub, cultivated land, bamboo clumps and in our own backyards.

Spectacled Thrushes are common residents of the southern Lesser Antilles from Guadeloupe to Grenada, as well as Trinidad and Tobago and parts of South America. They are principally arboreal, but forage mostly on the ground, typically running or hopping about on strong grey legs, pausing frequently to look around, then scratching with their feet or turning over dead leaves with their slender yellow bills to get at earthworms, beetles, moths and any other small invertebrates. They also love fruit, particularly wild berries, papaya, guava and bananas.

Although Spectacled Thrushes are in general rather shy creatures, birds that live close to human settlements can become quite tame. In Trinidad and Tobago, individuals are known to take food from tables, sing at windows before sunrise, and flap or knock against the windows to the despair of the sleepers inside. In Grenada, our local Spectacled Thrushes visit our banana feeder and bathe in our birdbaths. I have observed that, while most other species of birds visiting our feeders cohabit in relative harmony, Spectacled Thrushes will not allow other members of their species on the feeders, with the exception of their mates — becoming quite aggressive and noisy during these confrontations. However, they get on well with other species and feed peacefully alongside tanagers, bananaquits and mockingbirds.

While individuals may gather at abundant food sources, Spectacled Thrushes are generally solitary creatures, seen either alone or in pairs. Adult males are highly territorial and very vocal, calling out frequently to each other in a sinfonietta of nasal cat-like calls to warn other males that they are present and claiming territory. Typically, one bird starts calling "*mew-uh*" every few seconds and others will soon reply. This is their most common vocalization, used throughout the year, usually in the early morning and late afternoon.

During the breeding season, Spectacled Thrushes defend their nests from predators with "*cue-erree*" calls. Commonly, a male will resort to ruthless intimidation, flying directly at a predator's head while screaming relentlessly in a high-pitched, almost frantic fashion until the confounded trespasser, usually a hawk, leaves the area. In desperate situations, his mate and close neighbors will join in to help, flying at the hawk from different directions, whilst uttering their disconcerting war-cries.

Spectacled Thrushes also produce a soft chicken-like "*kuk…kukkuk…kuk*" when disturbed — this may escalate into *"kerul-kerul"* to show growing worry or discomfort. At this point the bird may fluff up its plumage and raise its tail to a vertical position to look more intimidating, or if feeling really threatened, it will try to blend with the foliage or leaf-litter. As a last resort, it will take to the wing and dive for cover. If you are close enough to hear this quiet call, then you are most likely the one causing the disturbance. Oddly, the "*kuk*" call may take you by surprise, particularly if you are not familiar with Spectacled Thrushes and you may find yourself looking around for a nice, homely looking chicken — as I did.

In the West Indies, Spectacled Thrushes start nesting activities as soon as the wet season — from May to November — arrives, when the food to raise their young is most abundant. Individuals are sedentary and monogamous, remaining in the same territory with the same mate for successive years. They build a relatively bulky nest on the fork of a branch, on a tree or large shrub, about two to eight metres above the ground, using a variety of plant material, including twigs, rootlets and moss. Females collect mud and use it to line the nest cup as insulation against the weather, then may decorate it with moss. They lay two to four deep blue to pale blueish-green eggs with russet, lilac and reddish markings. Females incubate the eggs for about 13 days, while the males guard the nests.

The naked, blind hatchlings are cared for by both devoted parents and fed on a rich diet of earthworms about every ten minutes. Curiously, while raising Birdy I found out that I'm a rather poor bug hunter — scratching the ground for worms is not as easy as it looks — so Birdy was raised on softened cat kibble with the occasional earthworm or caterpillar. I made sure to feed him frequently at first, but eventually he regulated how often he wanted to be fed and if I pushed him to eat more, he would take the morsel in his beak, turn his back on me and spit it out. Birdy fledged at about 15 days old, but remained dependent on me for another six weeks. In the wild, fledglings remain close to Dad for at least another month, while Mum may start laying the next clutch.

Immature birds resemble the adults, but can be recognized by pale buff streaks on the brownish mantle, two orange bars on the wings, a mottled breast and a narrower, paler eye-ring. Youngsters reach maturity when the eye-ring becomes fully developed.

Spectacled Thrushes are prone to feather parasites and spend large amounts of time preening, bathing and sunning. Indeed, Birdy was never taught feather care, but it came as natural to him as flying. It certainly was entertaining to watch the little urchin dunk head and shoulders underwater, while fluttering his wings and tail for a really thorough soaking. At times, while sunbathing, he would adopt the strangest positions to soak up the light-rays — body strangely twisted, tail spread open, feathers all fluffed up and blossoming eye-ring gleaming like gold in the morning sun.

Left:
A bright yellow, bare skin patch circling the eyes gave rise to the many names for this bird.

Below:
Birdy was a tiny nestling I rescued, raised and successfully released back into the wild.



The Silvery Fishes Part 2:

THE JACKS AND POMPANOS

by Darelle Snyman

The jack fishes will be well known to many as they are favored sport fishes and some are of the most economically important coastal pelagic fishes. The name jack actually refers to a variety of fish that belong to the very diverse Carangidae family. Fishes in this family are variously known by common names such as trevallies, amberjacks, scads, pompanos, kingfish and rainbow runners, among others. These predominantly silvery fishes vary greatly in shape and size but in general all bear two dorsal fins and a prominent lateral line that is curved or elevated above the pectoral fins. Many have enlarged, thickened scales in the lateral line called scutes.

Most jack species are fast-swimming predatory fishes that hunt in the waters above reefs and in the open sea. This behavior has limited my encounters with these beautiful fishes as I most often have my head buried among the coral or below overhangs, searching for the more colorful reef dwellers. Thus my arsenal of photos of these fishes is very limited.

The Bar Jacks

The Bar Jack (*Caranx ruber*), however, is a jack species that has become a familiar sight on my underwater forays. This almond-shaped silvery fish is easily recognized by the dark horizontal bar that runs along its back onto the lower tail fin, but it is the vivid blue bar immediately underneath that will attract your attention. This schooling species generally prefers the clear shallow waters around coral reefs and often forms shoals alongside barracuda, stingrays and sharks. Unlike most other fish species that tend to congregate in schools based on size and thus age, Bar Jacks can be found in mixed congregations of adults and juveniles. These silver beauties are not the type to linger over a particular reef patch for too long, so be quick with that camera. Studies have shown that this highly mobile species roam over large distances between reef patches. Bar Jacks have a varied diet of fish, shrimp and other invertebrates and forage both mid-water and along the seafloor, making them a benthopelagic predator.



A study done in 1993 at Glover's Reef, Belize, revealed interesting aspects of the feeding behavior of Bar Jacks. It was noted that they actively form foraging relationships with the puddingwife wrasse (*Halichoeres radiatus*). A Bar Jack will select and team up with a single foraging puddingwife and they will maintain this foraging collaboration. The Bar Jack will even defend this partnership against other Bar Jacks. Study results showed that this partnership clearly benefited both species, as the feeding and search rates for each species were higher when they teamed up and shared uncovered food items harmoniously.

Another interesting aspect of Bar Jacks' feeding behavior is that climate and season influence their feeding patterns. Studies have shown that for adults, feeding rates are greater during autumn and spring while the juveniles feed vigorously all year. These increased seasonal feeding rates of the adults have a purpose: it is important for the accumulation of body fat for spawning, which occurs twice a year.

Bar Jacks, like many of their relatives, are a popular gamefish. Although considered a good food fish, they have been linked to cases of ciguatera poisoning.

The Horse-Eye Jack

Another schooling jack species that you are likely to encounter around coral reefs is the Horse-Eye Jack (*Caranx latus*). Its large eyes, which are covered with a well-developed adipose eyelid, are immediately noticeable, hence its other common name, Big-Eye Jack. Found in certain fish species, an adipose eyelid is a transparent eyelid that covers some or all of the eye. There is still much uncertainty regarding its exact purpose, but it is generally accepted that it provides some form of protection.

A school of Horse-Eye Jacks swimming in unison makes for a beautiful sight as their silver bodies shimmer in the light and their bright yellow tail fins add a hint of color to this silver spectacle.

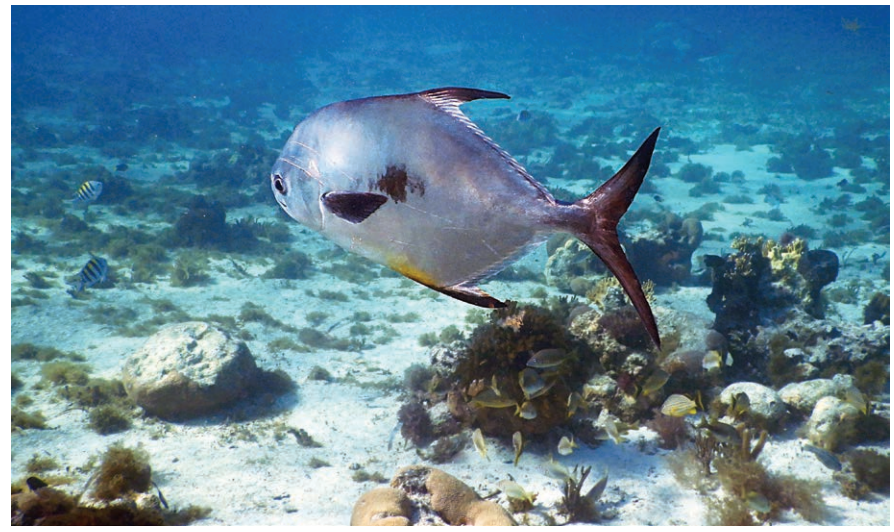
This beautiful fish has been confused with its larger cousin the Crevalle Jack (*Caranx hippos*), but unlike the Crevalle Jack it has a more blunt-shaped head and lacks a black spot at the base of the pectoral fin. Another unique feature that distinguishes it from other jacks is its chest, which is entirely covered in scales. The Horse-Eye Jack is considered a good light-tackle gamefish that receives mixed reviews regarding its taste, an aspect I cannot comment on, as I have never eaten one. It is said that the taste of the meat can be improved by bleeding it immediately after catching by cutting its tail off.

The Palometa

It is always fun to encounter those fish species that deviate from the typical fish body plan, and pompanos are just such a species. The name pompano actually refers to any fish species within the genus *Trachinotus* and none are as beautiful as the palometa (*Trachinotus goodei*), also known as the Great Pompano or Longfin Pompano. You are unlikely to confuse this member of the Carangidae family with any other species. Its beautiful diamond-shaped body has very distinctive, elongated dorsal and anal fins that curve backwards towards its tail. It lacks the bone-like projections or scutes found in jacks, and has four thin body bars. You are likely to encounter the palometa schooling in the shallows in the clear water above sandy bottoms and near to coral formations.

The Permit

The palometa's relative the permit (*Trachinotus falcatus*) is the largest of the pompano species. Its species name "falcatus" roughly translates to "armed with scythes," which refers to its curved dorsal and anal fins, a feature it shares with its pompano relatives. The curvature of its fins is not as elaborate as those of the palometa. Many have a dark, oval spot near the pectoral fin and a patch of orange-yellow on the abdomen.



These are beautiful fish to encounter. You are likely to find them in schools inshore over grassy flats when young but they become more solitary as they age. Adults are highly adaptable and can be found in a variety of habitats. Over sandy bottoms, permit feed mainly on mollusks, and over reefs food preferences include crabs, shrimp and sea urchins. Permits fall prey to predators such as sharks and barracuda, so that anglers fighting a permit on the line often find half of their prized catch has ended up as shark food. Permits are esteemed as gamefish and apparently a dream catch for fishermen, as they can be tough to land.

Enjoy your next forays into the underwater world and keep a look out for these special silvery fishes.

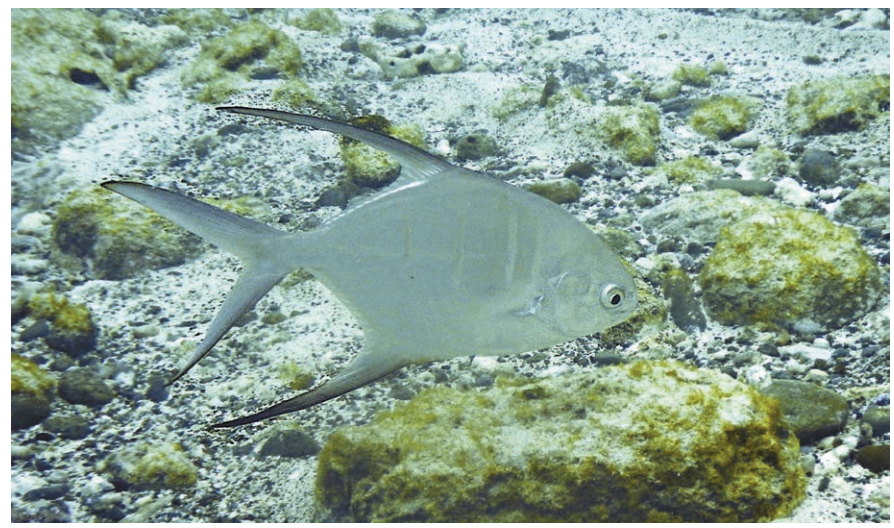
Above: You are likely to find young permit in schools, but they become more solitary as they age.

Left: A school of Horse-Eye Jacks is a beautiful sight as their silver bodies shimmer and their yellow tail fins add a hint of color.

Below: The Bar Jack has become a familiar sight on my underwater forays.

Bottom: It is always fun to encounter those fish species that deviate from the typical fish body plan, such as the palometa.







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

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

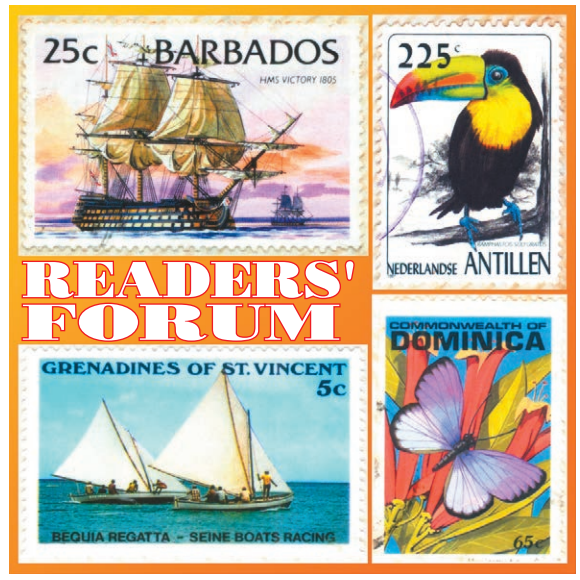
Read in Next Month's *Compass*:

Comprehensive calendar of Caribbean events for 2021

Pro tips for inter-island passages

Online and SSB weather sources for Caribbean sailors
...and much, much more!

Pick up a print copy or read it online at
www.caribbeancompass.com
— don't miss it!



FYI RE: INSURANCE WHILE CRUISING

Dear *Compass*,

Thanks for the great articles on boat insurance in the November issue, all very helpful. (*See pages 12 through 15 at www.caribbeancompass.com/online/november20compass_online.pdf.*)

On page 13, David Lyman said that despite having Medicare and his Veteran's policy, he still has no medical coverage outside the USA. Just as an FYI: with a supplemental Medigap policy, which we have, you are actually covered to a limit of US$50,000 (I believe). See www.medicare.gov/supplements-other-insurance/medigap-travel. I hope this can be of help.

One thing regarding boat insurance that was not mentioned is just getting insurance for out-of-hurricane-season winter months. Do any of your writers know about that?

As we are home in Maryland this chilly winter, we will live vicariously through your wonderful magazine!

Sally and Tom Schubert
S/V Azzurra

Hi Sally and Tom,

Thanks for the suggestion that led to our insurance articles last month. We'll have some follow-up in next month's Compass.
CC

CONSIDER LOCAL BOAT INSURANCE

Dear *Compass*,

Your articles on Caribbean yacht insurance in the November issue made little mention of the Caribbean marine insurance industry.

My experience has been that, when it comes to the Caribbean, international insurance companies have gotten much more restrictive in recent years. In my situation, a couple of the big companies precluded me from insuring with them for technical reasons.

I switched to local insurance, in this case Massy, through Anjo Insurance in Antigua. I found that they seemed to understand the needs of the customer in the local market better and they offered excellent coverage without being too restrictive, all at a good rate. This was particularly important during Covid, when health restrictions could mean that you might not reach ports which many insurance companies would have insisted on, leaving you uninsured if you had to spend the hurricane season farther north.

Local insurance works best if your boat is in the area year-round. You probably still need a survey. If you are interested, most marinas will have contacts with local insurance agents.

Chris Doyle
Ti Kanot

ON POLICIES DURING HURRICANE SEASON

Dear *Compass* Readers,

In the November issue, David Lyman has written a very good article on insurance, covering many types I have never dealt with. But there are two points on which I feel I should comment.

David refers to one company issuing Lloyds insurance policies. Are these Lloyd's yacht insurance policies issued by a Lloyd's member or Lloyd's syndicate, or are they that company's policy backed by a Lloyd's reinsurance policy? If the latter, it is probably fine, but might cause problems and non-payment of a loss. See the hurricane section on my website (www.street-iolaire.com), subsection "Obtaining Insurance for Boats Based in or Cruising in the Eastern Caribbean," where I point out how an old-time local insurance company that had been in business for probably a hundred years went belly up due to inadequate Lloyds reinsurance, because of catastrophic losses from two hurricanes back to back.

Also, David tells the story of losing his insured boat in Great Cruz Bay, St. John, USVI. Again, go to my website's hurricane section, subsection "Laying Up a Boat on a Mooring During Hurricane Season." Note the graph for approximate anchor line loads on a 50-foot monohull at various wind speeds. At 100 knots, the load is 6,000 pounds. When a gust comes through at 120 knots, the load goes up to 8,000 pounds. What anchor or sand screw will stay in place at these loads? (All the wind load and anchor line figures have been created for me by my son-in-law Scott Vogel, a highly qualified engineer, as illustrated by his designs for over a dozen America's Cup boats' spars and rigging.) His underwriter should have been aware of this.

Furthermore, poor underwriting is one of the reasons for very high hurricane insurance claims. Go to my website's hurricane section, insurance subsection "Poor Underwriting Caused Catastrophic Losses." If the underwriter had asked for the location of David's hurricane mooring and checked the chart or asked for a description of the harbor, he might have refused to quote, as he would have realized boats anchored in Great Cruz Bay were disasters waiting to happen. Great Cruz Bay is sheltered by hills to the north, east, and south, but completely open to the west with two miles of fetch. The inner bay is roughly eight feet deep, then increases to 15 feet, but drops off steeply into 50 feet of water. With 50 or more knots of wind from the west, the harbor would be filled with breaking seas. A hurricane passing over or north of the Virgins, producing hurricane-force winds from the west would and did throw almost every boat in Great Cruz Bay up on the beach.

Check out the hurricane section on my website www.street-iolaire.com for further information.

Don Street
Glandore, Ireland

WE, TOO, CIRCUMNAVIGATED FROM BEQUIA

Hi *Compass*,

I just saw you would like to know the names of circumnavigators having anchored in Bequia. We did. We, Malou and Dominique Montesinos, sailing on *Catafjord*, a 66-foot catamaran, started from Bequia in 2009 and returned in 2014.

We are French citizens, living in the Caribbean. We sold our big sailing catamaran to replace it with a 47-foot trawler catamaran named *Lady't Bee*. Why this little joke in the name? I hate to change a boat's name. When we bought *Lady B*, which was American flagged, we asked the Canadian authorities to keep the name. They told us this was "impossible." The name was already used for another boat. We had to "invent" this joke about the famous Beatles song to respect the tradition of "not changing names."

I've written six books, including three about our circumnavigation and one about "how to transform a Leopard 47 power cat to become a trawler with 0.7 liter of diesel use per mile." Unfortunately, these books are in the French language, except "Wooden Epoxy Dinghy Catamaran: Do It Yourself."

Domi Montesinos
https://domi.voyagedenzo.com

IS THE CARIBBEAN THAT VIOLENT?

Dear *Compass* Readers,

The Caribbean Safety and Security Net (CSSN) 2019 Annual Report (published on October 25th, 2020) claims that the number of violent events doubled in 2019 compared to 2018 levels — from seven to 14. A closer look shows that these numbers have been historically inflated by including incidents that the CSSN calls "suspicious activities," which are not actual violent events. For example, in 2018, two of seven events (28 percent) were counted as violent but were really "suspicious activity." Only five events were actually violent — a record low compared to previous years.

In the recent 2019 CSSN annual report, three of 14 events (21 percent) were counted as violent but were really "suspicious activities." One of the 2019 "suspicious activities" (irregular display of running lights) happened in the Atlantic fishing grounds east of Grenada. Yet, the CSSN attributed it to Grenada as a violent crime statistic. Inexplicably, the CSSN continues to report the fear of violence as if it is actual violence.

One might consider exercising caution when interpreting CSSN annual report numbers. They are a mix of actual events and feared ones tagged as ill-defined "suspicious activity." The overall low magnitude of reported and mis-reported events, coupled with the lack of relative and historical context, render these numbers statistically meaningless.

The Caribbean may not be as violent as the CSSN reports — your mileage may vary.

Mary Stone
Former CSSN webmaster
Single-handed Caribbean cruiser for 20 years, now land-yachting

Dear Readers,

We have given the CSSN the opportunity to reply to this letter, and have received the following response.
CC

—Continued on next page

Yachting Tourism is the Way Forward for Carriacou & Petite Martinique

by Allison Caton

Carriacou is the largest of the chain of small islands known as the Grenadines, which are located between mainland St. Vincent and mainland Grenada. It is part of the tri-island nation of Grenada, Carriacou & Petite Martinique, and is 23 miles northeast of Grenada at 12°28'N, 61°28'W. Tyrrell Bay is the official port of entry, and Hillsborough is the town. Carriacou has a population of approximately 7,000 people, is laid back and dependent on seasonal tourist arrivals for its economic survival.

Carriacou and Petite Martinique have not historically benefited from mass cruise ship tourism. Whether this had been by design or through oversight, it has proven to be a blessing in disguise. It has allowed these islands to maintain their quaint, uniquely Caribbean way of life, which has become lost on most of the larger Caribbean islands such as Barbados and even mainland Grenada, which have "developed" to facilitate mass tourism.



Allison says, 'The sailing community has been one of the saving graces during this period of Covid-19.'

Covid-19 has highlighted the fragility of the mass tourism model, which now forms the economic bedrock for a significant proportion of the islands in the Eastern Caribbean. Cruise ships carrying guests did not dock in Grenada between March and October 2020. The Maurice Bishop International Airport was also shuttered to commercial passenger flights between March 21st and October 8th, 2020. This six-month hiatus left all of the mass tourism infrastructure (e.g. cruise terminal and all-inclusive hotels) idle and their staff in some cases without a source of income.

The Grenada Grenadines (Carriacou and Petite Martinique), like their Vincentian counterparts, are a sailors' paradise and a haven for vacationers taking the less-traveled path and seeking the authentic Caribbean experience.

Carriacou is located less than 30 nautical miles north of the 12th parallel (less than one day's sail). Most marine insurance companies require vessels to be south of 12°N when riding out a named storm to maintain coverage. Carriacou's location makes it an ideal choice to ride out the threat of Covid-19 and be within a day's sail of an insurer-approved storm haven.

The sailing community has been one of the saving graces for the Grenadines' tourism sector during this period of Covid-19. Although quarantined aboard their vessels at one stage, the sailors' need for provisions (for example, groceries and take-out meals) still created an alternate income source for tourism-support businesses through a contactless delivery system.

There have been numerous dialogues about the disparity in the quantity of revenue injected into the local economy by the average cruise ship passenger compared with the average cruiser. In addition to greater spending by cruisers, interpersonal relationships are developed between the cruisers and local people. Cruisers typically spend weeks or even months at their favorite anchorages, which helps them weave themselves into the fabric of the community. Cruisers usually become part of the community through their contributions and participation in local community and youth programs (e.g., local youth sailing clubs, and schoolbook and lunch programs) while the cruise ship passengers are only in the port for a few hours.

Covid-19 has highlighted the need for countries to reevaluate their idea of development to accommodate low-impact tourism developments that complement the sociocultural and environmental assets or features of the islands. The days of physically transforming the physical landscape (e.g., cutting mangroves or dredging bays) to match external-based concepts of development or beauty in the hope of attracting or facilitating mass tourism MUST come to an end.

Carriacou native Allison Caton is the managing director of Isle of Reefs Tours. She has been working in the tourism industry on Carriacou since 2005, including managing the Grenada Board of Tourism office for four and a half years.

—Continued from previous page ...Forum

Dear Letter Writer,

Thank you for sharing your concerns. I assure you that there is no cause to be wary of CSSN's information. CSSN is fully committed to accuracy and transparency, and provides granular details so users can inspect all incidents. Of course, we review and summarize those in our Annual Report (AR) each year, which also includes helpful historic/trend information. Anyone who has not already read our 2019 Annual Report can find it on our website's home page (www.safetyandsecuritynet.org) under the News & Reports tab.

Did you know that you could have gotten a much quicker and more comprehensive reply had you used our established process for communicating by clicking the Contact Us button? The dedicated CSSN team consists of all volunteers, but is very responsive and we work hard to make it easy for users. As an online publication, we prefer to interact directly one on one (usually by e-mail), where links make it easy to share/inspect key content and to ensure we answer any questions and can follow-up if needed. The most frequent question we receive is "How do we get your information for XXX, our next cruising region?" We created our FAQ to simplify and streamline answering the most common questions. I will direct you and any others who might be interested to our website's detailed and comprehensive FAQ.

Our FAQ explains many important topics, including Suspicious Activity (SA). The FAQ discusses this important subject fully and even explains the genesis of this very small (n=3 of 140 reported incidents in 2019) but very important incident category. Space restrictions here do not allow the sort of response or interaction we think is important. The short answer, though, is pretty simple. We combine incidents into their natural families (theft and attempted theft are displayed together in the AR) and the piracy spectrum/family (SA, attempted piracy, piracy) is treated in the same manner. This is consistent with how we group (but clearly segregate by color, SA=yellow) the three piracy family incident types on our dedicated Piracy Zoom-Tap, Know & Go interactive maps. In the Annual Report, SA is consolidated with its related family members and then the piracy family is combined with other consolidated Violent/Serious families (assault, robbery) to form Total Violent. When you look at the AR, you will see that we used the color white for the SA category.

Risk planning is an important and essential activity for those who cruise, but is unique to every captain/crew/yacht circumstance and capability. We encourage captains/crew to inspect the fact-based and opinion-free details, and, in the piracy spectrum in particular, a good understanding of exactly what did or did not happen is important. First-hand reports are our gold standard.

CSSN reports give everyone the opportunity to learn from the experience of others. Two of our longstanding taglines, Facts Matter and CSSN Informs – Captains Decide, are meaningful and purposeful. As you plan your next cruise, please avail yourself to the valuable (free) CSSN resources. CSSN Alerts! and the suite of Zoom-Tap, Know & Go interactive maps are the most popular, because we do indeed make it easy to stay up to date and well informed, so you can cruise safely. KNOW BEFORE YOU GO!

Kim White
CSSN

WE WANT TO HEAR FROM YOU!

Dear *Compass* Readers,

We want to hear from YOU! What do you want to say?

Be sure to include your name, and your boat name or shoreside address.

We do not publish individual consumer complaints.

We do not publish anonymous letters, but your name may be withheld from print if you wish.

Letters may be edited for length, clarity and fair play.

Send your letters to sally@caribbeancompass.com

For **ALL** your marine surveying needs in the Caribbean

CARIBBEAN MARINE SURVEYORS LTD.

www.caribsurveyors.com



- Pre Purchase Surveys
- Condition and Evaluation for Insurance
- Charter Fleet Phase-out Surveys
- MCA, SCV Inspection and Compliance
- Insurance Claims Surveys and Adjustment
- Accident and other Marine Investigtion
- Canadian and British Tonnage Measuring
- Stability Testing

Members of or approved by:
SAMS, IAMI, IAAI, ABYC, MECAL, IIMS, YDSA and RYA SCV Inspectors.

NANNY CAY MARINA, TORTOLA, BVI OFFICE
284.346.2091
CLARKE'S COURT MARINA, GRENADA OFFICE
473.457.1576

info@caribsurveyors.com

Marine Insurance

The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim. My claims settlement record cannot be matched.

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

SKN MARINE SURVEYING & CONSULTANCY
GRENADA (SAMS, MECAL and ABYC)

PATRICK O'LOUGHLIN
Master Mariner, MSc
1-473-422-2052

CINDY MODESTE
BSc, Naval Piloting
1-473-422-5050

SHELVIN THOMAS
BSc. Nautical Science/
Maritime Operations 1-473-407-0300

CLARKES COURT BAY
Woodlands
St. George's

sknmarinesurveying@gmail.com

www.sknmarinesurveying.com

LET'S call 17 knots of wind the norm, the tall side of a "Moderate Breeze" on the Beaufort Scale, the beginning of a "Fresh Breeze." Were there an unlimited fetch, the waves would be higher than a metre. We are under the land with a limited fetch, call it half a kilometre. Our waves are smaller than the RIB wakes... usually.



ALL PHOTOS: LORRAINE SEATTLE



A PADDLE ASHORE

by Jim Hutchinson

I'm sitting in shade and breeze in the cockpit going through the list. Money, devices (just a cell phone today), Covid kit (mask and sanitizer), shirt, pants, hat and sunglasses. Shoes are in the dinghy. I'm about to paddle ashore.

Time was, when anchored way out here, we were at the farthest edge of the anchorage. The vessel to our lee is on an old ship mooring — the ships now moor much farther out. Nowadays, here begins the outer reaches of the anchorage. There are typically a dozen or more yachts anchored in isolation outside of us, at intervals upwards of a hundred metres. Where we are, intervals are upwards of 50 metres — as crowded as I like to be.

This far out, we get a sweet breeze, a long fetch of the harbor chop, more swell, less noise and few mosquitoes. And when the wind goes calm we get eddies from the current that passes under the island, which swirl into the bay, which turn and drift us every which way (usually in the wee hours). We *need* the big intervals that we swing in.

There is almost no WiFi signal out here.

Why on Earth would anyone anchor this far out? Peace and quiet (relatively speaking) and elbow room.

But that does make for a long, sometimes wet, paddle to shore. My dinghy uses manpower or sail. During the winter tradewind, the paddle in can be all I can handle, sometimes more. Time was, I could hold my own against 25 knots. Now I rate myself at 20. A time will come when that is too much.

Got it all? Pull up and dinghy check, often starting with a bail. Sponge and bailer. Shoes. Motive power (paddles) and backup power (sailing rig) — their roles reverse for the sail home.

Load up, push off, paddles assembled and pulling as quickly as possible — losing ground is demoralizing. A few times, I have pushed off and decided that I was defeated, too much wind. Sometimes I try for a while before giving up.

To feather the paddles (edge to the wind on the return stroke) or not to feather? That is a question whether kayak paddling (my case) or rowing. Most kayakers habitually feather. Rowers generally do not. Me? Depends. Paddling into a strong wind, I feather. Downwind, not feathering actually helps. Not feathering when more than 30 degrees off of a strong wind gives a drier ride. Not feathering against the 15-knot wind we have today increases the work some. I could use the exercise.

Stroke, stroke, stroke.... Once it becomes automatic, it is meditative. Or you can peruse the fleet as you pass among them. Or sing or recite to yourself. Watch out for swimmers.

"Row, row, row your boat... less money, noise and pollution, more friendly, peaceful and safe." – Jo Hender, *Compass* Forum, a quarter century ago. Less noise and pollution and more peaceful are self-evident.

More safe? Well, you're not counting on an outboard or its fuel supply, and in the case of an inflatable, your backup, the oars (if you bother to carry them) don't amount to much against the tradewind. Rowing is safer for swimmers — but keep an eye out anyway, they can't hear manpower or sail approaching.

More friendly? No noise or wake for the yachts I paddle by. Another aspect is that manpowered vessels sometimes get friendly hails from yachts they pass. Occasionally I stop to chat and I've even been invited aboard — that's friendly.

(Not that blasting inflatables don't get an occasional hail. When they speed by close aboard, flat out, with a point-blank, slamming wake, I've been known to shout, loud enough for them and the neighbors to hear, "Glad I'm not in the water, idiot!" "Idiot" might seem a bit harsh, but "jerk" means unpleasant — these folks could be good as gold in that regard.)

Less cost? You bet! (If money is a priority.)

I built my hard dinghy out of plywood and epoxy a quarter of a century ago for half of what an inflatable dinghy would have cost. It's had repairs since and even two rebuilds (which you don't do with inflatables). I've saved the cost of several inflatables and one or more outboards. And I don't buy gas.

But money isn't why I have a manpowered hard dinghy. It is a preference and a practicality — for instance, I usually land on beaches. A hard dinghy without an outboard is *so much easier to pull up*. And some of the places I like to visit have docks or shores you wouldn't want to get a rubber duck close to. Which also makes the choice a freedom issue.

In a really strong wind, a force more than today, big gusts can push us backwards, even if I'm hunkered down and paddling hard. Then the wind eases and we make headway again. Several times I've wondered if this was the time I wouldn't make it. You don't rest while paddling in, that just adds to the work. You could pick up a mooring or ask a yacht if you can hang on their dinghy for a rest. You could ask for or be offered a tow — which I accept only if I'm defeated.

Roughly halfway in, the waves have noticeably diminished. The wind becomes slightly variable but retains its strength. It is the wind we must beat. We've passed a couple of interesting yachts on the way. Stroke, stroke....

Most of the serious ocean sailors that I know sail modest-sized yachts and have hard, manpowered dinghies. (Most of them also happen to be singlehanders — guess it's the circles I run in.) Some of their dinghies have sailing rigs, but these people get their sailing time at sea. Their rowing dinghies are for getting ashore in all sorts of conditions and in all kinds of places. These sailors also get their elbowroom and exercise at sea. Here, they usually anchor close in, the area we are approaching now.

Closer in it becomes certain that I will make it — that's in a big wind. No doubts in today's wind.

The final test is pulling up the beach to dry sand — much higher if I'll be gone a while. The exercise of paddling in might be what's keeping me alive. Pulling up to dry sand might be what kills me, as I sit panting for breath on the bow in the breeze, overlooking the bay.

Top left: Aside from being an attractive combination, red, yellow and green are the Africa Unity colors (incorporated into the flags of many African nations), the Rastafarian colors (yellow seen as gold) and the colors of the Grenada flag.

Below: A hard dinghy without an outboard is so much easier to pull up.

The rest of my exercise is whatever walking around I do ashore.

Then I reward myself with a sail home, recreation.

Why doesn't everybody do it this way? Well, I'll tell you.



An inflatable boat is one of the most landlubber-proof items in the catalog. They are unsinkable, stable and all but unswampable. And they are a fender system unto themselves. Stumbles and falls by lubbers are cushioned. You can even sit on the rail! But keep them away from sharp objects. Their all-but-necessary outboard motors are remarkably reliable — if they are in good condition, have clean fuel and oil, and you know how to use them. Why would anyone row when they could merely pull a string, open a throttle and get a free ride? Sure, manpower is less money, noise and pollution — or is that just being silly? And some people prefer to go to the gym for their exercise... well, not here — we *do* have noodling three times a week.

CALENDAR

DECEMBER 2020

4 - 6	Modified Course de L'Alliance, St. Maarten only. www.smyc.com /coursedelalliance
5 – 6	Gustav Wilmerding Race, BVI. www.westendyachtclubbvi.com
13	Public holiday in St. Lucia (National Day)
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
19	Commodore's Race, BVI. www.royalbviyc.org
22	Winter Solstice
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day)
29	FULL MOON
30	Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
31	Nelson's Pursuit Race, Antigua. www.antiguayachtclub.com
31	New Year's Eve/Old Year's Night: Fireworks in many places. Public holiday in Cuba (Year End Celebration).
TBA	O'Neal & Mundy Commodore's Race, BVI. www.royalbviyc.org
TBA	Carlos Aguilar Match Race, St. Thomas, USVI. http://carlosmatchrace.com
TBA	Commodore's Challenge, St. Thomas, USVI. stthomasyachtclub.or



WENDY

Send us your favourite Sailing/Destination Image with your message and we will publish it here or in our NEW on-line Sailing Slide Show!

Wendy writes from Grenada: Great Issue!!

JANUARY 2021

1	Public holiday or 'recovery day' in many places (New Year's Day); Junkanoo parades in the Bahamas, Annual Festival Parade in Montserrat, discovermni.com
1 – 2	St. Kitts 'Sugar Mas'. www.facebook.com/SKNCarnival
4 – 5	St. Croix 'Crucian Carnival'. www.stcroixtourism.com/christmas_festival.htm
6	Public holiday in some places (Three Kings Day/Epiphany)
9	Start of RORC Transatlantic Race, Canaries to Grenada. www.rorc.org/events/racing-events-2020
10	Public holiday in the Bahamas (Majority Rule Day)
16	Round Antigua Race, www.antiguayachtclub.com
16 – 17	19th Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com/laser
18	Public holiday in Puerto Rico & USVI (Martin Luther King Day)
19 – 26	Barbados Sailing Week. www.roundbarbados.com
21	Public holiday in Barbados (Errol Barrow Day), & in the Dominican Republic (Our Lady of Altagracia)
24 – 31 (TBC)	Martinique Cata Raid, https://martiniquecataraid.com
25	Public holiday in Aruba (GF Croes Day)
26	Public holiday in Dominican Republic (Duarte Day)
27	Public holiday in Cayman Islands (National Heroes' Day) and in Cuba (Birthday of José Martí)
27 – 31	Bequia Music Fest. www.bequiamusicfestival.com
28	FULL MOON
TBA	World ARC 2019-20 departs Rodney Bay, St. Lucia. WCC, www.worldcruising.com
TBA	St. Barts Music Festival. www.stbartsmusicfestival.org/festival.html
TBA	Panama Jazz Festival. panamajazzfestival.com
TBA	Barbados Independent Film Festival. barbadosfilmfest.org
TBA	National Parade and Official Opening of Dominica Carnival. www.dominicafestivals.com/parades
TBA	Mustique Blues Festival. https://basilsbar.com
TBA	Barbados to Antigua Ocean Race. www.roundbarbados.com

Our Annual Calendar of Caribbean Events for 2021 will be published next month. If you'd like your event listed contact sally@caribbeancompass.com.

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

MV MELINDA II FOR SALE

BOS MARINE SERVICES CO. LTD

Tel: (784) 458 3197
(784) 458 3404

Fax: (784) 458 3000
Cell: (784) 493 2519
(784) 530 1244

Port Elizabeth, P.O Box 41, Bequia, St. Vincent & the Grenadines



NAME OF VESSEL: MELINDA II
OWNER: BOS MARINE SERVICES LTD
PORT OF REGISTRY: KINGSTOWN
CALL SIGN: JBPE9
OFF NO: 400405
BUILT: 1962
BUILDER: J. SAMUEL WHITE & CO LTD
COWES ISLE OF WIGHT
BUILDING #2012

MAIN PARTICULARS:

LENGTH OVERALL	29.38 M 96' .4"
LBP:	27.43 M 90' .0"
BREADTH:	5.79 M 19' .0"
DEPTH:	2.44 M 8' .05"
DRAFT:	3.6 M 12' .0"

TONNAGE (TONS)

DWCC	95
GROSS TONS	99.9
NETS TONS	63.4

MACHINERY
MAIN ENGINE: KELVIN DIESEL
MODEL: TA8-HP 280
ENGINE NO: 36989
1 MERMAID FORD
DRIVING HYP PUMP TO CRANE
CONSUMPTION: 12US GAL/HR

FUEL TANKS CAPACITY (IMP GALS)

PORT	320
STAB	320
CENTRE	290

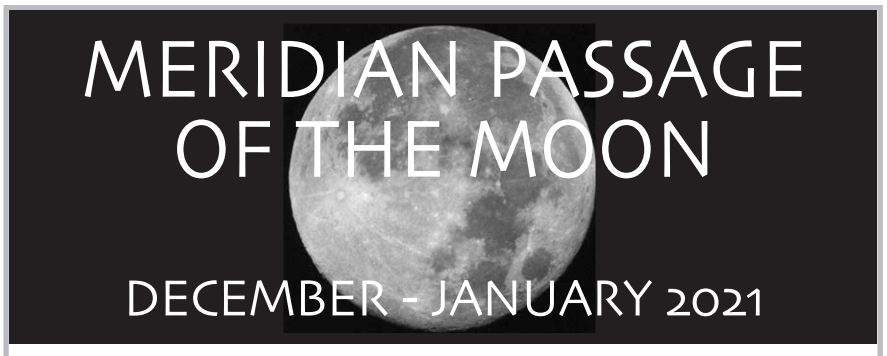
CARGO GEAR
1 HYDRAULIC CRANE
SWL 3 TONS

COMMUNICATION
2 VHF ICOM

SPEED
8 KNOTS

NAVIGATION EQUIPMENT
1 GPS GPS MAP 182C
AUTO PILOT COM NAV

E-mails: villasunrisebequia@gmail.com & bequiaventure@vincysurf.com



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!

December 2020		21	1757		10	0927	
DATE	TIME	22	1838		11	1027	
1	0019	23	1918		12	1129	
2	0109	24	1959		13	1228	
3	0207	25	2041		14	1325	
4	0255	26	2125		15	1417	
5	0349	27	2213		16	1505	
6	0441	28	2303		17	1550	
7	0531	29	2355		18	1632	
8	0621	30	0000	FULL MOON	19	1713	
9	0710	31	0050		20	1754	
10	0759				21	1836	
11	0851	**January 2021**			22	1939	
12	0945	1	0144		23	2005	
13	1043	2	0237		24	2053	
14	1144	3	0329		25	2145	
15	1246	4	0418		26	2239	
16	1347	5	0507		27	2334	
17	1448	6	0555		28	0000	FULL MOON
18	1539	7	0644		29	0029	
19	1629	8	0736		30	0122	
20	1714	9	0830		31	0214	

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

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

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

Grenada

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

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

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

CARIBBEAN COMPASS
We're on the Web!
Caribbean Compass
www.caribbeancompass.com
FREE On-line

SVG

MAC'S PIZZA & KITCHEN
Since 1978
Bequia
• New bay-front deck
• Upstairs & Patio dining with full menu:
pizza, grilled fish, salads
cocktails & tropical drinks
wine, espresso, tapas & desserts
• Free wifi & charging stations
• Music & Sundowner Specials
Mac's PIZZA and KITCHEN
Open Mon thru Thurs 3-9pm for take-away & picnic-style dining on our patio
Fri & Sat open 'til 10pm - Full Table Service Dining & Reservations accepted for upstairs Dining Room
Call for Info: (784) 458-3474 or VHF 68

DON'T LEAVE PORT WITHOUT IT
CARIBBEAN COMPASS

LAC SERVICES
Life Mode Easy.

SHUTTLE SERVICE
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

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

continued on next page →

Caribbean Compass Market Place

SVG



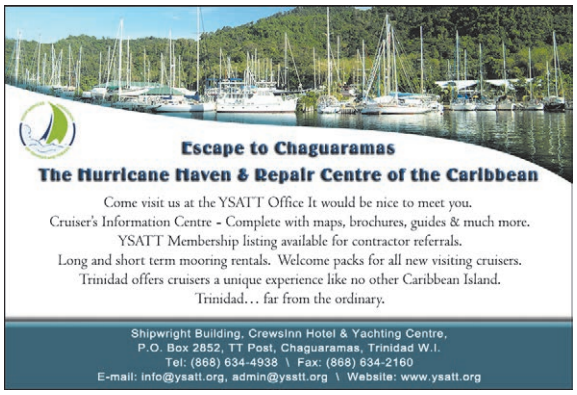


The Southern Grenadines Water Taxi Association through grant from the Global Environment Facility-Small Grants Program has put in place a formal marine garbage collection and disposal system in the marine park to protect the marine environment from the amount of garbage entering the sea.

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





CHRIS DOYLE

REMEMBER

to tell our advertisers you saw their ad in *Compass!*

Caribbean-wide





Real Estate

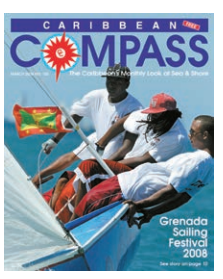
Carriacou Gallery Café
situated in Tyrrel Bay for sale.
Well-established and steady business started 6 years ago.
Please contact gallerycafecarriacou@gmail.com to receive a dossier with all relevant information.

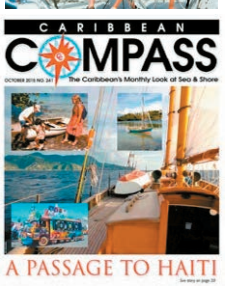
CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
Contact: islander@spiceisle.com Tel: (473) 443 8187

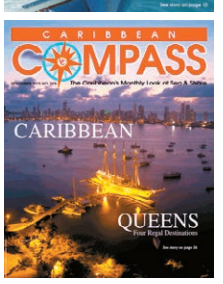
HEY, READERS!

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!









CLASSIFIEDS

BOATS FOR SALE



46´ GRAND BANKS 1993 M/V 3 cabins/2 heads, 4 a/c´s, ample flybridge. Twin 3208 cats (3,600 hrs), 2 northern lights gensets: 9kw (900 hrs) & 16KW (1,600 hrs), very good condition. Lying Panama. E-mail: F.amador@cnilatam.com

PROPERTY FOR RENT



BEAUTIFUL ALL INCLUSIVE LUXURY APARTMENT at Three Trees, Belmont, Bequia. Bedroom AC, wrapa-round verandah with view of the Bay, great kitchen, tv, WiFi, all linens, housekeeper once per week. Long term EC $3000/ month. Pls call or WhatsApp 1(246) 243-6862 David

BEQUIA- BELMONT 4 apartments income property plus Owner's residence (or 5th apartment). seashellsbq@hotmail.com. Details at www.seashellsbequia.com

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 Beachfront parcels of land from 0.8103-1.112 acres. Parcels in a developed resort area from 0.25-1.25 acres & one large 3-bedroom condominium overlooking Frigate Bay. Tel: (869) 465-2887/ (305) 907-1547 E-mail: rawlingslawchambers@gmail.com

MISCELLANEOUS

BEQUIA- SVG Wanted to rent, a self-propelled barge with the capability for mounting a small bucket crane to put back in place stones that were part of a seawall on the south side of Bequia. These stones are visible and accessible in about 15 ft of water. Some new stones might be required. Cash is available in moderation if interested, call owner at (784) 457-3797 E-mail: seawalllanding@gmail.com

JOB OPPORTUNITY



SHELTER BAY MARINA - PANAMA The canal needs help in the sail loft. We see more than 1000 sail boats a year. Certainly, the best equipped sail loft in the Caribbean with over 1000 sq/ft of floor space & 6 sewing machines, including a Solent XL which enables us to handle all types of sails from the smallest pocket cruiser right up to the largest Super Yachts. If you have sail making skills then come & replenish that sailing kitty. Live & work in a great environment. Among the many benefits Panama enjoys, perhaps the most important in these days of Covid, a solid medical system which has never been overwhelmed by Covid, & insurance which covers Covid is available, as well. To apply please contact: Juanjo Boschetti. Tel: (507) 6813-5327 E-mail: juanjo@shelterbaymarina.com www.shelterbaymarina.com

CLASSIFIEDS

US 50¢ PER WORD

Include name, address and numbers in count.
Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 10th of the month
e-mail: shellese@caribbeancompass.com

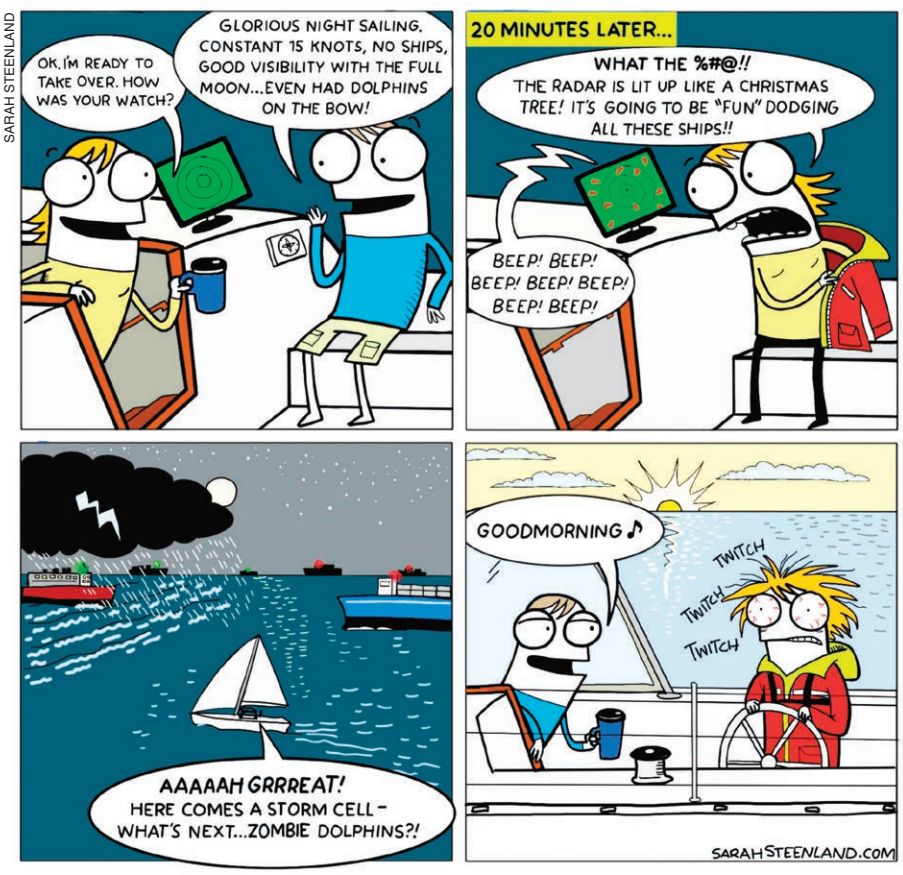
PICK UP!

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

RODNEY BAY AREA
Island Water World
Johnson's Hardware
Port Authority / Customs office
Rodney Bay Boatyard Bistro & office
Rodney Bay Marina office
St. Lucia Yacht Club
The Moorings office
CASTRIES
Captain Mike's
MARIGOT BAY
Marigot Customs
SOUFRIERE
Soufriere Marine Management Authority



SARAH STEENLAND



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)

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Art Fabrik	Grenada	MP	Down Island Real Estate	Grenada	MP	Island Dreams	Grenada	MP	Off Shore Risk Management	Tortola	14
Blue Lagoon Hotel & Marina	SVG	17	Doyle Offshore Sails	Barbados	8	Island Water World	Sint Maarten	40	Peters & May Ltd.	UK	5
Boat Paint & Stuff	St. Maarten	28	Doyle's Guides	USA	28	Karatbar International	C/W	MP	Power Boats	Trinidad	MP
Budget Marine	St. Maarten	2	Echo Marine	Trinidad	23	Kiss Extractor	C/W	MP	Renaissance Marina	Aruba	6
Budget Marine St. Kitts	St. Kitts	MP	Electropics	Trinidad	MP	LAC Services	SVG	MP	Secret Harbour Marina	Grenada	15
Camper & Nicholsons	Grenada	4	Food Fair	Grenada	32	Legacy Underwriters	C/W	MP	St. Kitts Marine Surveying	St. Kitts	33
Captain Gourmet	SVG	MP	Gallery Café	Grenada	MP	M/V Melinda for sale	SVG	35	Susan Mains Gallery	Grenada	29
Caribbean Marine Surveyors	Grenada	33	Gonsalves Liquors	SVG	29	Mac's Pizzeria	SVG	MP	The Nature Conservancy	C/W	22
Caribbean Multihull Challenge III	St. Maarten	MP	Grenada Marine	Grenada	14	McIntyre Bros	Grenada	32	Tobago Cays	SVG	MP
Carriacou Marine	Grenada	16	Grenadines Sails	SVG	9	Mid Atlantic Yacht Services	Azores	MP	Turbulence Sails	Grenada	23/ MP
Centenario & Co	Panama	9	Horizon Yacht Charters	Grenada	MP	Ministry of Trade & Industry	Trinidad	26	Venezuelan Marine Supply	Venezuela	MP
Clarkes Court	Grenada	7	Hydrovane International Marine	C/W	MP	Multihull Company	C/W	39	Virgin Gorda Yacht Harbour	Virgin Gorda	15
Douglas Yacht Services	Martinique	10	Iolaire Enterprises	UK	33/38	Neil Pryde Sails	Grenada	MP			

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

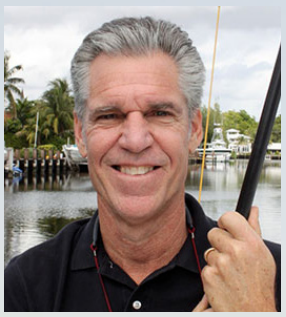
Grenada Tortola Trinidad St. Martin
West Palm Beach Fort Lauderdale

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



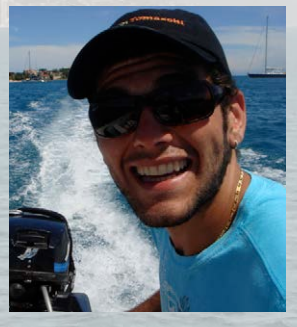
Phil Berman - President
Philadelphia, PA
+1-215-508-2704
Phil@multihullcompany.com



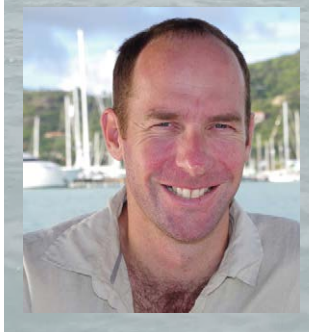
Alexis De Boucaud
St Martin
+590 690 58 66 06
Alexis@multihullcompany.com



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



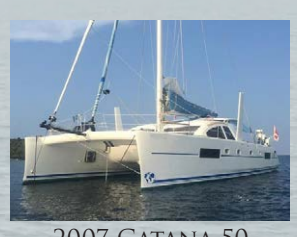
2008 Catana 50
$620,000



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

SHOP ONLINE!
islandwaterworld.com



WE'RE THERE FOR YOU, WHEREVER YOU ARE!

- ✓ FLEXIBLE, HASSLE FREE SHIPPING OPTIONS – CARIBBEAN WIDE & BEYOND!
- ✓ GREAT SHIPPING RATES
- ✓ 10% DISCOUNT ON ALL EXPORT SALES*
- ✓ KNOWLEDGEABLE & FRIENDLY STAFF

islandwaterworld.com +1 (721) 581 8461
export@islandwaterworld.com

WHAT'S NEW?



STAY AFLOAT

Stay Afloat instant leak plug and sealant is a simple and versatile material intended to be used in the (emergency) application of stopping or slowing water leaks. For emergency repairs a peace of mind to have on board!

Priced at $42.85



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

WHAT'S ON SALE IN STORE?

25% OFF



BARTON BLOCKS

High performance blocks with contemporary design

Priced from $9.19

20% OFF

MAGLITE PRODUCTS

Classic durable flashlights, made to last

Priced from $18.84



MANTUS ANCHORS

Reliable performance combined with easy storage

Priced from $173.83

15% OFF



Island Water World
keeps you sailing!

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

St Lucia + 758 452 1222 • Grenada, St Georges + 473 435 2150, St David's Harbour + 473 443 1028

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

* through recognized shipping companies only

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