CARIBBEAN On-line
COMPASS
MARCH 2019 NO. 282
The Caribbean's Monthly Look at Sea & Shore

Grenada Sailing Week

— See story on page 18

TIM WRIGHT / WWW.PHOTOACTION.COM

OVER 12,000 PRODUCTS IN STOCK













STILL CAN'T FIND YOUR PART?

Budget Marine has more than 280 suppliers.
If you need it and did not find it in store we have a reliable **Special Order Service** to get it to you quickly and efficiently.

#WeAreTheCaribbean

BUDGET MARINE

The Caribbean's Leading Chandlery

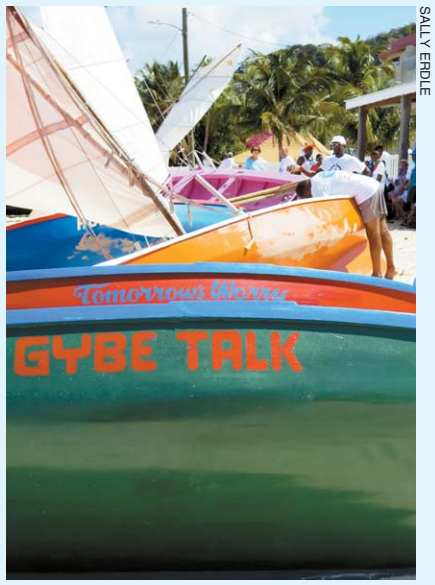
www.budgetmarine.com

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

MARCH 2019 • NUMBER 282



SALLY ERDLE

Workin' It!
Grenada's workboats rock 19



ERIN CAREY

A Sealegs Stretch
Sandy stroll to Salines..... 26

Suriname's Secrets
Prehistoric waterways..... 28



GRAND TURK DIVING/T&C NATL. MUSEUM

Jamaica Break
Pigeon Island pit stop 22

White Gold
Turks & Caicos salt trade..... 32



DEPARTMENTS

Info & Updates 4
Business Briefs 8
Eco-News 10
Regatta News..... 12
Y2A..... 20
Island Poets..... 31
Look Out For… 35
Seaboard Birds 36
Know Marine Life 37
The Caribbean Sky..... 38
Meridian Passage..... 40
Readers' Forum..... 42
Calendar of Events..... 43
Caribbean Market Place..... 44
Classified Ads 46
Advertisers Index..... 46

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, P.O. Box 727, 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.....**Elaine Ollivierre**
jsprat@vincysurf.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Advertising & Administration...**Shellese Craigg**
shellese@caribbeancompass.com
Advertising
compass@caribbeancompass.com

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

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

ISSN 1605 - 1998

On the cover: In Tim Wright's photo, the Dogsmile *crew rocks Grenada's national colors at what fellow Grenada Sailing Week 2019 racer Sandy Mair calls 'the nicest small regatta in the region: 37 boats competing, great sailing conditions, friendly people and fun socials in some of the prettiest waters in the Caribbean'. Story on page 18*



Info & Updates

Doyle's Barbuda Updates

Chris Doyle reports: In February, I visited Coral Group Bay in Barbuda to see if Hurricane Irma had made any great changes there when she struck the island in September 2017.



CHRIS DOYLE

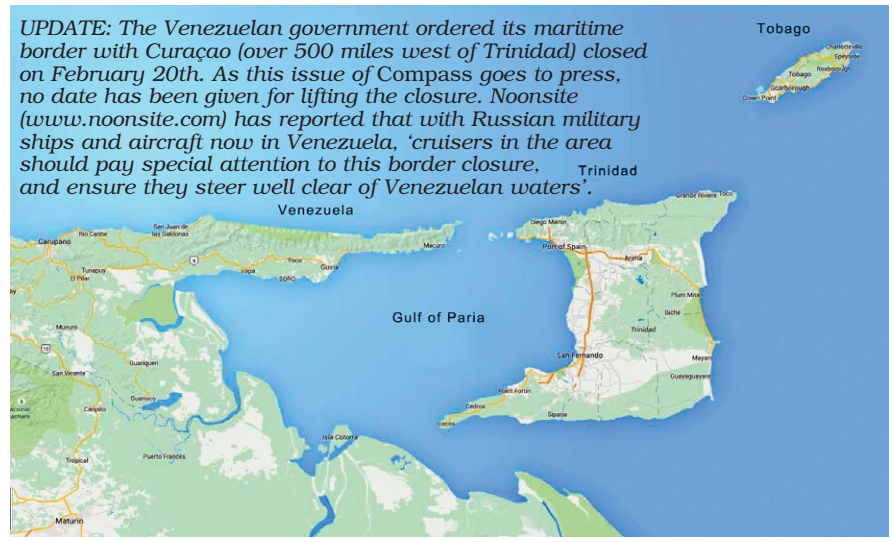
Coral Group Bay is a handy anchorage: it is free from the bad swells that plague the barrier coast north of Palmetto Point; it is not excessively far from town, like White Bay; and it is the home of Uncle Roddy's Beach Restaurant. I went in hoping for a fine lobster meal to find that Uncle Roddy's had been closed since the hurricane, but the good news is they have rebuilt the restaurant and put the dining room up a floor, and should be in operation sometime in March.

The anchorage is still great. The reef is not too lively for snorkeling, and the grassy seabed seems to encourage a lot of rays, including eagle rays, and turtles pop their heads up but are shy underwater. However, use only the north entrance given on the sketch chart in my *Cruising Guide to the Southern Leeward Islands*. The other entrances, previously buoyed, are not buoyed any longer and there may have been some coral shifting.

Visit Chris Doyle's website at www.doyleguides.com.

Trinidad Incident Doesn't Affect Cruisers

As *Compass* readers might have read in other media, five Trinidadian men were kidnapped in late January after taking their pirogue up a river in Venezuela. In some quarters, this sparked fear of possible "piracy" against cruisers visiting Trinidad. However, such fears currently appear to be unwarranted.



UPDATE: The Venezuelan government ordered its maritime border with Curaçao (over 500 miles west of Trinidad) closed on February 20th. As this issue of Compass *goes to press, no date has been given for lifting the closure. Noonsite (www.noonsite.com) has reported that with Russian military ships and aircraft now in Venezuela, 'cruisers in the area should pay special attention to this border closure, and ensure they steer well clear of Venezuelan waters'.*

Cruisers routinely visit Chaguaramas, on Trinidad's northwestern tip. The fishermen involved in January's incident left from a port east of Siparia, on the south coast, and were kidnapped after motoring their pirogue up a river on the nearby Venezuelan coast

Tommy Johnson, Ag. President of the Yacht Services Association of Trinidad & Tobago, reports that these five men left from the fishing port of Morne Diablo on the south coast of Trinidad, some 60 miles from the yachting hub of Chaguaramas in the north. Leaving Trinidad waters, the men proceeded up the Manosa River in Venezuela where they were captured.

"There is a question as to what they were doing up the river. There has been flourishing trade, both legal and contraband, between Trinidad and Venezuela from the 1960s onwards, adapting to whatever was in demand and facilitating trade both ways. The coasts of the two countries, which are just six miles apart, are now occupied by intermarried Venezuelan and Trinidadian families living in harmony. All kinds of stores have popped up in southern Trinidad offering a wide range of goods for Venezuelan consumption, and pictures on social media recently show Venezuelans with basic commodities such as toilet paper waiting in Trinidad to go back to Venezuela by boat."

—Continued on next page



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

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

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

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

www.DOYLECARIBBEAN.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Costa Rica
Stellar Sails
Puntaarenos

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Jamaica
PJG
Kingston

Martinique
Voilerie Du Marin
30 Bld Allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
AMD
Chaguaramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

SABORE - PRIVILEGE 585
www.yachtshotsbvi.com

100% BUILT WITH RENEWABLE ENERGY

* Dacron and HydraNet only

DOYLE CARIBBEAN

—*Continued from previous page*

The five men in question were released on February 7th after a ransom was paid. Trinidad & Tobago's National Security Minister Stuart Young has reminded nationals of T&T that they "should be aware of the risks of leaving our territorial waters and venturing into the territorial waters of other countries where we have no jurisdiction." Meanwhile, most cruisers continue to avoid mainland Venezuelan waters, as they have done for years.

Tommy Johnson tells *Compass* readers, "Don't let this interfere with your plans to visit Trinidad. Come, have some rum, roti and a red soft drink, and enjoy the warmth of Trini hospitality!"

Eight Bells

• CATHERINE HEBSON



The Seven Seas Cruising Association reports: Catherine Hebson sailed off on her final voyage while exploring in the Galapagos Islands on August 23rd, 2018. Catherine was a former member of the SSCA Board of Directors, and previously chaired the Board of Trustees of the SSCA Foundation. Truly a modern renaissance woman, Catherine was an Ivy League grad, economics professor, sailor, and private pilot.

Catherine was born in 1943, in New Jersey, USA, and had a long and accomplished career in education and economic development. She earned a BS in chemistry from Chestnut Hill College; an MA in economics from the University of Wyoming; and a Ph.D in regional economics from Rutgers University.

Catherine was a Director of Frank Virgintino's *Free Cruising Guides*, the creator of Free Cruising Guides' Caribbean Security Index, and worked with the Second Life sail-donation project that provided aid to the fishing villages of Ile-à-Vache, Haiti.

Caribbean Compass was frequently pleased to receive news releases from Catherine. She will be missed.

• MICHAEL KOPPSTEIN



Michael Koppstein, 65, died of a heart attack on January 20th while on a hunting trip in Romania. He grew up sailing in Australia, and after obtaining a degree in Engineering Design & Construction, Michael became an avid offshore sailor and forged a lifelong career in the yachting industry. As a professional sailor, Michael logged some 200,000 nautical miles, which included deliveries to the Caribbean and many offshore regattas, and culminated in a four-year circumnavigation while working as the captain on the 31-metre (103-foot) *Whirlwind XII*.

Settling in Maine, USA, Michael served with Ron Holland Design before becoming the Royal Huisman shipyard's Technical & Commercial Representative in the US. Michael worked at Huisman for some 25 years, before moving to Lürssen in 2017 as the German yard's United States Promoter. When the German builder hired him, Koppstein stated, "For many years, I have served an industry that has rewarded me with a sense of pride and immense amount of satisfaction."

Michael will be missed by his family and many friends.

• ENZO ADDARI



Philip Hopton, General Manager of Antigua Slipway, reports: It is with great sadness that we announce the passing of Enzo Addari. Enzo loved Antigua and yachting. He was owner of Antigua Slipway Ltd and The Inn at English Harbour.

We want to inform all our existing and future clients that the Addari family is going to carry on his legacy and maintain Antigua Slipway as the friendly, efficient and professional yard it has always been.

Facebook Caribbean Cruisers' Groups

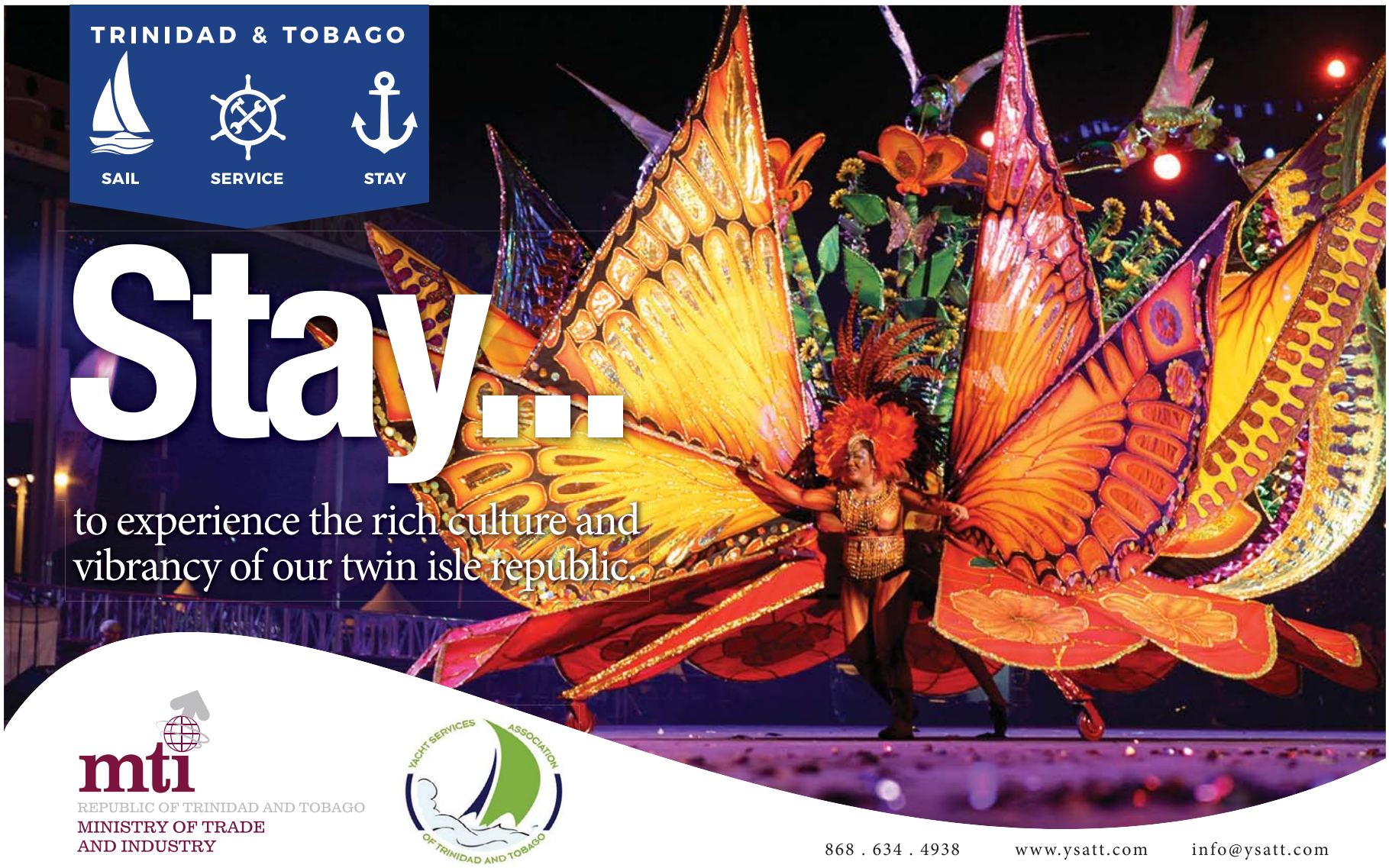
Ken Goodings reports: Here is a list of Caribbean cruiser Facebook groups for your questions about various destinations. Most of these are open groups, with the group's contents fully readable without joining.

Antigua - www.facebook.com/groups/346557565391802
Bahamas - www.facebook.com/groups/1484863691810339
Bocas Del Toro - www.facebook.com/groups/BocasOpenForum
Caribbean Navigator - www.facebook.com/groups/caribbeannavigator
Carriacou - www.facebook.com/groups/764398346968434
Coconut Telegraph - www.facebook.com/groups/182779075116058
Culebra - www.facebook.com/groups/350225081660260
Dominica - www.facebook.com/groups/626143870734279
French Islands - www.facebook.com/groups/1524506944529997
Grenada Info - www.facebook.com/groups/1428165970745389
Rio Dulce Net - www.facebook.com/groups/326724220752870
St. Lucia - www.facebook.com/groups/1236057213087648
San Blas Islands - www.facebook.com/groups/kunayala
St. Maarten - www.facebook.com/groups/195582740528156
St. Vincent & Grenadines - www.facebook.com/groups/418001715012735
Tobago - www.facebook.com/groups/129897313763488
Trinidad - www.facebook.com/groups/138065706283722
USVI - www.facebook.com/groups/255498741169452
Venezuela - www.facebook.com/groups/547046078683243
Vieques - www.facebook.com/groups/viequescruisers

St. Maarten Youth Kick-Start Maritime Careers

Students recently graduated from a three-month Maritime Training Course in St. Maarten made possible by Holland America Line, K1 Britannia Foundation & Kidz at Sea.

—*Continued on next page*



—*Continued from previous page*

The graduates are mostly St. Maarten youth that are now certified in boat handling (power and sail), boat maintenance, VHF radio operation and STCW 2010.



Course graduate Kharmian Boasman landed a job with a yacht-racing excursion company

The training course was initiated following the devastation of Hurricane Irma on St. Maarten in 2017. Holland America Line approached the K1 Britannia Foundation in March 2018, interested in how they could assist the island in its long-term recovery after the disaster. Hurricane Irma left over 95 percent of marine vessels destroyed, creating a need in the maritime industry for boat repairs and maintenance.

Consequently, The K1 Britannia Foundation, a local maritime foundation aiming to tackle social issues confronted by vulnerable youth, reached out to Kidz at Sea, another local maritime foundation, to brainstorm various ways to provide training and opportunities for youth to become immediately employable in the maritime industry — especially with the current demand for boat repair. As a result, a fully sponsored maritime training course by Holland America Line offered youth certifications up to the level of Coastal Captain with maintenance training.

The three-month long course gave students certifications needed to provide an entry to professional careers on St. Maarten onboard cruise ships, yachts or merchant ships. Students held the US Sailing Association qualifications of STCW 2010 certification and seven other accreditations, including obtaining the Small Commercial Vessel Boat Master 1 license for sailing vessels up to 36 feet and a powerboat endorsement for up to 28 feet.

Upon completion of the course, the enthusiastic graduates jumped into the deep waters of job searching. Every graduate has gone on to work in the maritime field.

Kharmian Boasman, the only female to have successfully completed the course, described the job search as similar to taking the course examination, "with multiple options but only one right answer." Kharmian has been unwavering in her decision to pursue a career in the maritime industry. She landed a job with 12-Metre Regatta, a yacht-racing excursion company on the island. She assists the crew with maintenance, and spends time on sailboats, trimming the sails, setting up racecourses and interacting with guests.

Khristopher Hinds also received a job placement with 12-Metre Regatta. He spends his days as a captain of the committee boat, as a trimmer on the 12-Metre boats, or with maintenance crew. Khristopher has future goals of obtaining a Yacht Masters and a Maritime Pilot; He is currently obtaining his Captain's license on St. Maarten. Kharmian also has similar aspirations of owning her own boat-chartering business one day.

The maritime industry is a crucial aspect of St. Maarten's economy. As part of K1 Britannia's Foundation Second Chance program, the foundation provides opportunities for youth through a variety of trainings and job placements. Second Chance Program Manager, Alan Schet stated, "We have come to realize that St. Maarten's maritime industry was willing to hire young skilled persons. Many of the youth that were interested in the maritime arena were not aware of this opportunity, so were happy to provide this course that reaps mutual benefits."

Welcome Aboard!

In this issue of *Caribbean Compass*, we welcome new advertiser Marina Puerto Velero of Colombia, on page 7.

Good to have you with us!

















¡The perfect place for you and your family!

Coordinates: 10° 55' 48" N - 75° 03' 32" W

Marina services:

-Travel Lift 100 ton
-Full shipyard services
-Full shipyard services
-Maritime agency.
-Dry marina for 500 boats
-208 berths for yachts up to 20 metres (66ft)

Other Services:

-Restaurants
-Free wifi
-Laundry
-Drinking water

CONTACT US: +57 302 3772241

info@mpv.com.co
www.marinapuertovelero.co
Barranquilla - Colombia

MARINA PUERTOVELERO
CLUB NÁUTICO RESORT



BUSINESS BRIEFS

Budget Marine Announces Change in Shareholders

Budget Marine announces a change in shareholding. The Aruban retail specialist Smart Industry Business Solutions has purchased a significant share in the main shareholding of the group and has provided retail and IT consultancy next to facilitating improved financing.



L to R, Christopher Skinner, Anthony Block, Robbie Ferron and John Skinner

Founder Robbie Ferron continues to lead the flagship store and main distribution center of the group located in St. Maarten. Budget Marine Group activities consisting of Business Processes, IT, and Marketing are coordinated by a Board of Supervisors headed by Nicholas George, manager of Budget Marine Grenada. The ABC islands (Aruba, Bonaire and Curacao) are now coordinated by Tony Waldron, who is also manager of Budget Marine Aruba. Regional Sales Management is led by Thierry Vigneron and Jolyon Ferron is the new Sales Manager in St. Maarten.

The Budget Marine group has recovered from the recessionary period caused by damage to some of its locations by Hurricanes Irma and Maria and is enjoying an excellent winter season. The company is developing its distribution and retail activities with a strong approach and product portfolio.

With over 35 years of experience and 12 flourishing stores in nine territories Caribbean wide, Budget Marine is the largest retailer of boating supplies and accessories in the region. The chandlery caters to the small boat cruiser, race boats, superyachts, sport fishermen, and everything in between.

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

TMC Launches 'Try Before You Buy' Program

Chrystal Young reports: The Multihull Company (TMC), an international yacht brokerage with offices in Grenada, introduces its new "Try Before You Buy" program. We are now offering first-hand experience sailing and living aboard the Balance 526 (Boat of the Year). Interested buyers will have the exclusive opportunity to charter the brand-new *Alani* Balance 536 with a professional Balance captain. This will allow our clients to experience a true five-star vacation while we provide technical knowledge and hands-on experience to learn everything about this yacht before making a decision to buy. In addition, 50 percent of the charter cost can be applied towards the deposit on a new Balance 526.



Visit our brokers, Chris and Chrystal in Grenada, located one dock over from Secret Harbor Marina, or call (473) 457-3245.

Secret Harbour: Unique Marina, Hotel & Restaurant

Secret Harbour Marina is located in the well-protected waters of Mount Hartman Bay on the south coast of Grenada. A 15-minute drive from Maurice Bishop International Airport, it is considered one of the safest marinas in the Caribbean. Facilities include 53



berths, a restaurant, cocktail bar, swimming pool, tennis, beach volley court, private beach, and car parking. Reception and security are 24/7, while dockmasters remain on site from 7:00AM to 7:00PM. Other services offered are fuel, fresh water and ice, waste collection, complimentary WiFi, and laundry and washrooms.

Secret Harbour's restaurant offers international cuisine prepared by the newly appointed French chef Bruno Deligne.

—Continued on next page

—Continued from previous page

Bruno was "born in the kitchen", with his father being the chef for 33 years at Taillevent, the famous three-star Michelin restaurant in Paris. Bruno experienced the renowned starred tables of Troisgros, Pic, Chantecler at Negresco hotel, the Ritz, and Fauchon, and worked in St. Lucia and the Turks & Caicos. As a French Master Chef and active member of the French Culinary Academy and the Euro-Toques (European Academy), Bruno mixes French traditional cuisine and local flavors, creativity, and simplicity. "My cuisine must be generous in the respect of products, renewed upon season and markets," he says. Bruno Deligne promises an unforgettable dining experience in a warm and convivial setting overlooking the marina. The kitchen is open every day for breakfast from 8:00AM to 11:30AM and for Sunday brunch. There is non-stop service from 8:00AM to 9:00PM daily and to 10:00PM on Friday and Saturday. The Cocktail Bar with a lively lounge area opens in the evenings with Happy Hour from 4:00PM to 6:00PM.

If you are looking for a place to leave your boat and relax at the same time, the Secret Harbour Boutique Hotel is nestled in tropical gardens and lush vegetation, offering a spectacular view of the marina and the bay. Each of the 20 Deluxe cottages features a living room, fully equipped kitchen, tea and coffee making facilities, king-size bed, flat screen and cable TV, air conditioning, safe, complimentary Wifi, bathroom with walk-in shower, plus a private balcony/terrace with a view of the ocean. The Deluxe Suites have living rooms with an indoor dining table, a connecting room, and an outdoor Jacuzzi for one of the suites.

For more information on Secret Harbour Marina, Hotel and Restaurant see ad on page 15.

Port Louis Marina, Grenada to Release 90 New Berths

Camper & Nicholsons Marinas announces plans for the expansion of its Port Louis Marina in Grenada commencing this spring, with berths ready for occupation by August.

A superyacht and cruising hub in the Southern Caribbean, Port Louis Marina currently has 160 berths for vessels up to 90 metres in length.

Working with pontoon manufacturer Marinetek, Camper & Nicholsons' in-house technical team have designed a further 90 berths, ranging from 12 metres to 22 metres, on two new piers forming part of an expansion development boosting greater opportunity for a larger number of yacht visitors, and long-lease berthing options in the marina.

Port Louis Marina overlooks the historic capital of St. George's and is designed to reflect the traditional Creole architecture. The marina has transformed Grenada's yachting facilities, providing an ideal base from which to explore the Grenadines and the Windward Islands.



With a full list of facilities and technical service support, international connections plus the added benefits of the Camper & Nicholsons Standard, the marina is a haven for yachts throughout the year.

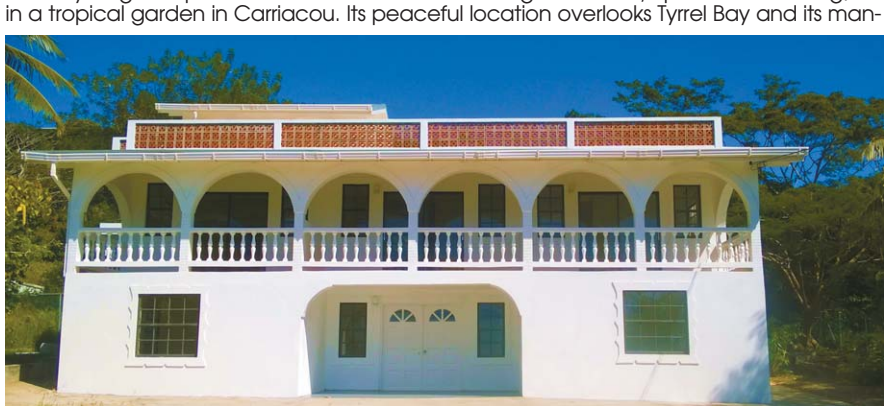
Glynn Thomas, General Manager at Port Louis Marina comments, "We have seen a greater interest in large catamarans visiting our marina and anticipate this trend in the Caribbean to grow even further. The new pontoon layout will enable us to accommodate more of the catamarans and give us greater flexibility for small to mid-sized boats all year round."

Dan Hughes COO, Camper & Nicholsons Marinas, adds, "The additional 90 berths will not only allow us to accommodate those we now turn away but will also help us support the required space for many international events that we are proud to host, including the RORC Transatlantic Race, World ARC, Oyster World Rally along with more regional boat and charter shows."

Visit http://en.cnmarinas.com/port-louis-marina for more information on Port Louis Marina.

New Guest House in Carriacou

Conny Hagen reports: Coconut Inn is a new small guest house/apartment building, set in a tropical garden in Carriacou. Its peaceful location overlooks Tyrrel Bay and its man-



grove forests. We offer four self-contained and air-conditioned apartments, plus a rooftop terrace. Located in the quiet neighborhood of L'Esterre, Coconut Inn is just a couple of minutes' walk away from Tyrrel Bay, which is the home of the new ferry port of Carriacou, the Alexis supermarket and over ten restaurants and bars. Tyrrel Bay Marina is only a five-minute walk away from the apartments. If you are looking for a getaway apartment after your daily work on the hard on your boat — you have found it!

Visit www.coconutinn-carriacou.com for more information.

4TH ANNUAL DOMINICA P.A.Y.S.

YACHTIE APPRECIATION WEEK

with all 50 moorings in place!

MARCH 10TH - 17TH 2019

Come celebrate the installation of a new mooring field in Prince Rupert's Bay and explore the many wonders of this less visited island

- Free Moorings
- Discounted Island Tours
- Nightly Socials



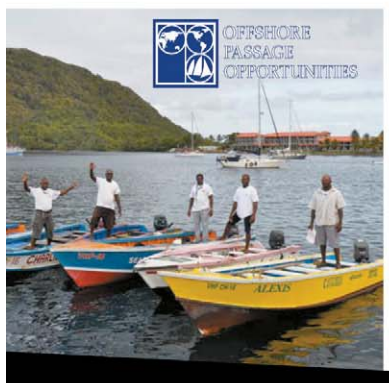
PORTSMOUTH SECURITY P.A.Y.S. ASSOCIATION OF YACHT SECURITY

EVENTS & ACTIVITIES

- Welcome Barbecue and Rum Punch
- Sporting activities: soccer and cricket
- Hiking and tours to hot spots such as the famous Indian River, Trafalgar Falls, Middleham Falls, world famous Boiling Lake and the Waitukubuli National Trail.
- Lion Fish cookout
- President's dinner at the Fort
- Experience Dominica's hot natural sulphur springs.



THE MOORING FIELD DEVELOPMENT FOUNDATION



Dedicated to offering help in providing environmentally protective mooring options that fosters visitation and economic development to emerging sailing destinations

Contact Hank Schmitt at offshorepassage@sprintmail.com to learn more

Caribbean ECO-News

Addressing Marine & Coastal Resources Degradation

St. Lucian hotelier Karolin Troubetzkoy has joined the Caribbean's efforts to address the crisis of marine and coastal resources degradation with her appointment in January as Envoy of the Caribbean Challenge Initiative (CCI).

CCI was launched in 2008 in response to the crisis facing the Caribbean's marine and coastal resources. The organization serves as a voluntary, informal and innovative platform uniting a coalition of governments, the private sector and partners around collaborative action to conserve and sustainably manage the Caribbean's diverse marine environment.

Troubetzkoy, the executive director of Anse Chastanet and Jade Mountain resorts, was appointed to the newly created position following a CCI Steering Committee meeting in Castries.

Troubetzkoy says, "Creating a more resilient marine environment is a critical component to reduce our vulnerabilities to climate change. These regional challenges are best tackled through inter-stakeholder collaboration. I look forward to building awareness of the CCI, its goals and the opportunities presented by this initiative."

Troubetzkoy served as president of the Caribbean Hotel & Tourism Association from 2016 to 2018. In St. Lucia, Troubetzkoy has recently been reelected president of the Saint Lucia Hotel and Tourism Association, a position she also held from 2010 to 2015. She was instrumental in the creation of St. Lucia's Tourism Enhancement Fund.

Since its inception, CCI has galvanized new funding and concrete action, and has supported Caribbean governments in meeting their conservation and sustainable development commitments. CCI describes itself as an "action shop", emphasizing tangible impacts.

Participating members — including 11 governments and 15 companies — have formally declared their commitment to marine and coastal conservation, and have agreed to take action to help achieve the initiative's two major goals: to conserve and effectively manage at least 20 percent of the marine and coastal environment by 2020; and to put in place fully functioning finance mechanisms that provide long-term, reliable funding to ensure a healthy marine and coastal environment into the future.

To date, five countries (the Dominican Republic, Haiti, Puerto Rico, St. Kitts & Nevis, and the United States Virgin Islands) have achieved or surpassed the 20 percent benchmark. The remaining countries (The Bahamas, British Virgin Islands, Grenada, Jamaica, St. Lucia, and St. Vincent & the Grenadines) are actively pursuing plans for declarations to meet their commitments by 2020, and in her new role, Troubetzkoy intends to shepherd this process and mobilize high-level political support for major CCI advancements and events.

The centerpiece of CCI's financial architecture is the Caribbean Biodiversity Fund, which was established in 2012 and currently manages US$70 million towards effective management of the Caribbean's marine environment.

Financial commitments have been received from The Nature Conservancy, the Government of Germany through the German Development Bank and the Global Environment Facility through The World Bank and the United Nations Development Programme.

Grants for Bird Conservation, Community Empowerment

In January BirdsCaribbean Executive Director, Lisa Sorenson, announced the first recipients of grants from the Betty Petersen Conservation Fund. The "Betty Fund" was created to support conservation projects in the Caribbean that engage and empower communities and stakeholders to both protect and sustainably benefit from their birds, an approach used successfully by the woman in whose memory the Betty Fund is named. In 2019, three conservation projects — in Haiti, the Dominican Republic, and St. Lucia — were granted over US$132,000, with commitments to an additional US$114,000 for the second year of these projects.

The three organizations to receive Betty Funds from BirdsCaribbean are:

• Environmental Protection in the Caribbean (EPIC) for "Black-capped Petrel Conservation Through Poverty Alleviation in a Haitian Community".

• Durrell Wildlife Conservation Trust for "Engaging Local Communities in Reversing the Decline of the Endangered White-breasted Thrasher by Restoring Key Nesting Sites and Reducing the Impacts of Invasive Species".

• The Peregrine Fund for "A Holistic Approach to the Conservation of Critically Endangered Ridgway's Hawk in the Dominican Republic".

The 2019 Betty Fund projects all exemplify the principle that conservation is a social undertaking, and in each, human empowerment and benefits are explicitly addressed. Project approaches include establishing tree nurseries with local schools

ANTHONY LEVESQUE



Ridgway's Hawk is a Critically Endangered species, endemic to the Dominican Republic. It is limited to one small population, making it particularly vulnerable to extinction, primarily from human persecution

in St. Lucia to help the White-Breasted Thrasher; training in sustainable agricultural practices and sponsoring a soccer team in Haiti with the local name, *Diablotin*, of the Black-Capped Petrel in Haiti; and providing hawk-proof chicken coops to farmers in the Dominican Republic to reduce shooting of the Ridgway's Hawk.

Additionally, all three of the selected projects focus on an Endangered or Critically Endangered species endemic to the Caribbean. "Species endemism is not a requirement for support from the Betty Fund" explained Dr. Sorenson, "but it's gratifying to be able to direct these inaugural funds towards birds that are uniquely Caribbean."

The Betty Fund was launched in 2018 from the generous donations of individuals who knew Betty Petersen personally or were inspired by her work. BirdsCaribbean Board member Charles Duncan says, "She turned local communities and school kids into committed conservationists, struggling NGOs into recognized players on the inter-American scene, and 'paper parks' into real protected areas."

BirdsCaribbean will continue to fundraise for the Betty Fund, especially given the commitment for Year Two funding for the three inaugural projects. Dr. Sorenson said, "The recipients have committed to raise almost $275,000 in matching funds for their projects so, in just the first two years of its existence, the Betty Petersen Fund will have enabled more than a half-million dollars for conservation of endemic birds in the Caribbean."

Visit www.birdscaribbean.org/the-betty-petersen-fund-for-conservation for more information.

New Patrol Runabout for St. Vincent Marine Park

On February 1st the National Parks, Rivers & Beaches Authority of St. Vincent & the Grenadines received a new vessel funded by the German Government through the Caribbean Community Climate Change Centre (www.caribbeanclimate.bz) under the Coastal Protection for Climate Change Adaptation project, which was implemented in SVG in 2016-2018.

—Continued on next page



—*Continued from previous page*

The overall objectives of this project were to restore the environmental integrity of St. Vincent's South Coast Marine Conservation area by improvement in natural marine ecosystems, and reduce to acceptable levels land- and marine-based stressors. The new vessel, an open, outboard-powered runabout, will aid in the patrolling of the South Coast Marine Conservation Area and will also assist with marine and water quality monitoring, reef assessment, and mooring maintenance.

Sustainable Grenadines Enhances Brand

SusGren reports: The Sustainable Grenadines Inc. (SusGren), after nine years of operation, has been motivated to evolve its image and service as an organization.

The transboundary NGO, functioning across St. Vincent & the Grenadines and Grenada, has made changes to its logo which has been for many years synonymous with endeavours to improve the environment and the lives of the people of the Grenadines. The old logo and letterhead have been transformed to better represent the organization's progression and to reinforce its commitment to the mission:

"To empower the people of the Grenadines to make wise use of their natural resources through environmental education and stewardship-building, sustainable livelihoods, biodiversity conservation, climate-change adaptation and strengthening of civil society organizations."

The colours of the new logo are a representation of the common colours in the flags of both countries with the exception of red. Therefore, orange was used so as not to be biased towards either country.

Green Mountains – This image represents the two main islands in which SusGren collaborates with the governments and communities. The islands of the Grenadines are nestled between the mountains.

Sun - Represents a bright future, amid challenges and reflecting on where we came and looking towards consistent growth.

Bottom half – It displays the marine and coastal areas in which our work is based and represents the continued goal towards marine, and coastal conservation through sustainable livelihoods.

The letterhead is reflective of the logo. However, the middle pane shows SusGren's focal areas of work within the Grenadines.

A new website has been created which contains information on our programmes, present and past projects, and more detailed information on who SusGren is as an organization. As members of civil society, Sustainable Grenadines will continue to act as stewards of the environment and a voice for the people of the Grenadines.

Get to know us by visiting www.susgren.org.

St. Martin Nature Reserve Magazine Available

The latest edition of the Journal of the Réserve Naturelle Nationale de Saint-Martin (in French and English) is available at https://reservenaturelle-saint-martin.com/journaux-pdf/2018/journal33.pdf

Barbados Bans Single-Use Plastics Next Month

From April 1st, the importation, sale and use of petro-based single-use plastic items such as single-use plastic cups, cutlery, stirrers, straws, plates, egg trays (both plastic and styrofoam), and Styrofoam containers used in the culinary retail industry will no longer be allowed in Barbados.

Minister of Maritime Affairs and the Blue Economy, Kirk Humphrey, further explains that, with effect from January 1st, 2020, there will be a ban on all petro-based plastic bags, with the exemption of those used for the packaging of pharmaceuticals, medicines, and hygiene products, and for the preservation of food. In addition, a moratorium has been extended on the use of tetra pack straws, while poultry producers have been given more time to find alternatives to the styrofoam trays used to package chickens.

"Barbados has to be a value-driven country. We have large expectations for ourselves. We have said that we want to be fossil fuel free by 2030; we want to have a renewable platform; we want to be a country that when we speak to the world we speak as an environmentally friendly country and destination. [Therefore] these are the things that we must do if our words and our actions are to be aligned. And so, we have made ourselves clear as to where we stand on single-use plastic," Mr. Humphrey said.

The Minister said the decision came after months of consultation with stakeholders, including plastic bag manufacturers, persons in the poultry industry, the Barbados Manufacturers' Association, the Barbados Chamber of Commerce and Industry, the Customs Department, and importers.

He explained that the ban on petro-based plastic bags was extended until January 1, 2020, to allow manufacturers to come up with alternative ways of making plastic bags from a bio-based material that was environmentally healthy and friendly.



"We do not wish to come to an established industry that employs Barbadians and deprive them of opportunity, but we also know that the cost of continuing to use these things in Barbados will outweigh any potential benefits," he said.

Plastic bottles used in the production of juices will not be subjected to the ban, and legislation needs to be in place to allow consumers to take the bottles back to the suppliers to be part of a recycling process.

There are a number of alternatives to the petro-based single-use plastics available, some of which are made from paper, sugarcane and bagasse, a byproduct of sugar production in Barbados.



REGATTA NEWS

Stanton Named 'Virgin Islands Sailor of the Year'

Carol Bareuther reports: St. Croix's Peter Stanton was awarded the title of "Virgin Islands Sailor of the Year" for 2018 by the Virgin Islands Sailing Association (VISA).

Stanton, who's 35 and a member of the St. Croix Yacht Club, had a successful sailing year. He skippered the Melges 24 *Boogaloo* to a second-place finish at the St. Thomas International Regatta in March and to a first in class at the BVI Spring Regatta & Sailing Festival in April. At the CAC Games, held July 19th to August 4th in Barranquilla, Colombia, he made USVI sailing history aboard the single-handed Sunfish. After three days of racing, Stanton earned the bronze medal.



MAYUMI ROLLER

USVI's 2018 CAC Games bronze medalist in the Sunfish Class, with Peter Stanton (far right)

As a 15-year-old, Stanton and his brothers Scott and Chris earned the Top Boat trophy out of over 100 vessels in the 1999 BVI Spring Regatta aboard the family's J/24, *Jersey Devil*. "Growing up in the USVI shaped my sailing career by teaching me 'island hospitality'. Bill Chandler, Carlos Skov, and Beecher Higby were great mentors, while Captain Nick Castruccio kept us in line and made sure we earned the respect of our competitors. The ability to get on the ocean year-round and having parents who allowed us to adventure alone to events around the world instructed us how to be self-taught and self-reliant," Stanton says.

Stanton advises young sailors in the USVI and beyond to "Talk to your older sailors. Go sail with them. Keep your mind open, read as much as you can, learn from your mistakes, and remember why you love sailing," His ultimate sailing goal is to regrow interest in the sport on St. Croix for young and old. "It's time for me to give back to the community and sport that made me the man I am today," he adds.

VISA administers all sailing activities in the USVI and is a Member National Authority of ISAF (World Sailing, which is the international federation that governs sailing worldwide), the Pan American Sailing Federation, and Central American and Caribbean Sailing Organization. VISA was also a founding member of the Virgin Islands Olympic Committee, which administers all Olympic sports in the Virgin Islands.

St. Kitts Finish Line for Transat Classique 2019

Molly McDaniel reports: Christophe Harbour, the superyacht marina on the southeastern peninsula of St. Kitts, was the finish point for the Panerai Transat Classique 2019.

On January 8th, nine classic sailing yachts departed Lanzarote in the Canary Islands for the nearly 3,000-mile (5,500-kilometre) race to Kitts, arriving approximately two weeks later. The event is organized by the Atlantic Yacht Club in partnership with sports watchmaker Panerai.

The participating crews had to compete tactically to negotiate the archipelago of the Canary Islands, taking full advantage of the tradewinds, and then tackle the Antilles, passing the island of Antigua from the north or the south, before crossing the finish line in St. Kitts. Designed by Loïc Blanken and François Séruzier, the Transat Classique has been held in 2008, 2012, and 2015. The 2019 race marked the first time the event finished in St. Kitts & Nevis.

Line honors went to Diego Masso's 1927-vintage three-masted schooner, *Xarifa*, and Paolo Zangheri's *Coch y Bondhu*, a Laurent Giles ketch built in 1936, took first place on corrected time.



PANERAI TRANSAT CLASSIQUE

Philippe Monnet's cutter Lys *took sixth place at the Panerai Transat Classique 2019*

"I am extremely pleased that St. Kitts was selected as the host destination for this exalted event," reported Lindsay FP Grant, Minister of Tourism, International Trade, Industry and Commerce. "It is a testament to the growth of our yachting sector and the singular appeal of our unique tourism product to be chosen from among all islands in Caribbean, including those well-established among the yachting community." Racquel Brown, CEO of the St. Kitts Tourism Authority, added, "Hosting a regatta of such international prestige and on so grand a scale is yet another historic first for St. Kitts."

Visit paneraitransatclassique.com for more information and full results.

—Continued on next page



—Continued from previous page

World ARC 2019-20 Set Sail from St. Lucia

World Cruising Club reports: On January 12th, the World ARC 2019-20 fleet of 26 yachts from 12 different nations set off from Rodney Bay, St. Lucia, beginning the ninth edition of this around-the-world cruise.

In total 38 boats and over 250 people will take part in World ARC 2019-20; some sailing the full 26,000 miles, and others joining part of the route before exploring farther afield to then re-join the next edition of the annual rally. This year's diverse fleet includes seven boats sailing double-handed and six family boats with a total of 13 children aged two to 16. The largest boat is the British 19.37-metre Oyster 625 *Nikitoo* and the smallest is the Austrian 11.98-metre Nautitech 40 *Babsea*. Seven catamarans appeared at the start with five more joining in future ports. A Spanish-flagged Neel 45 trimaran, *Peikea*, also participated. The oldest boat is the British Hallberg-Rassy *Aurora B*, built in 1996, while seven boats were launched within the last 12 months.

Weather conditions on the start line were very favorable with a steady ten- to 15-knot easterly breeze. The start marked the end of a varied program for the World ARC crews in St. Lucia, including social evenings and pre-departure seminars put together by local organizations like the Saint Lucia Tourism Authority, the Events Company of Saint Lucia, IGY Rodney Bay Marina, and the Saint Lucia Yacht Club.

The fleet made their way along the coast down to Castries, gybed away from the island raising their downwind sails, and headed to Marina Santa Marta on the Caribbean coast of Colombia. There, good food, exceptional beaches, and warm hospitality awaited. En route, they had good tradewind conditions with isolated squalls.



WORLD CRUISING CLUB

So far 21 yachts have signed up for the next edition of the World ARC, starting in January 2020.

Visit www.worldcruising.com/world_arc/event.aspx for more information.

New Board for the PCYC of Grenada

The Petite Calivigny Yacht Club of Grenada thanks departing board members Rene Froehlich, Daniela Froehlich, and Margaret de Roche for the great job they have done with PCYC throughout the last few years. But as members leave, new ones join. We would like to warmly welcome two new committee members, Carolyn Mitchell and Rosie Burr. Continued thanks go out to the remaining members.

—Continued on next page

ATLANTIC BACK CRUISING
GUADELOUPE - AÇORES - EUROPE
La transat retour / Transatlantic Return

SIX DAYS BEFORE DEPARTURE :
(from May 6th 2019)
All boats are in the marina
(Pointe à Pitre - Free charge)
Final registration
Briefings : safety - communication
Safety controls on board

Festivities :
Cocktails - Music - Touristic offers

AFTER DEPARTURE :
Guadeloupe - Azores
& Azores to your final mooring
Fleet surveillance 24/24 (with satellite trackers)
Report positions on the Internet
Everyday you receive :
- Forecast (general situation and grib files)
- Fleet position
- Routing
- General information

Maritime organization can be called at anytime by the boats and families

RALLY 2nd edition
TRANSATLANTIC RETURN
TRANSAT RETOUR
DEPARTURE : MAY 12th 2019
Guadeloupe - Azores
Azores - Your final Mooring !



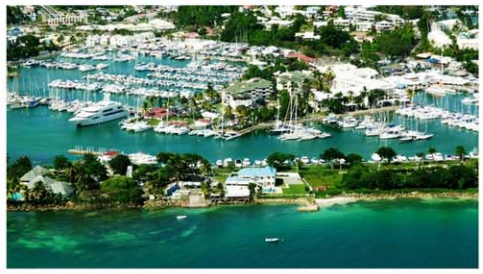
www.atlanticbackcruising.com
email : contact@atlanticbackcruising.com
+ 33 (0)6 33 02 81 28



MARINA BAS-DU-FORT

Situated in a unique setting, near the town centre of Pointe-à-Pitre, the airport, the main white sandy beaches and the finest tourist sites of Basse-Terre and Grande-Terre, Marina Bas-du-Fort is the ideal stopover in Guadeloupe.

www.marinaguadeloupe.com



USHIP TOUT POUR NAVIGUER
Horta marina FAIAL AÇORES
Damoiseau

—*Continued from previous page*

We have been planning the social and sailing calendar for the year ahead and will be re-introducing the monthly limes and Hobie Cat match racing. The Round Grenada Regatta will be held in August as usual and the J/24 match racing towards the end of the year is back by popular demand.

Visit pcycgrenada.com for more information.

Nanny Cay Round Tortola Race & Challenge

Eleven competitors — five monohulls, four multihulls, and two kites — encountered perfect sailing conditions throughout the anti-clockwise Around Tortola course on January 14th.

Mike Hirst and Chris Brockbank on their foiling kites maintained speeds in the upper teens and set new kite-boarding records as part of the Nanny Cay Challenge. Hirst took the line honors win after 2 hours 14 minutes and 54 seconds (23 minutes and 40 seconds less than multihull *Triple Jack's* record of 2015) and Brockbank finished second with another record time of 2 hours 28 minutes and 53 seconds.

The five monohulls ranged from David Lake's 30-foot Hunter, *Wicked Winch*, which had to retire owing to rigging problems, to the majestic Swan 77 *La Forza*, which was the first to appear at the Nanny Cay finish line, dwarfing all other boats in the channel. *La Forza* hoped to get the monohull class line honors, but didn't hold their position on corrected time. Henry Leonnig and the Melges 24 *Firewater* received the monohull class win, ahead of Kevin Rowlette's *Sweet Revenge* and Miles Sutherland Pilch's newly restored Beneteau 44.7, *Odyssey*.

The three racing multihulls clocked upwind speeds around ten knots. Mark Sanders' *Island Hops* led the way and finished with an elapsed time of 4 hours 5 minutes and 25 seconds. Eddie Brockbank's Corsair Spring 750, *Lucky 7*, was next, followed by Barney Crook's Corsair 760 *Airgasm*. As the only cruising multihull, *Wildfire*, an Edel 35 catamaran skippered by John Hayes, won its class and arrived in seventh place.

The Nanny Cay Challenge was launched in 2010. It can be attempted any time, any day, must start and finish off Nanny Cay, circumnavigate anti-clockwise, and leave Beef Island, Scrub Island, Great Camanoe, and Guana Island to port. The entry fee of US$250 is donated to a BVI charity of the challenger's choice. Mike donated his to the Family Support Network. To date the NCC has raised $2,000 for local charities.

Round Barbados Race

According to the Barbados Cruising Club's newsletter, *The Barnacle*, overall, about 40 boats entered the Barbados Sailing Week 2019's series of coastal races, held January 16th to 24th, including the signature Round Barbados Race.

—*Continued on next page*



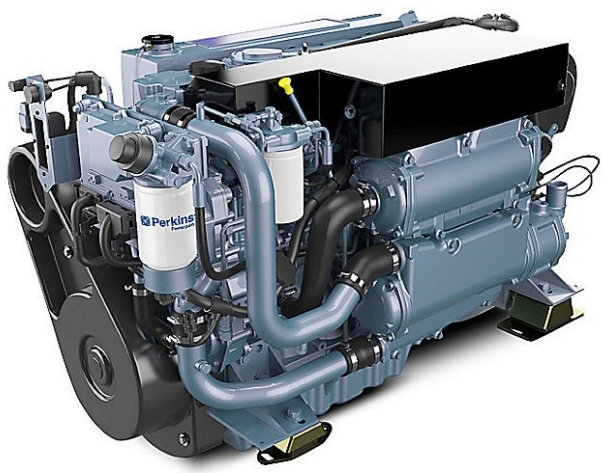
PETER MARSHALL / PETERSIMAGES.JALBUM.NET

The 2019 Round Barbados Race was won by Ambersail 2 from Lithuania, who broke the record with a time of 4 hours 41 minutes 36 seconds

Perkins®
THE HEART OF EVERY GREAT MACHINE

New Arrival!
Perkins M300C Marine Engine

Commercially rated 6.6 liter engine producing 300 hp @ 2400 rpm



- Same size as current M225Ti
- Emissions compliant IMO2
- Wastgate turbo charger for better low engine speed performance and faster acceleration
- 500 hour oil change intervals
- Low fuel consumption
- Gear driven fresh water and sea water pump
- Primary and secondary fuel filters
- 90 amp alternator

Providing excellent reliability and fuel economy, while being clean, quiet and smooth in operation. Low noise, rapid starting and low emissions are achieved with advanced combustion systems that allow for precise, multiple injections within each combustion cycle, reducing fuel use and lowering emissions

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

Call us today and mention this ad to receive a special discount

info@partsandpower.com www.partsandpower.com +1 284 494 2830

Your Power Solution Company

—*Continued from previous page*

The coastal races, which all started and finished in Carlisle Bay, were fiercely competitive with J/24s, the impressive visiting race boats, as well as cruising yachts taking part. For the Round Barbados Race on January 21st, winds were light but still some boats managed to win their skipper's weight in Mount Gay Rum Extra Old by breaking their class records.

The Barnacle says, "We want to give a crusty sailor's salute to the two boys on the



ANTIGUA CLASSIC YACHT REGATTA

19-foot plywood boat *Oiseau Noir* (which for French speakers is a very odd name to give to a boat that is bright yellow!); they didn't place and did not finish in the allotted time, but by going inside the outer reef on the island's east coast they managed to sail around Barbados in a little over 12 hours.

Breaking the round the island record in the 80 feet and under class was the Lithuanian VO 65, *Ambersail 2*, with a time of 4 hours and 41 minutes.

Full results can be found at Yachtscoring.com

ON THE HORIZON

A New Approach to Antigua Classics

Louay Habib reports: Chairman of Antigua Classics, Carlo Falcone, explains some of the changes that will be made for the 2019 Antigua Classic Yacht Regatta, April 17th through 23rd:

"There are some beautiful boats built or designed before 1976 that are an integral part of the history of classic yachting. We have counted 35 boats in Antigua alone that are eligible for the Historic Class. We hope that by including them and other similar boats from elsewhere, such as certain Sparkman & Stephens, Nautor's Swan and Baltic yachts, we will give many of these boats a new lease of classic racing life.

If we give exactly the same course to the largest boats, which can be over 200 feet, and the smaller boats, which can be under 30 feet, one of them is going to be disappointed. So the main difference will now be the length of the course for each class, so that all of the classes will race for roughly the same amount of time.

Visit www.antiguaclassics.com for more information.

Preparations Underway for Bequia Easter Regatta

Bequia Sailing Club, organizers of the Easter Regatta, reports that preparations are well in hand for next month's event. Located at the picturesque Plantation Hotel "old house" by Admiralty Bay, the regatta headquarters is organizing two regatta divisions that together drew in almost 60 competing boats last year.

One division is for yachts, divided into six classes: Racing, Cruising I, Cruising II, J/24, Surprise, and Windward Sloops. The other division, using different courses, is for several size-based classes of the open, sprit-rigged local double-enders for which Bequia is famous.

Racing runs from Good Friday, April 19th, to Easter Monday, April 22nd, with evening entertainment and social events for participants and their families and friends. Parallel racing in the two divisions ensures that there is something to see every day for all spectators around the island. There's also a full program of on-shore family activities.

—*Continued on next page*



SECRET HARBOUR MARINA

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



2019 SPRING RALLY

Salty Dawg

HEADING TO THE U.S. THIS SPRING?

Cruise-in-company with the Salty Dawg Spring Rally to the U.S. - departing from the Virgin Islands on May 4

- Weather Routing
- Offshore Position Tracking
- FUN!

Registration is now open for all 2019 Salty Dawg Rallies

For more information, please visit:
www.saltydawgsailing.org/salty-dawg-rallies

—*Continued from previous page*

Pre-registration is now open, and on-island registration and the skippers' briefing take place on Thursday, April 18th.

Visit www.bequiaregatta.com for more information.

CSA Announces New 2019 Caribbean Sailing Week Event

A new event called Caribbean Sailing Week (CSW) is set to take place in English Harbour, Antigua from October 17th through 20th. The CSW combines two individual 20-year-old Caribbean Sailing Association (CSA) events: the CSA Annual Conference and the Caribbean Dinghy Championship (CDC).

This change allows the CSA to raise the profile and status of the CDC and the Annual Conference by having increased CSA Member representatives from the Caribbean regional sailing community gathered in one place. It will also provide a higher value as there will be more reasons to attend for a wider cross section of CSA members.

The CDC, the regional sailing regatta element of CSW, offers a multi-class championship event for one-person Optimist, Laser/Laser Radial classes and for the two-person RS Feva class. The event will also see the introduction of a new keelboat-specific discipline.

"During the 2018 CSA Conference an important goal for the organization was to not only increase participation in all events, but to support regional development and growth of the sailing sport. The new Caribbean Sailing Week will be a key element in us delivering on this goal," said CSA President Alison Sly-Adams. "We felt a change in format of the CDC was necessary to ensure it would be more inclusive of all islands rather than limiting it to a six-team championship. We will introduce a new Nations Cup to keep the spirit of inter-island competition alive and kicking."



ABMA

The Caribbean Dinghy Championship will be part of October's new Caribbean Sailing Week

As well as a different CDC regatta and CSA Annual Conference program, Caribbean Sailing Week will include clinics for sailors, their instructors/coaches, and training courses and professional development opportunities for those interested in more technical sailing roles such as race officials, umpires, and measurers.

Visit https://caribbean-sailing.com for more information.

YOUTH SAILING NEWS

Learning Unlimited Wins Interschool Sailing Championship

Five St. Maarten schools contested in the second Annual Domino's Interschool Sailing Championship on January 12th. Twenty youth sailors compiled teams representing Learning Unlimited (LU), Caribbean International Academy (CIA), Sister Regina, Milton Peters College (MPC), and St. Dominic to compete in this event sponsored by Domino's. Optimists, Lasers, Picos, and RS Visions sailed four races, with LU being the overall winner, followed by MPC and Sister Regina.

The regatta had been rescheduled twice due to extreme weather before taking place in perfect conditions: 12 knots of wind in Simpson Bay.

The Domino's Interschool Dinghy Sailing Championship is organized by the Sint Maarten Yacht Club to promote the sport of sailing on St. Maarten and to give young sailors on the island a chance to represent their schools. The first edition in 2017 was a success and this second edition had all sailors showing off their skills.

In the Optimist class Emma Lennox (LU) dominated with four bullets. Caii Banting (Sister Regina) came in second, and Ajani Blake (LU) finished third. In the Laser Pico class, three schools were represented on the podium: St. Dominic, by Lucas Disch, who grabbed first place; MPC by Matthijs Detering, who took second place; and Sister Regina's Melina de Vries and Skylar Peterson finished third. In the Laser class, Jesse Lake (MPC) won, followed by Nicolas DeTullio (LU) in second, and Grace Cheasley (CIA) in third place.

Experienced teams raced in the RS Visions, after having trained for weeks. The battle between two LU teams ended in a first place for Summer Jean Morton and Cansu Kilic, with four bullets. Sahil Khatnani and Grant Caputo came in second and Kai Henriquez and Paul Speetjens took third place for MPC.

During the prizegiving, individual trophies were awarded for first, second, and third in each class, as well as Best Overall School trophies to the top three schools based on points scored. All participants enjoyed Domino's pizza after racing and took home rash guards and reusable water bottles. "It may have taken us three tries to hold the event, but seeing all the smiling faces at prize giving made it all worthwhile,' said organizer Anouk van Loon.

SMYC Youth Sailors on Stage in Anguilla Dinghy Champs

On January 19th, 14 youth sailors of the Sint Maarten Yacht Club Sailing School participated in the Anguilla Dinghy Championships in the Opti, Laser, and 420 classes.

Five races were sailed in all classes, showing outstanding results for several St. Maarten youth sailors. Emma Lennox and Caii Banting sailed consistently in the Optimist Gold fleet and secured third and fourth places overall. St. Barts sailors Antonin Sciou and Christophe Maxor took first and second place in this fleet.

Justin Pieterse and Ajani Blake sailed against strong competition from St. Barts in the Laser Class and finished in fifth and sixth place. Lorenzo Mayer, Elio Boutin, and Tristan Greaux came in first, second, and third place. In the 420s Matthijs Detering and Jesse Lake took first place in their class. Sahil Khatnani and Cansu Kilic finished third, after Ricardo Carty and John Baptiste from Anguilla.

The Opti Silver fleet saw six St. Maarten youth sailors compete against talented sailors from St. Barts and Anguilla. Lolie Osswald from St. Barts won first place with five bullets and received the Best Girl Award. Second place was won by Jules Fortunati from St. Barts, and Omar Davis from Anguilla secured third place. Adriaan Coppelmans from St. Maarten won the Sportsmanship Award.

The Sint Maarten Yacht Club wishes to thank Neil Roebert of *Enigma 3* for making his boat available as committee boat and transporting the sailors and equipment. Thank you also to the Anguilla Sailing Association for organizing the event, Paul and Deborah Miller for their race committee duties, and Brad and Tara Taylor for providing their boat to bring over additional passengers and equipment.

Dream Yacht Charter is New Optiworld Partner

Antigua Yacht Club announces that Dream Yacht Charter has become the latest partner for the Optimist World Championship, to be held in Antigua from July 6th through 16th. Dream Yacht Charter's Antigua-based catamaran fleet will be used as accommodation for the competitors and they will provide two committee boats as a comfortable base for the volunteers from which to operate.

Founded by Loïc Bonnet in 2000, Dream Yacht Charter has grown from just six boats in the Seychelles to offering 1,000+ yachts across more than 50 destinations, including the Caribbean, Bahamas, Asia, Indian Ocean, Pacific Ocean, Americas, and the Mediterranean. The charter company has a strong presence in Antigua with 27 boats for bareboat charters, based in Jolly Harbour.

Visit www.dreamyachtcharter.com for more information about Dream Yacht Charter. Visit http://2019worlds.optiworld.org for more information about the 2019 Optimist Worlds.

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

BLUE LAGOON HOTEL & MARINA



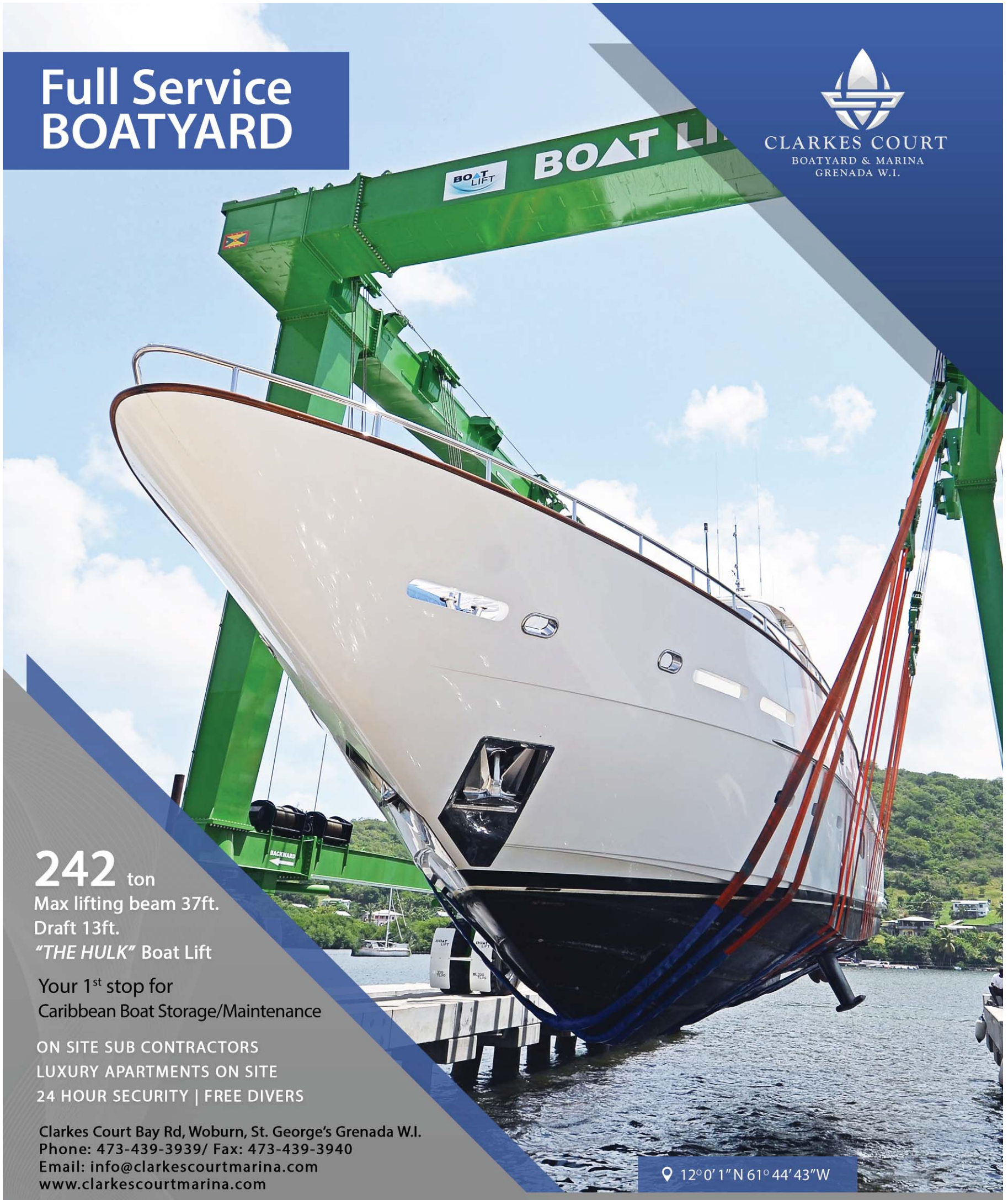




- Fuel Dock
- 24 hour Security
- Port of Entry
- Customs & Immigration Office - 9am to 6pm
- Electricity 110V/220v & Water
- Complimentary Wifi
- Laundry Service
- Supermarket & Boutique
- Cafe Soleil & Flowt Beach Bar
- The Loft Restaurant and Bar
- Indigo Dive Shop
- Swimming Pool
- Beautifully Designed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

Full Service BOATYARD

CLARKES COURT
BOATYARD & MARINA
GRENADA W.I.



242 ton
Max lifting beam 37ft.
Draft 13ft.
"THE HULK" Boat Lift

Your 1st stop for
Caribbean Boat Storage/Maintenance

ON SITE SUB CONTRACTORS
LUXURY APARTMENTS ON SITE
24 HOUR SECURITY | FREE DIVERS

Clarkes Court Bay Rd, Woburn, St. George's Grenada W.I.
Phone: 473-439-3939/ Fax: 473-439-3940
Email: info@clarkescourtmarina.com
www.clarkescourtmarina.com

12° 0' 1" N 61° 44' 43" W

TURBULENCE LTD. GRENADA · HARKEN · Palm Tree Marine www.palmtreemarine.com · YANMAR · DRIFTWOOD · NORTH YACHT SHOP INC. · West Marine



A competitive fleet reveled in Grenada's ideal racing conditions

TIM WRIGHT / WWW.PHOTOACTION.COM

'ALL-ROUND AWESOME!'

Local racing sailor Jason Fletcher was thrilled to win first place overall in Racing Class at the seventh edition of Island Water World Grenada Sailing Week, held January 27th through February 1st, despite formidable international competition.

On the final race day, sponsored by Mount Gay Rum, an early morning calm gave way as the tradewinds kicked in. In Racing Class, Jason's Caribbean 33, *Nickatime*, was bumped off the daily prizegiving podium by Claude Granel from Martinique aboard his Sunfast 3200, *Credit Mutuel*, in first place; Pamela Baldwin from Antigua with her J/122, *Liquid,* in second; and Canadian Rob Butler's Reflex 38, *Touch2Play Racing*, in third. These three were tough foes: *Credit Mutuel* was fresh from a hard-fought second-place overall class win in the Round Martinique Race, *Liquid* regularly competes in high-profile regional events ranging from Antigua Sailing Week to the RORC 600, and *Touch2Play Racing* was victorious in last year's CSA Spinnaker 2 Class at the St. Thomas International Regatta. But after ten races and one discard, Jason, owner of the Grenada Marine boatyard, topped the class, saying of the event, "It was the all-round awesome regatta we have come to expect and look forward to!"

Forty-three boats from 14 countries registered, bringing together 400 skippers, crew and volunteers from the USA, UK, Canada, France, Switzerland, Luxembourg, Trinidad, Barbados, Antigua, St. Lucia, Martinique and the British Virgin Islands, plus ten boats from Grenada, to race in Racer, Racer/Cruiser, Classic and J/24 classes. The event was hosted out of both Camper & Nicholsons' Port Louis Marina in St. George's, for initial racing in the island's lee, and Secret Harbour Marina in Mount Hartman Bay, for further courses off the more exposed south coast — providing benefits and challenges for every contender.



SALLY ERDLE

The Racing Class was hot and spicy, with plenty of international flavor

The first day's racing, sponsored by the Grenada Tourism Authority, was on the west coast, protected from the easterly trades but often with fluky and shifting winds up to Force 5 calling for strategic racing. On Day Two, sponsored by Secret Harbour Marina, after a first race in Grenada's lee, the transition race took the fleet on a long romp to the open waters of the south coast.

The lay day let participants catch their breaths, with many taking the opportunity to tour the island and others enjoying Hobie Cat racing. That afternoon at Secret Harbour, a dock party with live music was laid on by the team of the classic yawl *Galatea* to celebrate her 120th birthday, and there was a great turnout for a fund-raiser for youth sailing on the island: the showing of the award-winning film *Vanishing Sail* — the story of saving the tradition of boatbuilding on Grenada's sister island of Carriacou. As one participant said, "Lay Day had plenty of parties and fun at Secret Harbour, a great restaurant overlooking the bay and friendly staff both on the dock and in the restaurant — a 'good to be here' feeling!"

Race Day Three, sponsored by Seahawk Paints, saw close starts in 14 to 17 knots of wind for the windward-leeward courses on the south coast, with critical judgments to be made about sailing close to Glover's Island and the shore.

Among the impressive fleet of nine classics — ranging from a "plastic classic" Morgan Out Island 41 through Carriacou sloops to a Herreshoff ketch and the venerable *The Blue Peter* — there was no lack of drama. Frank Pearce, racing on the 42-foot Luders sloop *Free Spirit*, reports: "What of *Mah Jong* morphing from a yawl to a sloop? I should not joke, as there was a most disturbing and expensive incident when a large blue sloop in a different class and on port tack rammed *Mah Jong*, which was on starboard tack. *Mah Jong's* professional captain had nowhere to go; the mizzenmast was smashed and ripped out and substantial damage done to exquisite woodwork in the cockpit. The blue boat was disqualified at the subsequent protest meeting. *Mah Jong* licked her wounds and by working overnight, clearing the debris and fitting a replacement sheet winch, the crew had her racing again next day."

Still, the 1957-vintage, 52-foot S&S *Mah Jong* and the 120-year-old *Galatea* battled it out with the class's closest racing, with *Galatea* ultimately winning overall by just 1.75 points — a victory for Judd Tinius for the third year in a row.

On the final day, in Racer/Cruiser Class, Peter Morris's Frers 43, *Jaguar*, from Trinidad continued to dominate, taking first in class overall. Peter has competed annually in the regatta (originally part of the Grenada Sailing Festival) since 2005, making this his 14th event.

Fredric Sweeney's *Attitude* from St. Lucia, Robbie Yearwood's *Die Hard* from Grenada and Stephen Bushe's *Hawkeye* from Trinidad led the way in the J/24 class. They all had their share of firsts, second and thirds, but *Attitude*, with ten wins out of 18 races, took the overall honours.

This year saw the first Youth Sailing Team join the J/24 Class, racing on *Shakin'*. The Grenada Sailing Association National Youth Sailing Team is made up of 16- to 20-year-olds with Optimist and Laser experience from local sailing clubs Gouyave Sailing Club and Woburn Wind Warriors. Progressing into J/24s helps to bridge the gap between dinghy and keelboat sailing. This program is supported by Grenada Sailing Association and the Caribbean Sailing



ALASDAIR BELL

The elated Galatea *crew, who celebrated the boat's 120th birthday during the regatta, as well as winning first place overall in Classic Class*

Association. The team is coached by Robbie Yearwood and his J/24 crew of Team *Diehard*, and also coached and skippered by Kevin Banfield, the GSA's Olympic and World Sailing trained coach. Although the youth team didn't make the podium racing against seasoned competition, Kevin says, "The opportunity was a great experience for the youths. It's helped them learn to communicate with each other, to work as a team and build their confidence." After getting T-boned in one race, the youth team repaired the damage and *Shakin'* was right back out on the water the next day.

The final night's prizegiving and the Mount Gay Wrap-Up Party was held at the upper restaurant of Secret Harbour Marina overlooking Mount Hartman Bay. A raffle held during the event for the GSA Youth Sailing Team raised almost US$1,000. The Organizing Committee thanks Island Water World, Secret Harbour Marina, Camper & Nicholsons Port Louis Marina, the Grenada Tourism Authority, Mount Gay Rum, Sea Hawk Paints, and Dream Yacht Charters, as well as all the supporting sponsors, volunteers and everyone involved.

The dates set for the eighth edition of Island Water World Grenada Sailing Week run from January 26th through 31st, 2020.

For full results visit www.yachtscoring.com/media_format_results.cfm

Visit grenadasailingweek.com for more information.

Thanks to Rosie Burr/Grenada Sailing Week for information in this report.

GRENADA SAILING WEEK WINNERS

Racing (13 boats)
1) *Nickatime*, Caribbean 33, Jason Fletcher, Grenada
2) *Liquid*, J/122, Pamela Baldwin, Antigua
3) Touch2Play Racing, Reflex 38, Rob Butler, Canada

Racer/Cruiser (9 boats)
1) *Jaguar*, Frers 43, Peter Morris, Trinidad
2) *Julie* Rule, Elan 37, Peter 'Champy' Evans, Grenada
3) *Cmos*, Soverel 42, Norman Da Costa, Trinidad

Classic (9 boats)
1) *Galatea*, 70-foot yawl, Judd Tinius, Grenada
2) *Mah Jong*, 52-foot yawl, Alex Goldhill, USA
3) *Arrluuk*, Herreshoff Bounty ketch, Steve Frary, USA

J/24 (6 boats)
1) *Attitude*, Fredric Sweeney, St. Lucia
2) *Die Hard,* Robbie Yearwood, Grenada
3) *Hawkeye,* Stephen Bushe, Trinidad

IT'S GOUYAVE ALL THE WAY!

by Sarah Baker

The title of Grenada's workboat racing Champion of Champions returned to the seaside town of Gouyave for the third year running when skipper Kimmon Charles with his crew from Gouyave Canoe *Ah Doh Know,* sailing the GSF16 *Pink Gin*, stormed



ARTHUR DANIEL

Above: Blast *living up to its name at it approaches the finish line*

Below: Start of a Woburn Community Class race. Designs are in transition; 'If it's okay with the community, a design is accepted in the Festival'

Inset: These races are truly a Grenadian experience. A boat doesn't officially finish until the skipper downs a shot of the sponsor's product at the committee tent



SALLY ERDLE (2)

across the finish line just in front of *Tomorrow's Worry,* skippered by Shankeil Gibbs and crew from Woburn Sport Boat *Press Play,* in one of the closest Match Race Finals in years. This completed a 'hat trick' of wins, with Gouyave crews taking first place in both the Junior and Senior National Team Sailing Finals as well.

Grand Anse Beach was the place to be on February 2nd and 3rd as the 26th annual Grenada Sailing Festival Westerhall White Jack Workboat Regatta took place with a fleet of 19 boats — from the towns of Gouyave on the island's west coast, Sauteurs in the north and Woburn in the south — plus five GSF16 Match Race workboats. This year, for the first time, the workboats were joined by a fleet of Optimist and Mosquito dinghies sailed by young sailors from the Gouyave and Woburn communities, taking part in the Budget Marine Junior Dinghy Racing.

The racing was as competitive as ever, with every crew sailing hard to take first place in their Community Class Series and thus the chance to compete in the Sunday afternoon's Match Race Final, raced in the Grenada Sailing Festival's own fleet of GSF16s.

One crew is nominated by each racing community to represent them in the National Team Sailing Finals. In the Budget Marine Junior Team Final, Team Gouyave took first in front of Woburn. In the Senior National Team Sailing Final, Gouyave once again came first in front of Woburn, with the team from Sauteurs in third place.

The afternoon ended when Team Gouyave crossed the final finish line in style to take the Champion of Champions title, the trophy, US$1,000, and a Yamaha outboard engine donated by McIntyre Brothers.

All winners went home with cash prizes, trophies and a great selection of Westerhall Rum products. In the spirit of the Festival, participants that did not gain the podium in their Community Class were awarded a cash consolation prize and gifts from the Grenada Tourism Authority. There were also gift vouchers from Courts and each boat is to receive a voucher from Harris Paints valid for the whole of 2019 — to go towards their preparations for 2020.

WESTERHALL WHITE JACK WORKBOAT REGATTA WINNERS

COMMUNITY CLASS RACING

Gouyave Sloop

1) *Classic*, skipper Ted Richards
2) *VOOP*, skipper Shevon Sampson
3) *Riot Act*, skipper Lennon Marshall

Gouyave Canoe

1) *Ah Doh Know*, skipper Kimon Charles
2) *Etieron*, skipper Devon Edwards

Sauteurs

1) *The Flying Dutchman*, skipper Hughie McIntosh
2) *No Retreat No Surrender*, skipper Chris Jeremiah
3) *Climate Change*, skipper Heron Richardson

Woburn Sport

1) *Press Play*, skipper Shankeil Gibbs
2) *Loose Cannon*, skipper Adian Bethel
3) *Trouble*, skipper Allan Noel

MATCH RACE FINALS

Junior Dinghy Racing

1) Keagan Bedeau
2) Tavell Bernadine



GRENADA SAILING FESTIVAL

The future looks bright. Young sailors from Gouyave and Woburn showed their talents in the Sailing Festival's Junior Dinghy Racing

Junior National Team Sailing

1) Team Gouyave, sailing in *Mr X*
2) Team Woburn, sailing in *Tomorrow's Worry*

(This year Sauteurs did not have enough sailors 18 years of age or under to enter)

Senior National Team Sailing

1) Team Gouyave, sailing in *Mr X*
2) Team Woburn, sailing in *Tomorrow's Worry*
3) Team Sauteurs, sailing in *Gybe Talk*

Champion of Champions

1) Gouyave (Canoe), skipper Kimmon Charles and crew from *Ah Doh Know*, sailing *Pink Gin*
2) Woburn (Sport), skipper Shankeil Gibbs and crew from *Press Play*, sailing *Tomorrow's Worry*
3) Gouyave (Sloop), skipper Ted Richards and crew from *Classic*



Johnsons Hardware

FOR YOUR MARINE SUPPLIES AND SO MUCH MORE

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

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

TURBULENCE LTD. GRENADA
SAILMAKING
RIGGING
ELECTRONICS
TURBULENCE Ltd.

Celebrating 25 Years in the Caribbean
DOYLE SAILMAKERS
NAVTEC Rigging Solutions
ProFurl HARKEN antal MARINE EQUIPMENT spars
New Sails Repairs & Alterations Custom Canvas
Rigging: Spars\ ROD \ Standing and Running rigging
Navtec hydraulic repair station All seal kits in stock
Electronics\ Raymarine Certified Technician
SPICE ISLAND MARINE – GRENADA MARINE - C.C.B.M
Tel: (473) 439 4495
info@turbulenceltd.com www.turbulenceltd.com

MOVING FORWARD
ULLMAN SAILS
CARIBBEAN
St. MAARTEN SAILS
St. Maarten's Sailmaker since 1979

Anguilla Racing
More technology.
More expertise.
More service.
The same sailmaking team
St. Maarten Sails and Canvas N.V has teamed up with Ullman Sails
Biminis and Dodgers
Cushions
Upholstery
General canvas work


Opposite Island Water World
+1(721) 544-5231 / +1(721) 520-6484
rgilders@ullmansails.com / admin@stmaartensails.com
www.stmaartensails.com

Y2A BY ELLEN BIRRELL

SEASONALITY, A CARIBBEAN REALITY

Youth to Adult — "Y2A" — is a series of articles celebrating sailing's role in youth development for Caribbean children.

Coming up on my submission deadline for the March issue of *Caribbean Compass*, I have three articles in the works. One features the formation and ongoing development of the Carlos Aguilar Match Races in St. Thomas, one concerns Cercle Nautique de Schoelcher (CNS) in Martinique, launching a new outreach fall event called "Open Doors", and lastly, one regarding youth marine-environmental work in Culebra, Puerto Rico. Nearly daily I check for replies from contact persons who can give me the real meat for "their" article. Neither Googling, websites, e-mail, Facebook, WhatsApp or Skype are yielding results. Even the *Compass* editor's excellent idea of featuring my Grenadian friend Kevin Banfield failed, for he is consumed in Grenada Sailing Week.

What's a writer to do?

As I was crying on the shoulder of CSA president Alison Sly-Adams, she replied, "Keep the faith, Ellen — it is a busy time of year, as you know, and I think there is another big event coming up on Martinique, right?"

Sharing our 40-foot sloop of a home, my partner Jim Hutchins replies, "You know that 'Y2A' is successful when everyone is too busy sailing to respond!"

The lightbulb came on. "Voila!" as my Martinique colleague Oliver Rene-Corail might say. Why not highlight how crazy-busy things get in the winter in the Caribbean? For Oliver, president of League Voile de Martinique (Martinique Sailing Association) and CNS, he is one busy man.

Though non-Caribbean folks may envy what they perceive as the easy-going Caribbean life, getting things accomplished in a place where the tides of seasonality, language, and often technology and geography create real challenges. There is this thing called the sea that separates the islands of the Caribbean. Imagine that.

January through March, the height of Caribbean big-boat racing season, brings to light an interesting dilemma for those who choose to live and/or have livelihoods in the marine sector, local or foreign. They have to make "weigh" while the sun shines — particularly here in the Caribbean, where it is not just racing season but tourism and cruising are in Sock It To Me mode. Caribbean livelihoods become really intense January through March. For those in Bequia — through April's Bequia Easter Regatta!

Mark Theron, Board Member and Sailing Development Chair for the CSA, runs a distillery business on Nevis. In his "spare time", he gathered support and founded a Member National Authority for World Sailing/Olympic Sailing Development for St. Kitts & Nevis. As he's trying to fit in supporting sailing development while meeting demands as a business owner, father, husband and sailor, Mark's e-mails are sometimes apologetic for having had to miss electronic meeting discussions. "I might be a little challenged this afternoon. Will do my best to make meeting."

Even other writers who are a wealth of information and connectivity, such as Carol Bareuther, are very busy covering the innumerable events and happenings of the season. Thus, hard to reach. Oh, and by the way, the prolific Carol also works as a registered dietician, too. No moss is growing under her feet!



All in this busy season together — Ellen Birrell, Dick Neville and Dylan Penn at work on the 2017 BVI Regatta Race Committee

(This is starting to sound like a Fatty Goodlander rant, which is a high compliment — and a real stretch from a typical "Y2A" delivery. When I ran the idea of an article about seasonality by *Compass* Editor Sally Erdle, she said, "I love it — it's real!")

See *Caribbean Compass'* annual calendar of events at www.caribbeancompass.com/online/jan_dec_2019.pdf, listing the numerous regattas and other happenings that are keeping everyone so busy. The Caribbean Sailing Association also keeps up a regional calendar, currently all the way through 2023, at www.caribbean-sailiing.com. Local festivals and traditional sailing events also crowd the scene during peak season.

Seasonality from Different Perspectives

Snowbirds who have nested permanently in the Caribbean may say from time to time, "I miss the changing seasons." But, for me, Nature's seasons during my formative years in coastal southern California, like in the Caribbean, changed little. Only by the blossoming of certain fruits, flowers and trees, watching the hills turn from green in winter to brown in summer, longer summer days/longer winter nights, and a maximum shift of ten or 20 degrees Fahrenheit marked the changing seasons. I didn't know a wool suit until I moved to northern Utah as an adult. But, I knew full well the tourism season in coastal southern California because the streets and beaches swelled with local and foreign tourists July through August, returning in the other months to relative quiet places of periodic fog and the Pacific's constant cool ocean breezes.

Further to the subject of seasonality, I was once employed to keep occupancy levels high year round for a ski resort that "made their hay" December through March — only. This has distinct parallels to the challenges that businesses face in the Caribbean.

To know Caribbean tourism, cruising and big-boat racing seasonality, is to know and accept life here. Here's to that life that we choose — this life we love!

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports Learn to Sail and competitive junior sailing, and serves on sailing development for Caribbean Sailing Association. See https://caribbean-sailing.com/sailing-development/the-future-of-caribbean-sailing.

SPICE ISLAND
MARINE SERVICES



ABYC CERTIFIED TECHNICIANS • TRAVELIFT • FABRICATION • CHANDLERY
WIFI • RESTAURANT • INSURANCE APPROVED STORAGE • 24 HOUR SECURITY
STUDIO APARTMENTS • CENTRALLY LOCATED







WWW.SPICEISLANDMARINE.COM
SIMSCO@SPICEISLANDMARINE.COM
TEL: 473.444.4342



DESTINATIONS

Pigeon Island, Jamaica

Fisherman's Gifts and Small Accomplishments

by Elizabeth Stacey

The sail from Kingston, Jamaica to Pigeon Island in the Portland Bight was a short 25-mile trip, so my husband, Garth, and I had a leisurely morning cup of coffee before firing up the engine to head out of Kingston Harbor aboard our 42-foot ketch, *Irwinish*. It was early enough in the morning that the shipping traffic was light on our way out the channel. Although we'd had a great time in Kingston, there were a couple of things that come along with a large city that we were ready to get away from: namely the water quality in the harbor and city noise. This was our first location, outside of Miami, where we really saw a lot of garbage in the water and it definitely wasn't appetizing to jump off the boat for a swim. Kingston is making steps towards trying to reduce the amount of trash in the harbor, including instituting a recycling program and banning single-use plastic bags at stores, but unfortunately a lot of garbage is still thrown in waterways and it all eventually ends up in the bay.

Once out of the harbor, we had a great downwind sail in ten knots of wind. At one point I even commented that this sailing thing wasn't all bad! We should have known that all good things must end — and they ended as we approached the anchorage at Pigeon Island.

About a half mile out we got ready to drop the sails and turn on the motor to pass the reef and enter the anchorage area. Instead of its reassuring *vroom!* we were met with a click and then electrical sparks. Garth quickly rolled up most of the headsail to slow us down and tried one more time to bypass the starter motor with a screwdriver, which resulted in more sparks and a bunch of black smoke. Guess that wasn't going to work. Plan B was anchoring under sail, something that we hadn't ever practiced together. We tacked back and forth across the bay, trying to get in closer — we were lucky that we were the only boat here, so there was nothing to get in our way! Garth got us close and I dropped the anchor while he took the sails down… and we had arrived!

Doing any work on the engine while it was still hot from our morning motor out of the harbor wasn't really an option, so why not crack a beer and head to the beach instead? The engine would still be there needing work in the morning.

On the beach we met a solo local fisherman, Leon, who was taking a rest from fishing before he went back out to check his lines that night. We talked for a few minutes and he showed us the sea grape trees on the island: free fruit but not that tasty! We headed back to the boat at sunset and tried to ignore the fact that we were anchored off an uninhabited island with a non-functioning engine.

The next morning as the coffee was just finishing brewing we heard an outboard approaching the boat. It was Leon! He came alongside and said he had been thinking about us during the night and had brought over a gift of some snapper and jack for us! We invited him on board for a cup of coffee and he stayed for a little while, telling us about his life in Jamaica and asking about our plans. Once again, we were super thankful for the generosity and kindness of the Jamaicans we've met.

With that good start to the morning it was time to tackle our engine problem. Before we left Miami, Garth insisted on buying a spare starter motor; we just hadn't planned on needing it this soon. Working on a sailboat's engine is never easy and ours proved to be no exception. In order to remove the existing starter, Garth had to create a tool by cutting off one of his wrenches and using it with vice grips to turn the bolts. With much cussing, the old starter was eventually removed; it barely fit out of the engine compartment. Luckily the new starter motor was adjusted to fit on the engine. We were missing a needed spacer, but were able to make one out of a spare piece of aluminum we had on the boat.

—Continued on next page



R
RENAISSANCE®
MARINA

The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

Located at 12° 31' 2.3124'' N 70° 2' 16.8'' W, Renaissance Marina is the island's most beautiful marina. It stretches over much of this picturesque waterfront community combining the largest entertainment and shopping facility in Aruba with the natural beauty of the Marina.

The marina supplies fresh running water and 110/220/360V 60Hz electricity, satellite TV with security guards on duty 24 hours a day.

Contact us by phone at +297 588-0260
or visit our website: www.renaissancemarina.com

Operating Hours: Mon - Sat, from 8am to 6pm

—Continued from previous page

We both held our breath… and *vroom!* the engine was back in business. Meanwhile, I had scaled and cleaned the fish, and done a couple "loads" (five-gallon bucket) of laundry and it was hanging to dry. Chores complete!

Talking a well-deserved break, we grabbed our snorkel gear and went hunting for lobster. On the way to the reef we stopped by to check out a sunken boat and saw a giant spotted ray and, as I was going down to check out the wreck, a bull shark. Garth insisted he was a baby but it looked huge! I made a quick retreat back to the dinghy; we both really need to get used to this swimming with sharks thing! Garth managed to snag one lobster and we checked out the coral and reef fish before we headed back to the boat.



That evening we fried up Leon's gift of fish and celebrated our small accomplishments. We are now a little over 1,000 miles into this adventure and have learned to take the bad in stride and, more importantly, focus on the good!

Pigeon Island is a good place to stop and take a break. The anchorage is easy to get into and the holding is good in about 15 to 20 feet of water. There were a couple of markers that are not shown on the Navionics charts, but they were easily seen and identified in daylight. If you are here on the weekend there are often boats from the yacht club in the anchorage.

From here we'll head to Black River, just over 80 nautical miles away.

Elizabeth and Garth Stacey are travelling the world on their 1975 42-foot Irwin ketch. The boat has been heavily modified over time and is now very much "Irwinish".



Above: Leon's welcome gift
Left: It's hot working on the engine



HOW DOES GRENADA DO IT?

DESTINATIONS

by Sally Erdle



Grenada's iconic Carenage, the waterfront heart of the island

Grenada is the place to go,
Grenada, nutmeg and cocoa,
Grenada, with banana and spice,
And my people here, they are extremely nice.

— Calypso from the 1970s

Grenada is hugely popular with cruisers looking for a congenial place to hang, and boatowners and charter captains wanting work done on their yachts. Full disclosure: I fell in love with Grenada 45 years ago, and on my most recent visit last month I still felt the love. I've traveled almost all over the Caribbean, and indeed have sailed around the world. What is it about *this* island?



CHRIS DOYLE

Cruiser Liz Bourque-Theiler wrote the following in 2002.

"Grenada offers the right combination of friendly people, a supportive Ministry of Tourism, accessible natural beauty, a location south of the hurricane belt, many safe, clean and quiet anchorages, affordable restaurants, good communications and transportation, places for visitors to socialize, and a good selection of provisions, boat parts and services. So don't just stop in the Spice Island, but linger awhile and delight in all that is right with Grenada!"

It's still true. Let's look at the points Liz made about the island of Grenada. (Her sister islands of Carriacou and Petite Martinique could be a story of their own!)

Friendly People

Grenadians have a reputation among other Caribbean people for being friendly, and it's well deserved. Aside from the people's innate friendliness, Grenada has a relatively strong middle class, and displays less class- and race-consciousness than some neighboring islands; visitors have told me they feel they fit in more seamlessly here, and a young Grenadian woman mentioned to me that while her black cousin on another island has no white friends, "Here everyone mixes, and we like it that way!"

Moreover, unlike some locations where sailboat racing is considered something for foreigners or the elite, here there is a healthy local sailing population. In addition to the racing workboats, there has been a yachting tradition going back to the founding of the Grenada Yacht Club in the early 1950s. Yacht racing has been big on the island since the first Round Grenada Race in 1968, and the tradition is carried on today by homegrown skippers including Kevin Banfield, Danny Donelan, Champy Evans, Jeff Fisher, Jason Fletcher and more. As fellow sailors, visiting racers and cruisers aren't so much targeted as "tourists" *per se* as they might be on islands with no local sailing culture.

And although some cruisers choose to cluster among themselves, they're missing out. Many others happily mingle with Grenadians and make lifelong friendships at "hashing" and other sports, entertainment venues and Carnival events, and during volunteering opportunities such as reading with children at Mt. Airy, or just liming (hanging out).

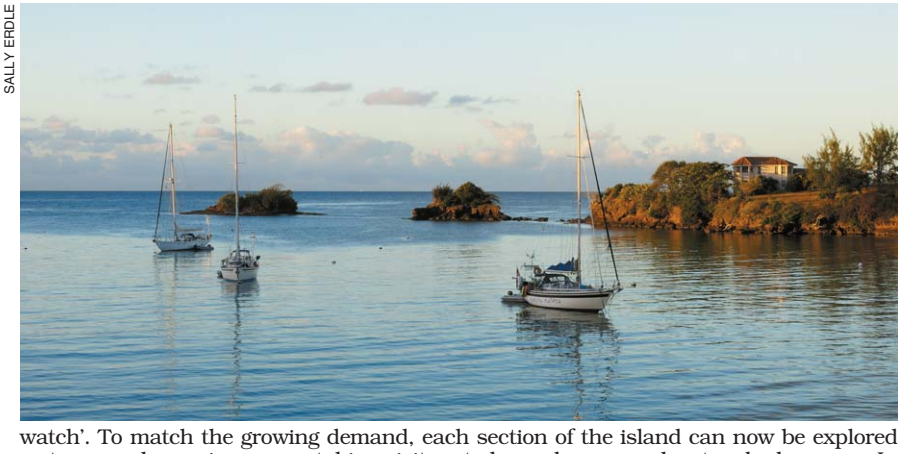
Supportive Ministry of Tourism

The Grenadian government was one of the first in the Caribbean to appoint a specific point person for yachting in the Ministry of Tourism. Since being appointed the Grenada Board of Tourism's Cruise and Yachting Development Officer (now Nautical Development Manager in the Grenada Tourism Authority) in 2003, Nikoyan Roberts has made it her business to understand and promote the yachting sector. Shortly after her appointment, Ms. Roberts accepted an invitation from cruisers for an afternoon "dink-about" of the anchorages at Clarkes Court Bay, Hog Island and Mt. Hartman Bay, followed by an open forum with cruisers at Roger's Bar on Hog Island. Deborah Ramp Gerber, one of those who extended the invitation, said that Ms. Roberts "assured us that Grenada's Board of Tourism recognizes cruisers as an important part of the Grenadian economy and a valuable market to be further developed. Emphasis was placed on the need to not only encourage cruisers to visit Grenada, but to stay for lengthier periods of time.... We would have to say our afternoon at Hog Island was a success. Our guests were open, friendly, and curious about the lives of cruisers. The cruisers present were strong in presenting their views in a positive manner and expressed the greatest affection for Grenada and its people. This appears to be the beginning of a new and valuable relationship. As Ms. Roberts told me, 'the cruisers are no longer invisible'."

In addition to recognizing the cruising community, the Grenada Tourism Authority has facilitated international yachting events such as World ARC, the Oyster Regatta and the RORC Transatlantic Race to come to Grenada, and supports Grenada Sailing Week (see story on page 18), further strengthening the island's yachting sector.

The Grenada government has also engaged Cheryl Andrews Marketing Communications to promote the destination overseas, with apparent success. CAMC reports that "Grenada had a strong 2018 filled with new developments and a record-breaking 528,077 visitor arrivals. The yachting sector — with 24,281 arrivals — grew by 10.82 percent. This year brings multiple hotel renovations, new restaurants and new tours for visitors to experience, further solidifying the destination as up-and-coming and 'one-to-watch'. To match the growing demand, each section of the island can now be explored as tours and experiences are taking visitors to lesser known and untouched corners. In addition, restaurants across the island are using locally-sourced ingredients, providing increased opportunities for local farmers and business owners to thrive."

The island offers sailors options ranging from busy modern marinas, like Port Louis in St. George's (left), to quiet small anchorages such as this at True Blue (below)



SALLY ERDLE

Mention must also be made of MAYAG, the Marine and Yachting Association of Grenada, Members of the marine sector established this trades group in 1999, as the yachting industry entered a new era of growth and development. With the support of the Government of Grenada, the sector continued to build consistently. Financial assistance from the Centre for the Development of Enterprise enabled MAYAG to develop strategies and plans in key areas such as marketing, training and international cooperation.

—Continued on next page

—*Continued from previous page*

The yachting sector in Grenada is estimated to include more than 1,000 direct jobs, and MAYAG has run programs in conjunction with TA Marryshow Community College offering Grenadians ABYC certification in electronics, electrics, diesel repair and small engine repair, so sailors are comfortable with getting access to a qualified electrician or a trained mechanic.

Accessible Natural Beauty

Where do we begin? Books could be written, and are, but suffice to say in many of Grenada's anchorages you need only jump overboard or step ashore to be surrounded by natural beauty. Grenada boasts 40 white sandy beaches such as the world famous Grand Anse Beach, 15 waterfalls and innumerable hiking trails, and more than 30 dive sites, including what is often called one of the top ten wreck sites in the world, the cruise ship *Bianca C,* and the world's first underwater sculpture park.

Location and Geography

"South of the hurricane belt"? Well, Liz wrote that before the devastating Hurricane Ivan in 2004, and Hurricane Emily in 2005, hit Grenada. But Grenada's boatyards learned valuable lessons in securing vessels for named storms, and many yacht insurance companies still consider the line of latitude at 12°40', which runs just north of the Tobago Cays, the southern limit of the hurricane belt, leaving Grenada in the safely insured zone.

Grenada's geography provides more than a dozen well–protected harbors and anchorages, and all are different, creating what some describe as "cruiser neighborhoods". Some are handy for shopping and services, some have a thriving social life, and others are getaways. From Pandy Beach, just a dinghy ride from the capital, St. George's, through True Blue, busy Prickly Bay, Mt. Hartman Bay (a.k.a. Secret Harbour), Hog Island, Woburn, Clarkes Court Bay and Benji Bay, to Phare Bleu Bay, Port Egmont and St. David's Harbour — all have their fans. There are yet more anchorages, often used as day stops, on the west coast, too.

Services and Amenities

Liz mentioned that in 2002 Grenada had "affordable restaurants, good communications and transportation, places for visitors to socialize, and a good selection of provisions, boat parts and services". Seventeen years later, these have only multiplied.



CHRIS DOYLE

Aside from three major haulout facilities (Spice Island Marine, Clarkes Court Boatyard, and Grenada Marine) and seven marinas (Grenada Yacht Club, Port Louis Marina, True Blue Bay Marina, Prickly Bay Marina, Secret Harbour Marina, Whisper Cove and Le Phare Bleu), plus branches of regional chandlery powerhouses Island Water World and Budget Marine, the wealth of yacht services now offered in Grenada is too abundant to list here (see Chris Doyle's *Sailors Guide to the Windward Islands*).

Moorings offered with guardianage service are now a big thing, and have encouraged even more cruisers to leave their yachts in Grenada for the summer, and airlift to hubs in North America and Europe for a trip "home" is convenient. There have been occasional burglaries, generally from unattended yachts, but reports of crimes against yachts in Grenada in recent years have been infrequent.

There are good grocery stores and restaurants for every taste and budget. On my recent visit we enjoyed the Dodgy Dock's "Street Food Wednesday" night at True Blue, lunch at Sel & Poivre at Secret Harbour, a fun beer tasting at the West Indies Brewing Company, and a scrumptious dinner at Coconut Beach restaurant right on Grand Anse Beach where the proprietors, Miss Pat and Scratch (nicknamed for his golfing skill), have been friends to yachties since Scratch's bartending days at the Red Crab pub in the 1970s.

A daily cruisers' VHF net, assisted by a repeater, keeps everyone in touch, and WiFi and cellular service are widely available. There are two "Grenada Cruisers" Facebook pages, one for general information and one for advertising and events. In addition to public buses and taxis, entrepreneurial drivers offer shopping shuttles from the popular bays and marinas.



SALLY ERDLE

Shoreside exploration features excellent hiking, numerous waterfalls (above, the easily accessible Annandale Falls) and opportunities to see how cocoa is grown and processed at one of the island's several active cocoa estates (left)

Finally, the cruising community builds itself; cruisers — especially those with children — like Grenada because other cruisers and other family boats are there, generating myriad cruiser activities and social events ranging from music jams, beach potlucks and trivia nights, to yoga sessions, dominoes and volleyball, from cooking classes to Ham radio tests, and not forgetting Grenada's one-of-a-kind "dinghy concerts".

Happiness

Having said all that, it's still hard to pin down the reason for Grenada's warm and welcoming vibe. Perhaps *Cruising World* magazine's Senior Editor Jen Brett said it best when gazing around at the effervescent mix of workboat racers, visiting sailors, resident expats, camera-toting tourists and local families on Grand Anse Beach on the first day of the Grenada Sailing Festival in February — the last day of our visit. "Look," she exclaimed. "Everyone is happy!"

Thanks to Renée Goodwin of the Grenada Tourism Board, Lauren Liebler of Cheryl Andrews Marketing Communications, Sheldon Noel of Royalty Taxi and Tours, True Blue Bay Resort, Horizon Yacht Charters, Marc and Yvonne on Corsair, *my fellow journalists Jen Brett of* Cruising World *and Greg McDowell of* Ontario Sailor, *and most of all to the people of Grenada for making this trip to Grenada feel like coming home again.*



Hiking to Martinique's Best Beach

by Erin Carey

Having overindulged in French delicacies in the lead-up to Christmas 2018, a day of exercise and fresh air was just what I needed. Hiking with two other families, my husband and I and our three young sons set off late-morning on a journey to discover exactly what Martinique's Anse Caritan to Salines trail had to offer.

Having recently completed the Mount Pelée hike (*see "Perilous Pelée on page 26 at www.caribbeancompass.com/online/february19compass_online.pdf*), I was astounded to see the diversity of flora that existed on the southern side of Martinique. With several microclimates within the island's 436-square-mile landmass, the arid southern zone was a stark contrast to that of the volcano. Despite the differences, the sandy trail and tranquil waters of secluded bays and coves provided an interesting backdrop for an enjoyable day in the great outdoors. Perfect for all ages and levels of fitness, the wooded trail was an easy walk, with the crown jewel being the Grand Anse des Salines beach. Be prepared for walking the trail to take two to three hours return, and allow at least an hour or more to enjoy the beach. Be sure to pack your swimming attire (or not, there is a nudist beach on the trail), water and a picnic lunch (I suggest wine, cheese and baguettes).



We made it!

From the outset, turquoise waters fringed the coastline and white yachts could be seen dancing gracefully at anchor through gaps in the greenery. Locals were nestled among the vegetation, enjoying barbecues and soaking up the scenery in their hammocks. Despite the warm Caribbean sun, the trail was shaded by dense foliage and there were quite a few places to take a dip along the way. We followed the easily marked trail as it meandered along the coastline amidst manchineel trees* and mangroves. Inquisitive crabs peered from their homes and tiny green anolis lizards scuttled from under our feet. With 200 species of birds on the island, we were hoping to see the White-Throated Mocker or the colourful Carouge; this wasn't to be, however we did see the White Middle-Aged Man in all his glory!

The trail follows the coast, so each time you reach an intersection, follow the trail to the right. Continue on and you will pass a nudist beach where men and women are enjoying the sun, sand, and sea, sans clothes. If the nudist beach isn't your thing, avert your eyes and keep walking another ten or 15 minutes and you will hear the crashing waves before you spot them. Eager to garner a glimpse, we made our way out of the scrub to an uninterrupted view of this renowned beach. Grand Anse des Salines, known as one of Martinique's most beautiful beaches, was the finishing point of our hike and where we would spend the afternoon, basking in its beauty.

Breaking waves big enough to body surf, yet not so large as to be dangerous, were the perfect size and provided hours of fun for the kids. Fine white sand and coconut trees lined the 1,200-metre horseshoe-shaped shoreline and provided a picturesque backdrop for a picnic.

—Continued on next page



—Continued from previous page

The tepid water glistened in the sunlight and the beach was abundant with beach-goers. With a panoramic view south to St. Lucia and north to the clouded peaks of Martinique, it was clear to see why this beach was so renowned. It provided the perfect place to recharge our batteries. Quintessentially Caribbean, this beach is the stuff of travel brochures and it shouldn't be missed!



Top: Left to right, Jack, Christian and Hamish were excited to make their way to Grand Anse des Salines

Yachts on anchor, as seen through the foliage on the trail

Below: View of Sainte Anne from the road leading out of town towards the trail



After a few hours of frivolity and lazing in the sun, it was extremely tough to don our sneakers and head off. The sun was lower in the sky and the horizon was awash with pastel pinks and blues. We were completely out of drinking water (we didn't expect to enjoy the beach so much and stayed much longer than planned) and the return leg felt surprisingly lengthy. Arrival at Jack's Beach Bar was met with a collective sigh of relief. The walk back to the bar took approximately an hour and a half, and while it wasn't a difficult hike, it was a long day and we were all looking forward to sitting down with a cold drink.



If you enjoy hiking to a destination or having an incentive to 'keep going', this walk is for you. I particularly liked being able to bribe, I mean encourage, my kids to push on, so being able to offer a reward in the form of a beach with large waves, was all I needed for a whine-free walk. The easiest jumping-off point for the trail is from the Pirates Beach Bar, where cruisers can leave their dinghy at the floating dinghy dock to begin the five-mile return trek. To extend the walk slightly, the trail can also begin in the quaint village of Sainte Anne. After the last piazza, continue along the road for Anse Caritan. Passing a condominium on your left, take a left then a right and then continue straight until you arrive at the beach. Make your way away from the road and toward the trail, which commences at the gate.

** The manchineel (mancinelle) is a tree that can be found on just about every beach of Martinique and on many other Caribbean islands. All parts of the plant are dangerous and highly toxic, causing burns and blistering to the skin. Don't eat the small green apple-like fruit, and make sure the children don't.*

Hailing from the land down under, Erin and her family live aboard their Moody 47 in the Eastern Caribbean. Despite having never owned a boat before and having practically no sailing experience, the family quit the rat race and bought a yacht, sight unseen, on the other side of the world! Follow their journey on Facebook and Instagram @ Sailing to Roam, as they navigate not only the seas but how to live aboard a boat with three young boys!



You Be the Explorer: ANCIENT CANALS OF SURINAME'S NANI SWAMP

by Joan Conover

If you grew up in France or in parts of the US, you're familiar with canals such as the 17th century Canal du Midi or the Erie Canal, completed in 1825. You might even have visited China's Grand Canal, dating back to the fifth century and now a World Heritage Site. But did you know that there are ancient canals to be explored in some Caribbean cruising destinations, too?

Mazes of ancient waterways are found in the Amazon regions of Suriname and French Guiana, as well as in Brazil. Cruisers looking for "off the beaten track" summertime destinations have increasingly been drawn to Guyana, Suriname and French Guiana. Why not make some exploration of these ancient canals part of your experience?

Researchers are starting to find that humans were changing the landscape in the Amazon prior to the growth of the rainforests, before the end of the last Ice Age when savannahs covered the area. Using satellite imagery and researching locations identified by ancient maps, structures under the Amazon rainforests have been revealed as earthworks, foundations and agricultural systems.

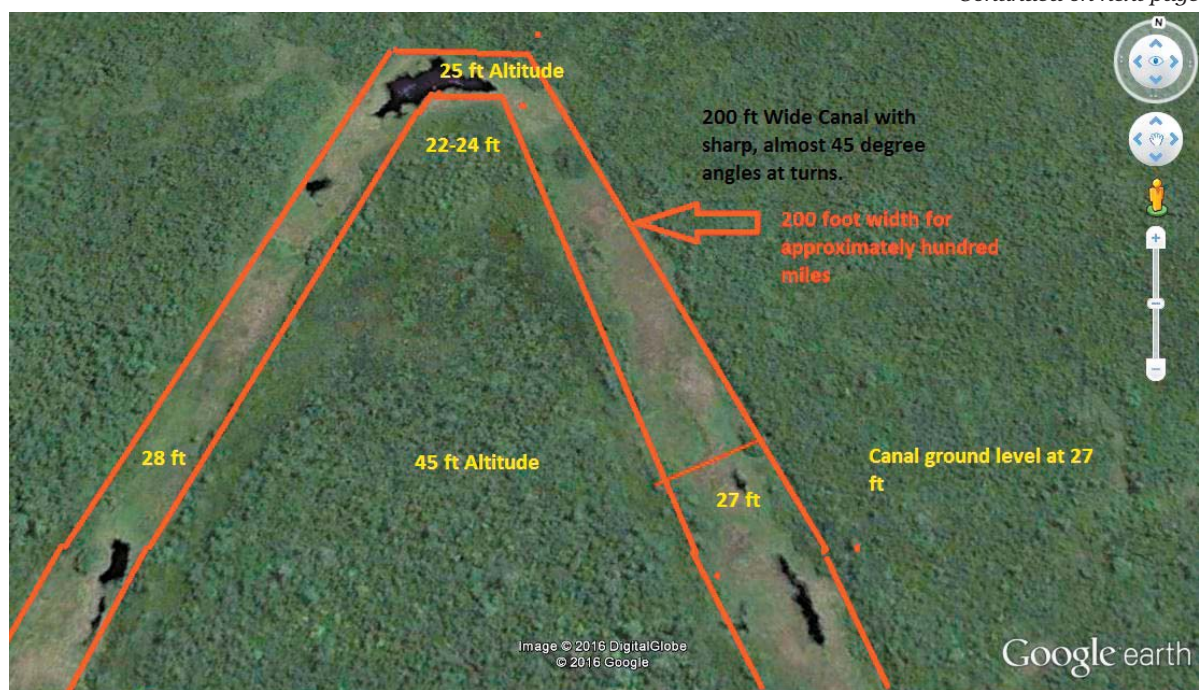
With over 450 separate earthworks found in just a few areas, these places must have had a substantial population, with a method for transportation of goods and for irrigation. We suggest the canals and waterways of the Amazon area then supported these functions. (In some places, they still do. Under Dutch colonial governance, Suriname emerged as a prosperous producer of sugar and other crops irrigated by a vast network of natural creeks and artificial canals, some of which are in use today.)

Using old maps and overlaying imagery, some of these ancient waterways are visible. In Suriname's Nani Swamp, the canal remnants are clearly seen as manmade structures. One canal remnant is a part of a system more than 100 miles long in a zigzag design touching at least three countries. No historical records exist of these systems, in either maps or hydrology reports by the governments; it's a poorly explored area. Their discovery could offer visitors to the area a new tour focus as they explore areas such as the Nani Swamp waterways with professional guides.

Investigations in 2015 revealed what appears to be a spiky-looking waterway system covering a large area of the Nani Swamp; this is an area proposed as part of the Nani Nature Reserve. Closer inspection suggests engineered waterways with five-mile zigzag legs joined at acute angles. Water is still seen between the silted-in areas. Between the legs of the canals, elevated areas covered in jungle suggest some sort of structures. Their design shows a static water elevation of about 28 feet, a level north-to-south water platform, with 200-foot-wide straight-sided canal structures running from northwest Suriname to Eastern Brazil. The system might have extended farther to the northwest into the llanos, and south into Brazil at one time. Geographic hints of other water-management systems are found in nearby areas.

The Nani Swamp waterways, similar to designs found in the Altiplano of Peru and Bolivia, have been engineered with a complicated hydrographic design. It's an amazingly engineered system of canal and waterways; all 18-plus angles are precisely designed to facilitate water control. It would have been a method of providing a flat, current-free waterway for transportation by boat.

—Continued on next page



This image shows the tip of one of the zigzag canals; each angle is designed the same way and still seems to manage the water flow in places

IGY RODNEY BAY MARINA
ST. LUCIA, WEST INDIES
14°04'32.72"N | 60°56'55.63"W

STORE YOUR YACHT AT IGY RODNEY BAY MARINA THIS SUMMER*

IN-WATER STORAGE
- MONOHULLS receive a further **25% discount** off the long-term storage rate.
- NO CATAMARAN SURCHARGE Catamarans pay the standard long-term monohull rate which works out to be over **30% in savings.**

BOATYARD
- **10% off** the standard long-term storage rate.

ASK US ABOUT INSURANCE COVERAGE FOR THE SUMMER MONTHS

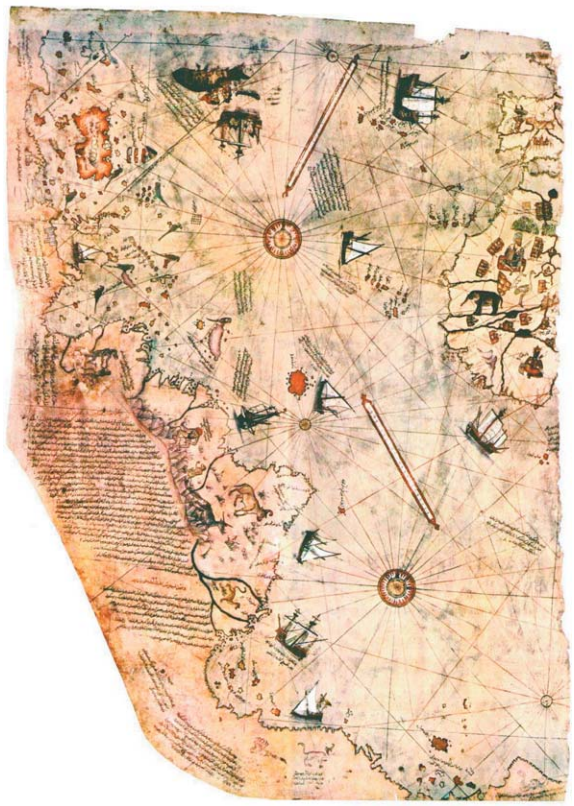


Reserve at rbm@igymarinas.com quoting promo code **RBMCOM**
Tel: +(758) 458 7200 • www.facebook.com/rodneybaymarina

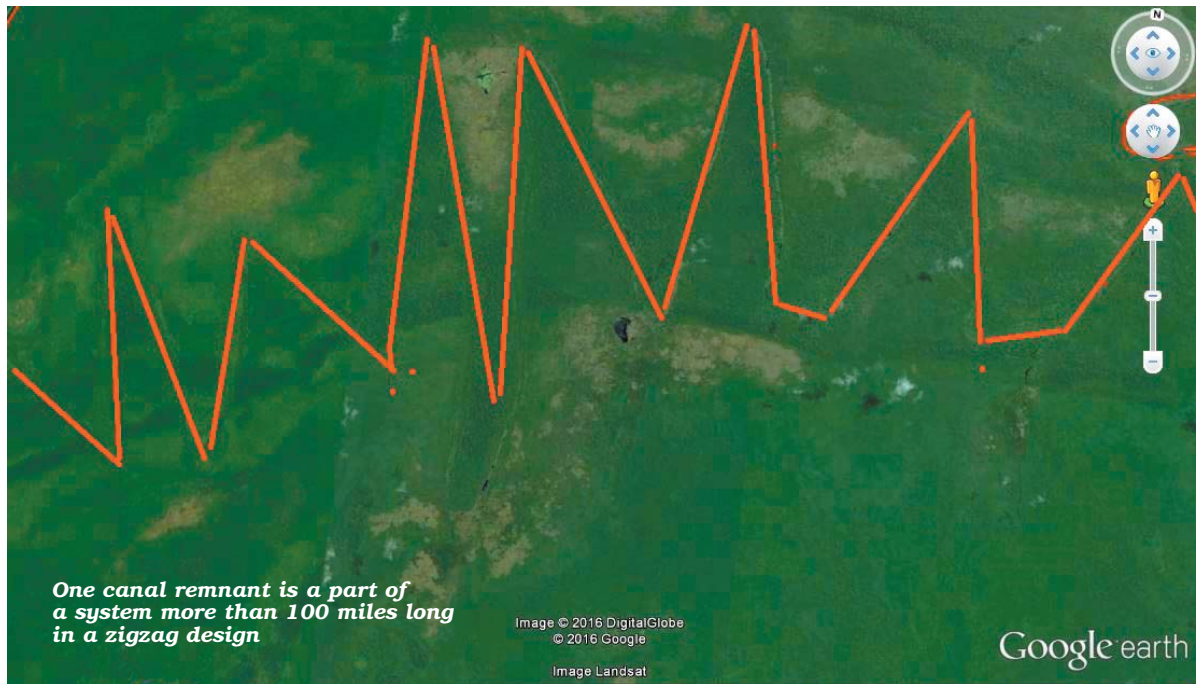
*Offer valid for stays between 1st April 2019 and 30th November 2019. Offer based on a minimum storage period of 120 nights (4 months).

—Continued from previous page

As mentioned, ongoing research using satellite imagery to locate signs of past civilizations in the Americas has utilized evidence from old maps. While there is much controversy over old source materials and their anomalies, they do offer insight into some areas of the Amazon. The Piri Reis Map of 1513 is one such key document and has been interpreted to indicate "mountains" in the eastern part of the South American continent where no mountains exist, but where there are also swamp deer and marshes depicted. The misplacement of an entire mountain range has been confusing to the archeological research community. Using Google Earth satellite images, features of ancient cartography and identified manmade earthwork remnants were compared. It is this area where satellite imagery has shown canals and the foundations of hundreds of structures. In Suriname's Nani Swamp however, the canal remnants are clearly seen as the manmade structures that they are. This area of South America is generally considered not to have had large pre-historic human populations. However, clearly, there was a population that created at least one large engineered canal system, thus the foundations/geoglyphs/living areas found in satellite imagery records. (*My article on the entire topic, "Mysterious Earthworks In the Amazon", is available at www.ancientamerican.com, Volume 22, Issue Number 119, July 2018.*)



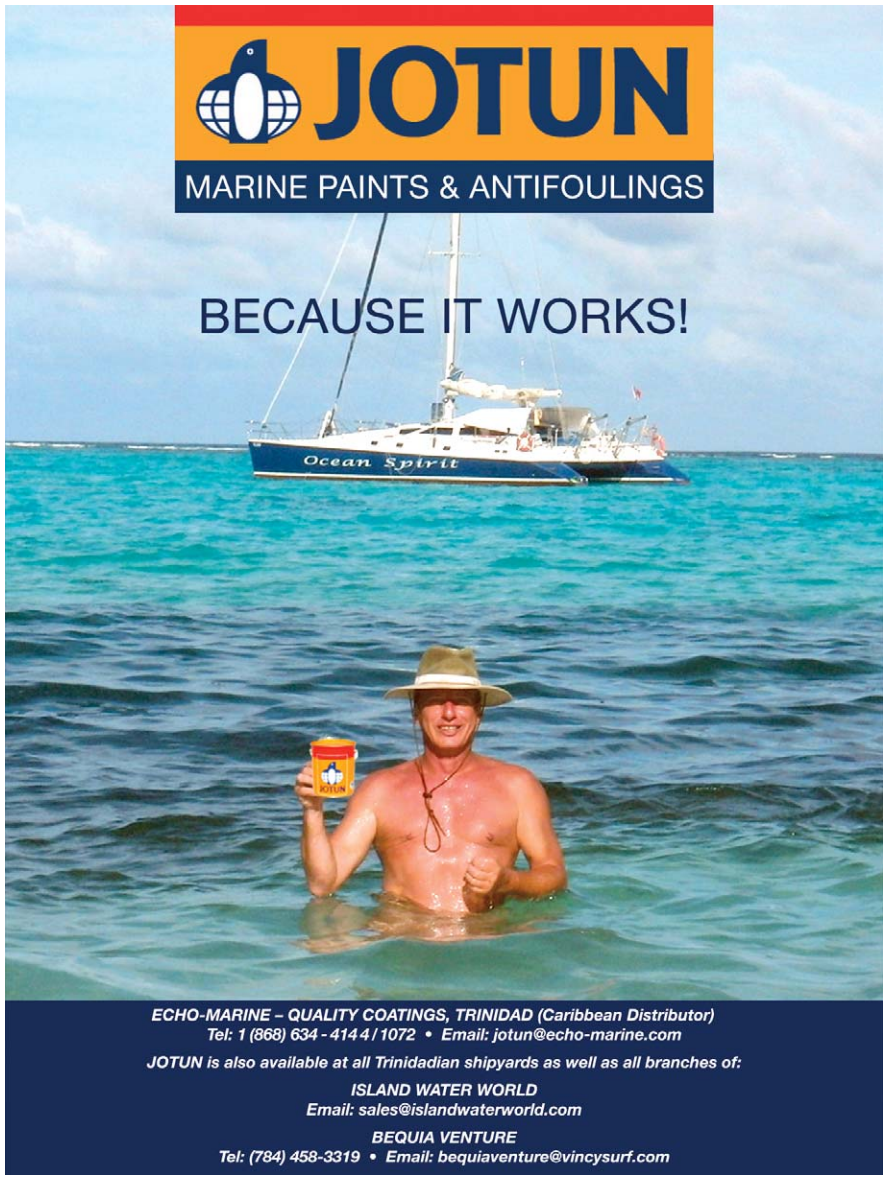
The Piri Reis Map of 1513 has been interpreted to indicate "mountains" where none exist. It is this area where satellite imagery has shown canals and the foundations of hundreds of structures



One canal remnant is a part of a system more than 100 miles long in a zigzag design

Several other water management systems are also found in this region, featuring ways to funnel water flows, systems that are still operating today in farm areas. It is not known who made these, or when or how these were made. Most of them continue to operate to route water from concave collection areas to streambeds, with many acres under rainforest and some recently exposed by logging. The stream flows are seen on the surface of the cleared land; in some areas the ground is farmed and covered with modern crops; the convex collection systems are still there under the topsoil and under the crops. In other areas, faint structures seen under the ground of newly cleared fields suggest an older use of the landscape. The circular areas are uniform, with stepdowns to each lower level until the lowest central area is reached.

—Continued on page 40





PEAKE
YACHT SERVICES

Chaguaramas Bay, Trinidad
VHF CHANNEL 69



160 Ton Marine Travelift - Maximum Beam 31 ft
No Forestay Removal On Most Yachts Below 60 ft

Fully stocked chandlery, hotel and restaurant on site

- The most experienced, most professional yard in the Caribbean with the most comprehensive list of onsite marine services and contractors – **FACT!!**
- At the best prices – **FACT!!**
- **FREE** water - **FREE** electricity - **FREE** fully functional WIFI
- All this in the least extreme weather zone in the region – **FACT!!**

Treat your beautiful boat to the best. You know she deserves it!

CONTACT US TO LEARN ABOUT OUR SUBSTANTIAL DISCOUNT SPECIALS.

P.O. Box 3168 Carenage Trinidad • Tel (868) 634 4423 • Fax 634 4387
reservations@peakeyachts.com • www.peakeyachts.com

AFTER THE REGATTA

The night was still and calm, it set me thinking
Of one night, long ago and far away,
The Boca was in sight, dim stars were blinking
With only their pale gleam to light our way.

The passage had been difficult, the whole crew
Was very ill. Their pain went on and on.
We had raced the final race, then as we're wont to,
We ate our fill and partied till the dawn.

Food poisoning perhaps? It seemed we ate well,
But other crews succumbed, and suffered too,
A lobster wasn't fresh? Pork? Lamb? Who could tell?
But things eased when the Boca came in view.

I went up on the deck, ill, spent, uncaring,
I sat there in a daze, and longed for home,
When sudden, through the ocean there came tearing
A flashing, glistening, shining lit-up foam!

Torpedo maybe? That's what I was thinking,
A stupid, hazy, foolish kind of thought,
Stuck there in my stupor, hardly blinking,
Bewildered by this object, wondering what...?

Oh my! My God, a phosphorescent porpoise!
Hurtling through the sea towards our ship,
Would it hit us? Did I care? But the dolphin didn't dare,
When it reached the boat it took a discreet dip!

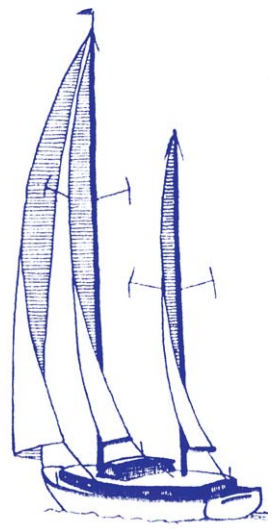
That awful night became one of enchantment,
There were gorgeous friendly creatures everywhere,
Their leaping brilliance led us through the Boca,
Our ills were cured! We had a yarn to share!

The sea has bored me rigid as I traveled,
Long empty days with nothing much to do,
Then suddenly that boredom is unravelled,
You are fighting for your life or in to view

Comes one of God's amazing, wondrous creatures,
A whale, a shark or leaping manta ray,
Your ennui goes for now your focus features
On how you're going to live another day!

So thank you God, for making me a sailor,
To know for sure it is my fate to roam,
Whether for success, or even failure,
I'll never be content to stay at home.

— Nan Hatch



Island Poets

Inscription for a Guest Book Decorated with Shells
Cotton House, Mustique

Stepping in from the veranda beneath
a faux-shingle fireproof peaked roof,
you see inside these coral walls, gecko-spotted,
the polished hardwood floors, plush sofas,
antique bureaus & maps, a grand
piano, oil portraits, ceiling fans
whose blades turning, whirr like second hands,

a prince, a princess, lords
& ladies, knighted actors & rock musicians,
toffs of all sorts & nationalities,
dressed to the nines or barely dressed,
and later masked for a costume ball,
all waited on by attendants;

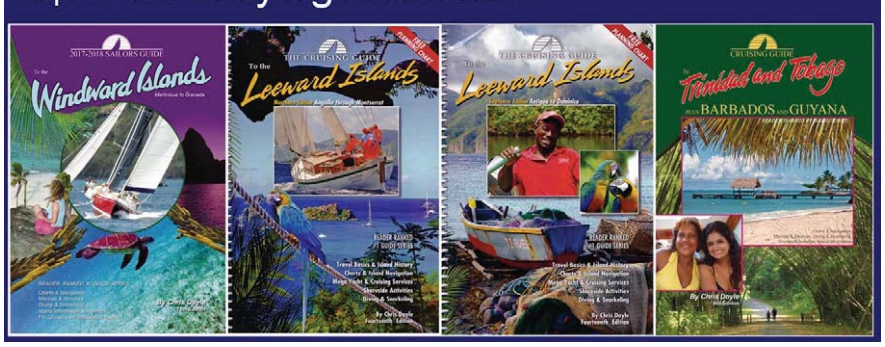
while only yesterday,
beneath a high-pitched thatch roof,
bales of cotton were stacked
inside these coral walls
beside crates of indigo cakes
on coarse planks salvaged from shipwrecks,

and there were the slaves, supervised
by the overseer & glad enough of the shade,
attending them were the rats, the mongoose,
the donkeys chafing at their harnesses,
chiming *he-haw, he-haw;*

and outside the coral walls, the roar
of the sea, its waves on the shore crashing.

— Richard Dey

Be safe
Digital versions @ cruisingguides.com
Be up to date
Be informed
Widely available
Keep the latest Doyle guides on board!
a minor investment for a wealth of information.
Updates on doyleguides.com



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

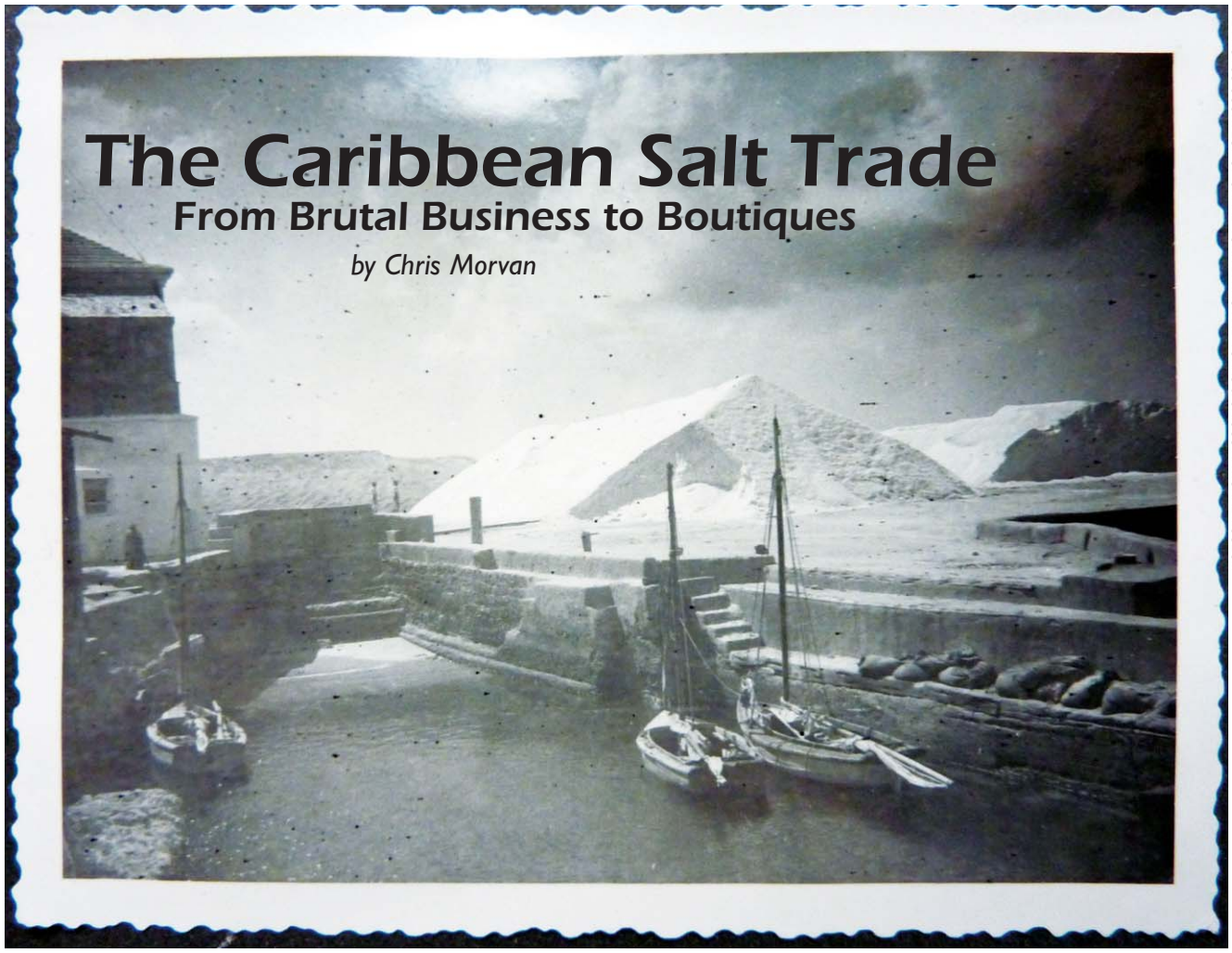
Order online
USA/Caribbean: iUniverse or Amazon
(search Donald M. Street)
UK/Europe: www.imray.com
(search: Don Street)

CARIBBEAN Street CRUISING GUIDES

The Caribbean Salt Trade

From Brutal Business to Boutiques

by Chris Morvan



ALL PHOTOS COURTESY OF GRAND TURK DIVING AND TURKS & CAICOS NATIONAL MUSEUM

Above: Salt mound the size of a house

Right: Shipping the salt out was a big event



We don't know exactly when mankind realized that salt was important. What we do know is that as early as the Bronze Age, thousands of years BC (before Christ), or to use the fashionable non-Christian term, BCE (Before the Common Era), there were what are known as "salt roads", which led from coastal salt-producing areas to more populated regions and cities. There were also marine salt routes, taking the precious cargo overseas so it could end up far, far from home.

To be a salt-producing area required low-lying land near the sea, and salt was probably discovered by accident as a positive by-product of flooding, with pools of sea water evaporating in the sun and leaving this strange white crust which, someone noticed, enhanced the flavor of food. And if you used a lot of it, it acted as a preservative too, in the days before refrigeration.

The Caribbean contains many suitable places for salt production, such as the Cayman Islands, St. Martin/St. Maarten, Bonaire, and Venezuela's Araya Peninsula, but it was farther north that the salt trade made its greatest impact.

The Turks & Caicos Islands, up near the Bahamas and therefore within striking distance of the US, were a major producer until comparatively recently. And the king of them all made no bones about it, rejoicing in the name Salt Cay.

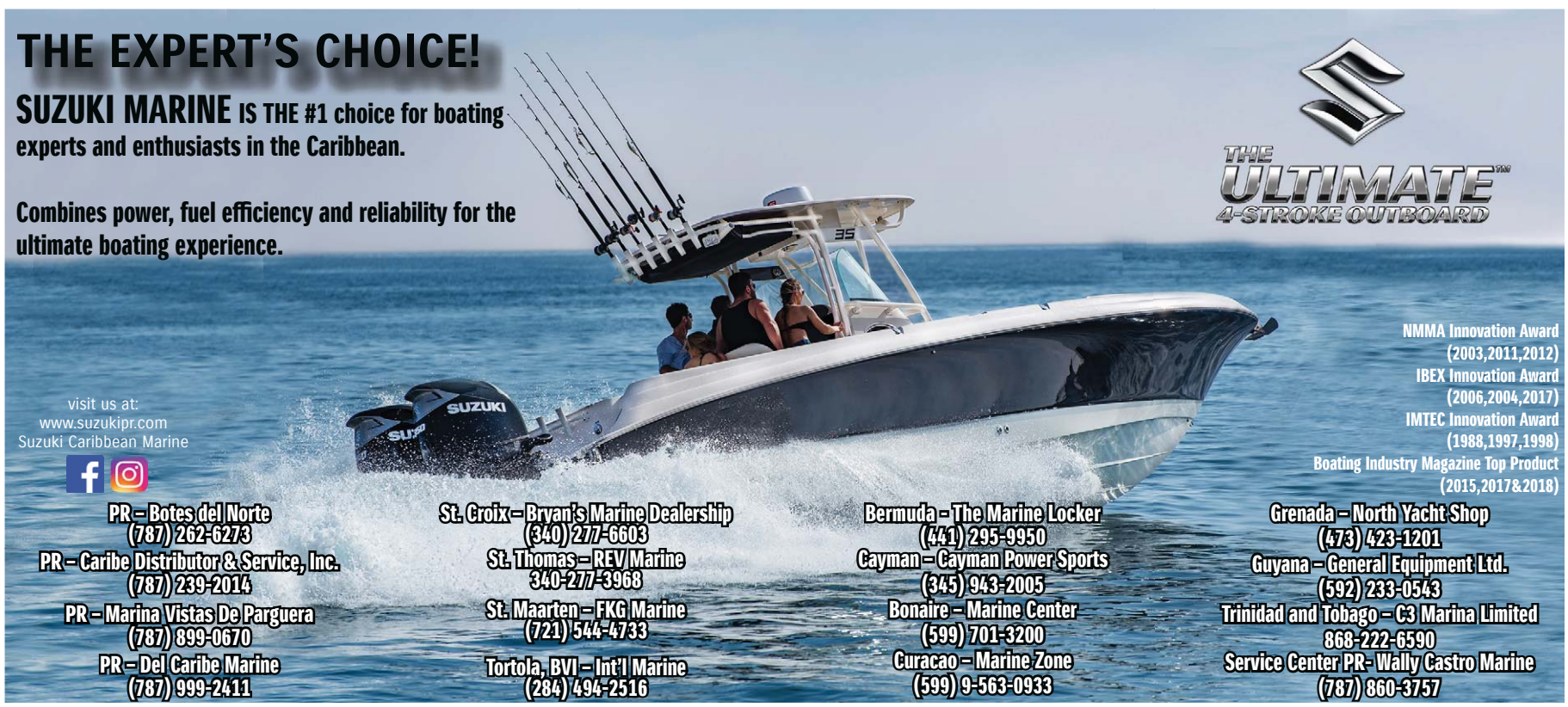
Were it not for the regional advantages of sun and sea (if, say, it were off the coast of Denmark or near the Falklands), Salt Cay might be described as bleak. But it does have those Caribbean charms, so shipwrecked mariners probably considered themselves lucky to be washed ashore here, until they investigated the possibility of growing things in the dry, barren soil.

But once the idea of salt as a precious commodity had set the gold doubloons spinning in merchants' eyes it was a different story. By the late 1600s the production of "white gold" had become big business here and the island still features the *salinas*, large rectangular fields bounded by low stone walls to collect the salt water and connected by sluices — gates that enabled the partially evaporated water to be pumped down the line so another batch could be started. And so the process continued until you came to a field of crusty white stuff that would be raked up and shovelled into mounds.

Neighbouring Grand Turk, capital of the Turks & Caicos, was another significant player in the salt market and its salinas are still there, too, reminders of a previous era. Islands where the salt trade flourished often have something or other named in remembrance: Grand Turk's little epicenter around Front Street features a popular bar called the Saltraker, while in St. Maarten it's a roundabout in Philipsburg.

The Turks & Caicos Islands are a British Overseas Territory, and in the past, much of their business was conducted by the mother country. This included the production of national identifiers such as postage stamps, and eventually there were calls for a national flag. The story is told of the time some pictures were sent to London — suggestions for artwork for the flag. These included mounds of salt.

—Continued on next page



—Continued from previous page

One was sent back with a small door drawn on it by some wag who thought they looked like igloos, and an igloo has to have an entrance. In fact salt mounds could be much bigger than any igloo.

That, though, is one of the few happy tales of salt production, because in past centuries it was a brutal business, with slaves brought in to do the dirty work. They worked from dawn till dusk in the roasting sun, sleeping in wooden shacks, either on the floor or on benches, and constantly nursing the inevitable sores caused by working in their bare feet, with salt literally rubbed into the wounds.

The landscape around salt-producing areas is notably short of shade, because shade means trees and trees mean leaves, which could blow into the drying salt and have to be picked out. Trees also encourage rain, which is the last thing you need when your salt mounds have developed a nice crust and are ready to be loaded onto ships.

With no docks or deep water harbors to make the loading process easy, smaller vessels, known as lighters, came close to pick up the cargo and these took their loads out to where the oceangoing ships waited.

The lucrative Caribbean salt trade was badly disrupted by the Second World War, with shipping routes suddenly shut down, and, as is the way of things, the world moved on. There are other ways of producing salt. "Rock salt" exists in solid seams underground, the dried-up remnants of ancient salty lakes and small seas, and the salt can either be mined, much like coal, or the chambers flooded and the salty fluid pumped out, to be evaporated by modern means.



Above: Waiting for a lighter, Grand Turk

Top right: Loading salt for Jamaica

Bottom right: Hand operated pump passes partly evaporated water along the chain

After the war, representatives of one of the world's leading purveyors of salt and condiments attempted to cut a deal with Grand Turk as a whole, but the local businesses were all small and individual, and no agreement was reached whereby they might join together for the greater good. The industry limped on before fizzling out in the mid-1960s. Production on Salt Cay survived another ten years or so.

Where once upon a time salt was just salt, now the supermarket shelves teem with names such as Maldon, kosher and pink Himalayan. The Caribbean? That was all coconuts and pineapples, wasn't it?

Nowadays both Grand Turk and particularly Salt Cay are sleepy places. The White House, home of the Harriott family, who dominated the Salt Cay industry, is still there and in the hands of descendants. You can take a boat ride to the Salt Cay from Grand Turk or find yourself having lunch there as part of a whale-watching trip, but you won't see much action on the smaller island — or the larger one, for that matter. While Grand Turk remains the capital, most of the tourism is now in Providenciales, 15 minutes away by plane.

Having said that, in recent years a new salt-based operation has been running in Salt Cay, producing small amounts of culinary salt and homespun luxury products such as perfumed soaps and bath salts. Run by Cynthia Johnstone, this cottage industry aims to provide much-needed work for local people, and the process could hardly be further removed from the grim reality of the original, with just a little leisurely raking involved and most of the photos on the company's website (saltcaysaltworks.com) showing the staff sitting comfortably indoors.

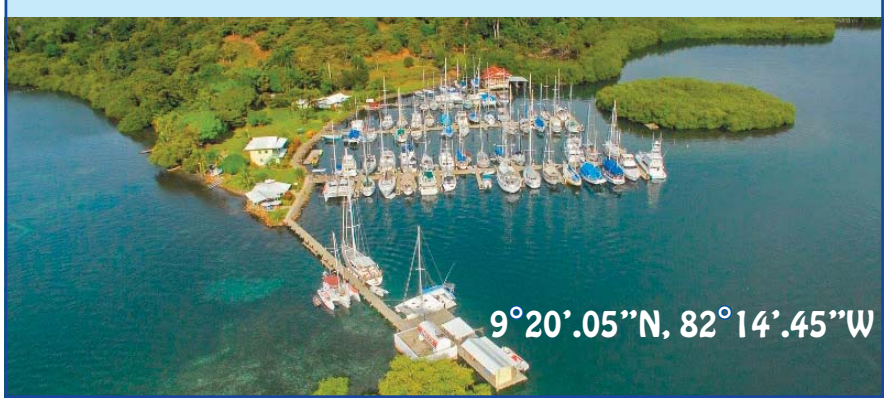
CENTENARIO & CO.S.A.

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



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

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



PERSONALITY PROFILES

Jacqui's Sailing Escape Becomes a Mission of Island Hope

by Erin Carey

A sense of melancholy hung in the air like a fog. Late diagnosis and inability to afford treatment had caused Jean's breast cancer to spread. She passed away at the age of 51, unaware of the legacy she was leaving behind. Despite only knowing Jean for a short time, Jacqui Rose felt the usual feelings that funerals evoke.



That, coupled with the knowledge that her friend's death could have been prevented had she been able to afford her treatment, only served to highlight the injustice of it all. Acutely aware that a pair of her brand-name shoes from her "previous life" in the UK could have almost paid for Jean's treatment, feelings of helplessness and despair washed over her.

It was 2011 and Jacqui was late for a meeting. Dashing along the busy London sidewalk in heels, she tripped and fell, severely breaking her leg. Her husband, Freddie, received the call from the hospital and rushed to be by her side. What he didn't expect was to find her on her Blackberry, finalizing an important contract, only minutes before her five-hour surgery. At that moment, Freddie knew their priorities had to change. The couple had barely seen each other during the past ten years; instead, they worked 16-hour days to pay for a lifestyle they couldn't afford. While they had a nice home and drove fancy cars, those things no longer seemed important. Knowing it wasn't the right time for *that* conversation, he simply whispered, "Things have to change" as he kissed her forehead.

Always up for a challenge, Jacqui was onboard with Freddie's suggestion to get their work/life balance back on track. Recalling past episodes of the television show "Grand Designs", her mind was racing with ideas. Perhaps they could live on a canal boat or renovate a barn? Together, they eventually came up with the plan of purchasing a sailboat and leaving the rat race altogether. The fact that neither of them could sail or knew anything about boats was simply another obstacle they would have to overcome. Within six months they had sold everything and purchased a Moody 39 that they fondly named *Shavora*, meaning "companions" in Romany. She was a solid, reliable and forgiving old boat, one they hoped would eventually take them across the Atlantic Ocean.

Having sold all of their shoreside possessions, Jacqui was questioning their decision. Had they made a mistake? They had gone from a lovely home with a garden, to living in what felt like a bathtub, pumping toilets, drinking rainwater and suffering seasickness every time a ferry went by. It was also cold and wet; living in a marina while they learned the ropes and prepared to sail away was not what they'd hoped it would be. Despite the many challenges they faced, the couple eventually untied the lines and set sail into the great unknown. After heading for the coast of France and Portugal, Jacqui and Freddie finally crossed the Atlantic Ocean before arriving into the warm tropical waters of the Caribbean.

Having never even heard of Carriacou, the small island 50 kilometres north of Grenada, the couple had no idea this sleepy isle would become so much more than a refuge for the night. When Jacqui caught word that the local sail loft was in need of a seamstress, she thought, "Why not?" She wasn't a seamstress by any stretch of the imagination, but she was a fast learner and always open to trying new things. After all, it was the stress and pressure of the corporate world that they were trying to escape, and a job like this seemed perfect. Enamored by the slower pace of life and the friendly locals, the couple found themselves becoming more and more involved in the community. Weeks and months passed by effortlessly, life began to look like what they had dreamt it would be.

Despite their newfound happiness, the passing of Jean still played on Jacqui's mind. She was now aware of the important role women played on the island, not only as caregivers and nurturers, but also often as the main breadwinners. She was saddened to frequently discover a lack of awareness when it came to their personal health. Due to poor dietary choices and insufficient nutritional education, obesity and diabetes were rife among the women. With an absence of regular gynecological checkups and breast and skin examinations, cancer and otherwise preventable or treatable diseases were common. Unable to pay for their medication or treatment, the women would go undiagnosed or untreated, often resulting in their deaths. With some experience in not-for-profit organizations, Jacqui was eager to find a way to help the woman and families of Carriacou.



Above: Jacqui and a fellow volunteer presenting a check to pay for lifesaving medical treatment

Right: View from the Carriacou sail loft

Gathering some familiar faces and disguising her nerves with a smile, Jacqui proposed a charity in Jean's honor. She envisioned an organization that would raise funds for women who couldn't afford to pay for their own lifesaving medical treatment, operations or medication. Her suggestion was met with blank stares and she was instantly regretful for trying to impose her western ways upon a community shrouded in tradition. However, moments later, the women began to clap and cheer. What followed was the beginning of Jean's Hope Foundation, an organization that would educate and empower the women of Carriacou and Petite Martinique.

Jacqui set to work creating wellness workshops at the local school, teaching mothers about preventative concepts such as breast and skin examinations and dietary and exercise regimes. She also began raising funds to assist women with their medical treatments. Mindful that she may not be in Carriacou forever, Jacqui didn't want to simply run the foundation, she wanted to empower the local women to have the confidence to run it themselves. She also wanted to inspire them and encourage them to earn additional income, so they could afford to look after their own health and well-being. With so many creative people on the island, entrepreneurial women were urged to sell their arts and crafts in the foundation's charity shop. Jacqui and a team of volunteers, including Jean's brother, who became the director of the foundation, also ran monthly events to raise funds including movie nights, a "walk for wellness", fundraising stalls and first aid and exercise classes.

Jacqui is extremely enthusiastic about the Jean's Hope Foundation and speaking to her, it's obvious why this woman has gained the love and trust of the locals. Inspiring and passionate, Jacqui is currently introducing a new idea for fundraising, whereby seven local primary schools will create their own books to be published and sold, with the proceeds going towards both the school and Jean's Hope Foundation. The initiative is in honor of Harmony, a little girl who was diagnosed with leukemia too late. Jacqui's hoping this project will also inspire future authors, artists, and entrepreneurs of the island to dream big. While she doesn't yet have a sponsor, she aims to sell the books on Amazon and hopes to one day get the story on the BBC and CNN. From the little time I've spent with Jacqui, I have no doubt she will succeed. (If you'd like to help support Jean's Hope Foundation, contact Jacqui on jacqui@jeanshopefoundation.org or visit their website www.jeanshopefoundation.org or Facebook www.facebook.com/jhfcarriacouwi)

So, what has this journey taught this strong-willed and persistent woman? Living with her husband aboard a boat, running occasional charters on other boats, and earning one-tenth of what she did in the UK, Jacqui is happier than ever. Her priorities have changed, and she is no longer influenced by the media or her peers. Her life is far more purposeful and the frivolities of her former life seem almost ludicrous, although she laughs that she still won't be seen dead without painted toenails. She is more tolerant — being based on a Caribbean island will do that — and she is able to appreciate the small things in life. She's learned that it's people that really matter to her, not things and it's through the Jean's Hope Foundation that she now understands the perils of life outside of her once materialistic existence. She's discovered the value of health and the importance of community.

While she is unsure of what the future may hold, Jacqui will continue to work with the foundation that she is fiercely proud of, and Carriacou will always hold a special place in her heart. In the words of the foundation, "Once you choose HOPE, anything is possible."

LOOK OUT FOR...

THE CORAL VINE

Definitely Not the 'Bee's Knees'

by Lynn Kaak

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

You have seen the coral vine if you have done any walking in the Caribbean. Also commonly known as the Bee Bush, Coralita, Mexican Creeper, and Cemetery Vine in the English-speaking islands, *Antigonon leptopus* is found just about EVERYWHERE around the Caribbean, and pretty much the Tropics and Subtropics in general. This vine is so common that it has achieved invasive status in a number of areas.

The coral vine originally hails from Mexico, but it quickly made the rounds to the rest of the Tropics with the European colonists. Its quick growth, pale to bright pink flowers and ability to cover ground and structures makes it a useful landscaping tool, if kept in check. However, it can't be left on its own, as it will take over if given a chance. Some of the smaller cemeteries in Carriacou bear witness to this, as well as abandoned houses all around the Caribbean.

Bee Bush is the vine you see with the little pink (or sometimes white) flowers. The flowers are about the size of your thumbnail, and they tend to grow in long clusters at the ends of branches. The flowers will be in little clumps of one to four flowers together, with the clumps being close enough to make the clusters. Clusters can be from four to 20 centimetres (1.5 to 8 inches) long. This makes the vine useful for ornamental purposes.

The plant can grow up to 15 metres (50 feet) in height or length. As a vine, it can't grow vertically on its own, but it can put out little tendrils to gain a foothold in rocks, fences, buildings, or other foliage. The leaves are oval or heart shaped, and can vary from a light to a dark green.

Propagation of this plant can be done by the seeds, cuttings, or from the tuberous roots. To get rid of it takes effort, as the roots must be removed for eradication to be effective. Herbicides can be used, but they have their own deleterious effects. The seeds can float, and are hardy.

This isn't to say that the plant is all bad. It is edible, to begin with. The tubers are edible, and are said to have a pleasant nutty flavour. The flowers and leaves are cooked in Asia, served with rice noodles. The indigenous people of Mexico have long used the seeds for flour and seed cakes.

Because coral vine is resilient, it can usefully provide ground cover in areas where the soil has been badly disturbed and has low nitrogen levels — the plant actually prefers low nitrogen areas. In construction areas, the vines can create a visually attractive alternative to bare fencing. It loves the sun, enjoys the rain if the soil drains well, and can handle dry spells by dropping its leaves. It grows very quickly after a rain.

This prevalent plant really doesn't require "Looking Out For" as you will come across it regularly as you wander the Caribbean, and the tropical world.



SALLY ERDLE

Pretty coral vine can be a useful landscaping tool, but will take over the world if given a chance

Better Boat Insurance is Here!



Any boat. Anywhere. Anytime.

www.offshorerisk.com

800-773-0105 or 284-494-8925

Caribbean • North America • Bahamas • Saipan • Europe

ORM | Offshore Risk Management



GRENADA MARINE

BOATYARD | MARINA | RESTAURANT

SPECIALTY STORAGE

One-piece steel cradles // Tiedown Anchors throughout // Storage areas by boat type

REPAIRS, REFITS & MAINTENANCE

Fiberglass & Exotic composite // AwlGrip-AwlCraft Painting // Electrical & Electronic // HVAC
Mechanical // Rigging & Canvas // Sail Loft // Woodwork & Carpentry
Metalwork & Fabrication // Antifouling Application // Hull Polishing // Brightwork

OTHER AMENITIES

LAURA'S Restaurant // Island Water World Onsite // Diesel Onsite // Free WiFi

SALES & SERVICE AGENTS FOR:

VOLVO PENTA · YANMAR · GMPCS · UltraSonic · Dometic · Raymarine · MASTERVOLT · NORTHERN LIGHTS · CRISTEC · frigoboat · watt&sea

grenadamarine.com // info@grenadamarine.com
St. David's Harbour: (473) 443-1667
Port Louis Marina, St. George's: (473) 444-16674

THE LESSER YELLOWLEGS

In a Caribbean mangrove swamp, wisps of algae sway gently in the brackish water of a shallow pool, while tiny mosquito larvae thrive feeding on it. Unobserved, the predacious larva of a *Copulates posticatus*, a species of diving beetle — feeds on the mosquito larva, its sickle-shaped mouthparts grasping the prey, as sharp, hollow pincers inject digestive enzymes that paralyze and liquefy the body tissue, so that it can be ingested by suction.



A few moments later, with its hunger momentarily appeased and as the remnants of the last meal settle nearby, the beetle larva is seized by the long bill of a leggy sandpiper, the Lesser Yellowlegs (*Tringa flavipes*). Tarsus deep in water (a bird's tarsus is akin to a human's ankle), the elegant, yellow-legged shorebird spends a few seconds handling the squirming larva, tossing and washing it before swallowing it whole to be crushed in the gizzard.

Like most shorebirds, the Lesser Yellowlegs is a major consumer of wetland invertebrates and plays an important role in the regulation of aquatic and benthic communities.

This delicate-looking shorebird is a very active forager favouring all types of wetlands, where it feeds not only on invertebrates but also on small fish. It employs multiple foraging methods as it walks gracefully and rapidly through the shallows; probing the mud for prey, scything the bottom of the ponds back and forth with its bill, in order to disturb possible prey (a method known as "sidesweeping" used mostly during night foraging) snatching flying insects, picking prey such as spiders out of vegetation and occasionally, chest-deep in water, running through the shallow ponds with its bill open, skimming the surface for insects. Sometimes it will walk parallel with or close behind other waders to pick up the prey stirred up by them, or hop around on one leg while foraging, never losing its elegant pose.

Indeed, the Lesser Yellowlegs has the smooth, chiselled look of a graceful sculpture. I am often struck at how elegantly this bird moves between different mediums, from its languid graceful flight to high-step walking on the mud-flats and smoothly gliding chest deep in water along the shallows.

Aptly named and easily recognizable by its stilt-like bright yellow legs, this medium-sized sandpiper is about 27 centimetres from bill to tail (10 1/2 inches) with a slender neck and long needle-shaped bill.

In the Caribbean, the Lesser Yellowlegs may be observed alone, in mixed flocks or occasionally in the company of its larger, chunkier lookalike, the Greater Yellowlegs (*Tringa melanoleuca*). These two species are nearly identical in plumage and they both "teeter" as if unsure of their long legs — however, the Greater is a more heavily built sandpiper, with a bill that is one and a half times the length of its head, while the Lesser's bill is only about the length of its head. Additionally, both species have very distinctive calls. The Lesser Yellowlegs has a low pitched 1-3 note *tu-tu* call, while the Greater has a clear high-pitched 3-4 note *kyew-kyew-kyew* call. Although these two species have long been considered sister species due to their physical similarities, molecular tests have shown that the Lesser is more closely related to the grey-legged Willet (*Tringa semipalmatus*).

The Lesser Yellowlegs is a migratory shorebird that nests in the boreal zone of North America from northwestern Alaska to central Quebec. From June to November, it travels in small flocks down the Atlantic and Pacific coastlines to wintering grounds ranging from the southern United States to the Caribbean and South America, as far south as Argentina. In the spring, breeding adults return to the nesting grounds, stopping at suitable wetland habitats to feed, but nonbreeding individuals remain in the wintering grounds — which is why in the Caribbean islands, we often see Lesser Yellowlegs throughout the year, although the highest numbers are seen from early July to late September.

Individuals in very good condition may take long transatlantic flights to the Lesser Antilles or Guyana. One banded individual took a little less than five days to travel from Massachusetts to Martinique, a distance of about 3,000 kilometres or 1,800 miles. Migrants on their way to Argentina traverse South America by following the Trans-Amazonian and Pantanal flyways.

On its wintering grounds the Lesser Yellowlegs is a very social and friendly bird that comfortably shares the feeding grounds with other shorebirds and often allows human intruders to approach at quite close distances. Sadly, in some Caribbean islands, hunters take advantage of this trait and hunt them down in large numbers. A study indicated that as recently as 2012, between 7,000 and 15,000 Lesser Yellowlegs were being killed during the fall migration at wetlands managed by shooting clubs on Barbados, with about half that amount killed in Guadeloupe and Martinique.

During the breeding season these birds become very secretive and territorial, not allowing other Lesser Yellowlegs, Greater Yellowlegs or Short-billed Dowitchers near their mates. In fact, during courtship and egg-laying, paired males tirelessly guard their mates from the attentions of other males, perching nearby while their mates feed, giving occasional warning calls, or chasing and fighting approaching males. Although intense mate-guarding is an indication of extra-marital copulation, in the case of the Lesser Yellowlegs this does not appear to be the case, as paired females usually refuse copulation attempts by other males.

Incubation and the brooding of the chicks is shared by both parents. Within one day of hatching chicks are led by their parents to nearby wetland; one of the parents encourages the chicks to follow by calling softly, *kip kup*, while the other looks out for predators or protectively walks alongside a slow moving chick. Females leave the brood when chicks are about 11 days old, while males remain until they fledge at 22 or 23 days old. But, his departure really depends on the amount of wetland available — in years of more abundant wetland, males remain with the chicks an additional three or four days, while when wetland is limited, males leave immediately after fledging. This "parental abandonment", so typical of migratory shorebirds, may seem to us like bad parenting, however, by departing the breeding grounds early, the adults are reallocating their own feeding portion to the growing chicks, who as a result, are left with more nourishment for themselves.



Unquestionably, the future of these developing youngsters depends entirely on thriving wetland ecosystems with a healthy brew of organisms — yet wetlands all over the world are being drained and polluted — and as these habitats disappear, so do the animals and plants that rely on them. One thing is certain, the more we learn about shorebirds and the components that make up their habitat, the better equipped we will be to make sure these birds have a future.

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







The Reef Oddballs – Part 1

Trunkfishes, Cowfishes and Porcupinefishes

by Darelle Snyman



Spot-Fin Porcupinefish hiding in a crevice

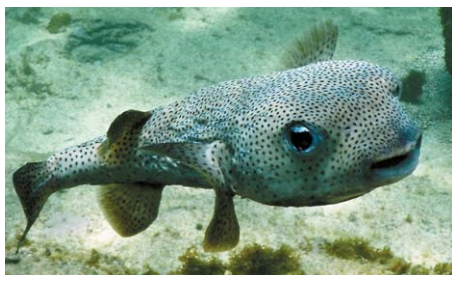
Inset:
Smooth Trunkfish with its distinctive hexagonal pattern on the side and yellow fins

The reef oddballs are those fishes whose shapes deviate markedly from the typical streamlined shape we associate with most bony fishes.

Of these, the trunkfishes and cowfishes are probably the most fitting to start with. These boxy, somewhat triangular-shaped fish belong to the family *Ostraciidae*, or boxfish family, and include one of my favourite reef fishes, the Smooth Trunkfish (*Lactophrys triqueter*). Members of this family are small-sized fish characterized by their boxy shape and the hexagonal patterns on their skin. Their shape is the result of their body being almost completely encased in a carapace of firmly united hexagonal bony plates. From this oddly shaped body protrude the fins, tail, eyes and mouth. This design hardly promotes fast swimming, so it is no surprise that most members of this family are generally slow moving, swimming in a rowing manner. But don't be fooled; I have seen them make a mad dash for a nearby crevice when motivated enough, such as when being chased by an annoying underwater photographer!

The Smooth Trunkfish is quite curious and generally easy to approach. On dives they are commonly seen passively pruning algae and small invertebrates off rocks and coral with their delicately puckered mouth. This cutie also feeds by blowing tiny jets of water at the sandy bottom to uncover myriad small invertebrates hidden there, a behavior I unfortunately have not yet witnessed.

Another curious, but shy, member of this family is the Spotted Trunkfish (*Lactophrys bicaudalis*), which seems to be the negative of the Smooth Trunkfish. While white spots on a dark background characterize the Smooth Trunkfish, dark spots on a silvery-white background characterize the Spotted Trunkfish. The Spotted Trunkfish can often be seen hovering in openings or under ledges, eyeing you. Don't be deceived by their cuteness however, they have an insidious weapon to deter predators. Both of these innocent-looking species produce toxic mucus from specialized skin cells when alarmed or threatened. This toxic mucus sludge disperses into the water to form a cloud of death around the panicked little fish. The active poison in this mucus secretion is called *pahutoxin* and is hemolytic in action, meaning it bursts red blood cells. The unsuspecting attacker meets its end as the toxin makes its way into its vulnerable gills, exploding life-giving red blood cells, gradually cutting off its oxygen supply until it asphyxiates. Who would have believed that the quivering little trunkfish could pack such a deadly punch?



Cowfishes also employ this chemical method of defense and are distinguished from their trunkfish relatives in having horn-like protrusions that project in front of the eyes. I have found them to be very skittish and their impressive ability to dart into secluded overhangs and holes has frustrated me to no end. The Honeycomb Cowfish (*Acanthostracion polygonius*) is a real beauty with its prominent hexagonal pattern. Each hexagonal plate has a pale border, which emphasizes its distinctive honeycomb appearance. It has the ability to change color to blend in with its surroundings and can remain stationary for long periods of time. Another member of this genus often seen is the Scrawled Cowfish (*Acanthostracion quadricornis*) recognized by the vivid, blue scrawling patterns on its body.

Another adorable family of odd-shaped swimmers is the *Diodontidae*, commonly known as porcupinefishes or balloonfishes. They are easily recognized by their large eyes and wide mouths, which give them a perpetual, knowing smile. These shy, solitary creatures are nocturnal hunters so they spend most of their time hiding out in coral or rocky caves, but will sometimes venture out into the open. Their large mouth and strong beak-like teeth allow them to have a crunchy diet of crabs, snails and sea urchins. The two species you are most likely to encounter exploring the Caribbean reefs are the Spot-Fin Porcupinefish (*Diodon hystrix*) and the Long-Spine Balloonfish (*Diodon holocanthus*).

The Spot-Fin Porcupinefish is distinguished from its close relative in having a body covered in small dark spots that extend onto the fins. In contrast, the color pattern of the Long-Spine Balloonfish is dominated by dark blotches on the sides and back with small spots interspersed between them that do not extend onto the fins. Again do not be fooled by these innocent faces; when they sense danger, both these species become a spiny ball of pain that only the bravest will dare to eat. Their bodies are covered with distinctive spines that are held flat until they feel threatened and then they fill up with water, inflating their bodies to three times its original size. This causes the sharp spines to stand out defensively, turning them into a less appetizing delicacy. I have only once seen one inflate in fright after I startled it, and of course on that day I did not have my camera with me. This after pursuing them relentlessly camera in hand many times before!



Above: Scrawled Cowfish displaying its vivid blue markings

Left: Cuteness overload! Spot-Fin Porcupinefish

Below: Long-Spine Balloonfish



These species should not be confused with their close relatives the puffer fish, who belong to the family *Tetraodontidae*. The puffer fish can also inflate their bodies by the intake of water or air to expose sharp spines that deter predators. The difference is that these thinner spines are only visible when the creature is inflated, unlike those of the *Diodontidae*, which are visible even prior to puffing up.

Have fun exploring, and look out on the reef for these cuties on your next diving or snorkeling excursion.

The Sky from Mid-March to Mid-April

by Jim Ulik

Would you prefer a full-bodied red or perhaps an exotic white wine? The nation of Georgia is planning ahead to adapt a variety of grape for the Martian atmosphere by 2022. That variety will need to be able to grow in Martian soil as well as withstand the effects of radiation, high carbon monoxide levels and sub-zero temperatures. Adapting grape vines to this new environment will also benefit production in Earth's changing climate. The Georgian winemakers are starting with a white variety that has been used for wine in their region for over 8,000 years.

It is not just about fermented grapes. Brewers are also testing beer ingredients and their adaptability for use on Mars. Yeast has been launched into space and used back on Earth to make beer. Barley has been sent to the International Space Station to see how microgravity affects germination, malting and fermentation. A patent has been issued for a bottle that can be used in microgravity. As in winemaking, these experiments could help develop varieties that are more tolerant of extreme stress.

Saturday, March 16th

Throughout most of the period covered in this article you will find Venus, Saturn, Jupiter and Antares grouped together in the eastern pre-dawn sky. Towards the north is Vega shining brightly. This morning the Gamma Normids meteor shower is one day past its peak. Even so, there could still be about six meteors per hour radiating out of the Norma constellation. Identified and named in the mid-1700s, Norma represented a level or square that was used by sailors during that era as they travelled on their voyages of discovery and by the carpenters who built their vessels.

The evening sky will have Mars setting early below the Seven Sisters. They will be followed by Aldebaran in Taurus and Betelgeuse in Orion.

Sunday, March 17th

Tonight the Moon will make a close approach to the Beehive Cluster in Cancer, the Crab constellation. The Beehive Cluster, also known as M44, is a grouping of more than 1,000 stars.

There are also a number of famous asteroids making a close approach to Earth during March. None of them has us in their sights this time around or most likely in our life-times. Of course there are asteroids that may approach us that haven't been discovered yet. Some of the rocky bodies passing by are named for people that have a connection with science. They are:

Bradbury (Ray) – who authored *The Martian Chronicles*, hundreds of short stories, and close to 50 books, as well as numerous poems, essays, operas, plays, teleplays and screenplays.

Asimov (Isaac) – Immigrating to the US from Russia he became a professor of biochemistry at Boston University and wrote numerous science fiction novels and stories.

Burroughs (Edgar Rice) – In addition to *Tarzan of the Apes*, he wrote 11 science fantasy novels set on Mars.

Lewiscarroll – This asteroid is named after mathematician and fairy-tale author Lewis Carroll (Charles Lutwidge Dodgson). Of course we all know *Alice in Wonderland* and *Through the Looking Glass*.

Additional asteroids making a close approach to Earth this period are:
Guinevere
ZZ Top
Steviewonder
Rogerwaters

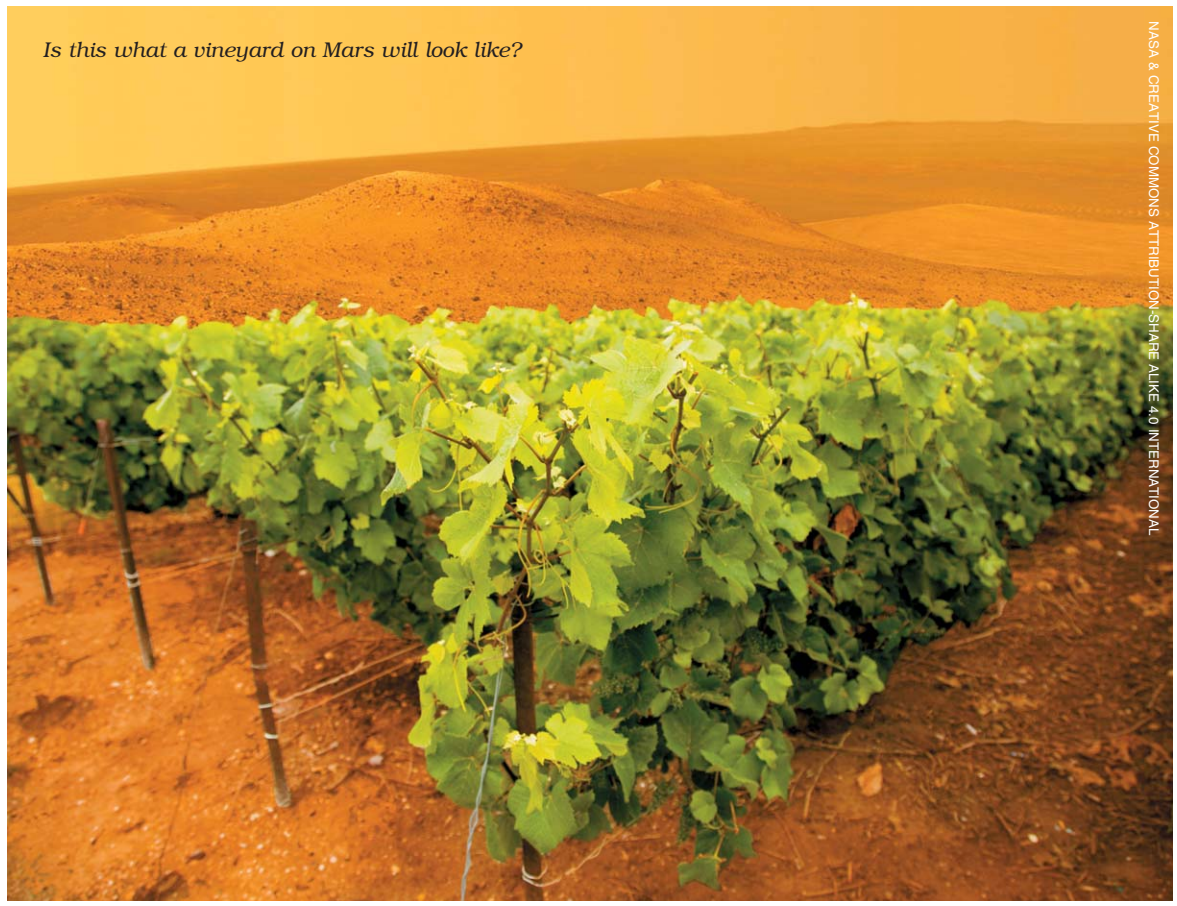
Monday, March 18th

The Moon makes a close approach to Regulus, the Heart of Leo. Regulus appears as one star but it is actually a quadruple star system composed of four stars that are organized into two pairs.

Wednesday, March 20th

This evening the Moon will break the horizon a few degrees north of east. It will appear very large on the horizon because it is one day away from becoming a Supermoon. Tomorrow it will reach its closest approach to Earth.

—Continued on next page



Is this what a vineyard on Mars will look like?

NASA & CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL



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

PICK UP!

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

FORT DE FRANCE
- Harbour Master's Office (CACEM)
- Sea Services

POINTE DES GRIVES
- Port de Plaisance Communautaire de l'Etang z'Abricots

RIVIÈRE SALÉE
- W.I.N.D.

LE MARIN
- AC Yacht Brokers
- Capitainerie
- **Caraïbe Marine**
- Diginav
- Kokoarum
- Le Ship
- Mécanique Plaisance
- MYS
- Artimer Area:
- Carenantilles
- Careneshop
- **Clippers Ship**

TROIS-ILETS
- Marina Pointe du Bout

ANSE D'ARLET
- Cyberbase

SAINT-PIERRE
- l'Alsace a Kay
- Le Tamaya

Caribbean Compass is also available in Martinique at Pochon, l'Annexe, Dream Yacht, Amel, Azur Spirit, YES, **DYS**, AMC, Caribbean Yachts and Alternative Sailing.



—*Continued from previous page*

In a couple of hours after moonrise it will reach The Full Moon moment.

Today is the March or Vernal Equinox. The Sun now shines directly over the equator on its way to warm the land and sea above the northern horizon. For those of you that don't continually rotate your solar panels towards the moving Sun throughout the day, the panels will gradually begin to produce more power.

The Virginids meteor shower will reach its maximum rate of activity. Some shooting stars associated with the shower are expected to be visible each night from March 10th to April 21st. The shooting stars will radiate from the constellation Virgo near the star Spica.

Saturday, March 23rd

There will come a time when humans will construct a base camp on Mars. The next step will be setting up a colony. Technologies necessary to achieve this goal are now being developed by some corporations. Governments that want to dominate space will move quickly to be the first to complete this objective.

Each spacecraft that landed on Mars kept track of the Sun's position in the sky. From this data scientists have determined the dates of seasonal changes. So today is the first day of spring on Mars. At least for the nation of Georgia, knowing the seasons on Mars will help with planning the optimum time for growing grapes used in wine production.

Wednesday, March 27th

It is the midnight hour. Low in the east southeast sky two orange globes are beginning to make their appearance. Jupiter rises first then comes the Moon. The apparent distance between these two will gradually increase as the night progresses.

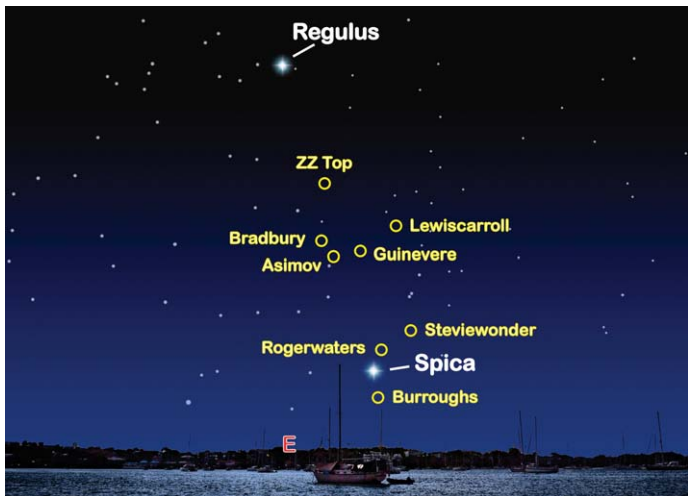


FIGURE 2 – *The location of a few famous asteroids making a close approach to Earth this period. Positions taken on March 16th at 2100 hours*



FIGURE 3 – *Picking grapes and making wine for contemplating the Red Planet?* The Red Vineyard (1888) — *the only painting Vincent van Gogh is known to have sold during his lifetime*

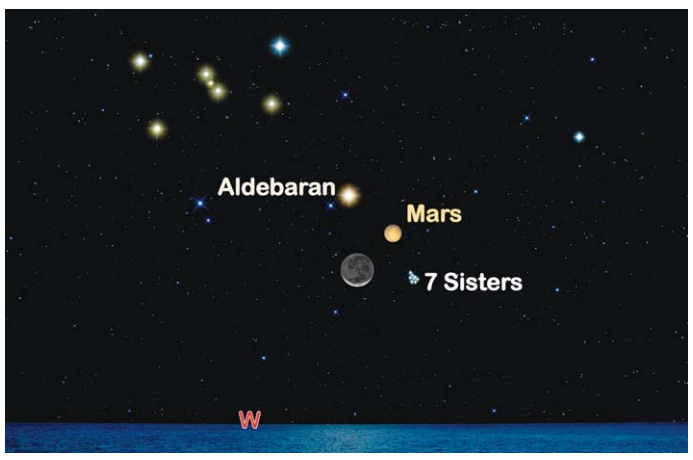


FIGURE 4 – *A grouping of heavenly bodies in the western sky at 1900 hours on April 8th*

Friday, March 29th

This morning there is a conjunction between the Moon and Saturn. The ringed planet can be found just off the dark side of the Moon.

Saturday, March 30th

Mars has been gradually shifting its position over the last few days as it appears to move towards Pleiades. Tonight the god of war makes its closest approach to the Seven Sisters.

Friday, April 5th

The Moon will pass close to the Sun and become lost in the Sun's glare for a few days. The Moon's orbital motion carries it around the Earth once every 29.5 days.

Monday, April 8th

It has been only three days since the New Moon. Consequently, only a sliver of it is visible in the western sky. Over the next couple of nights the Moon will take a position near Mars, Aldebaran and the Seven Sisters.

Thursday, April 11th

Mercury is at its greatest elongation west this morning. It appears farthest from the Sun as viewed from Earth. When looking east, Mercury will be located slightly below (east) and left (north) of Venus.

Saturday, April 13th

Since March 17th the Moon has gone full circle. It is now making another close approach this period to M44 the Beehive Cluster.

In the News

The Parker Solar probe is making its second of 24 close approaches to the Sun on April 24th. On that day the probe will reach perihelion or its closest approach to the Sun. At that moment the spacecraft's position will be on the opposite side of the Sun relative to Earth. In about 11 days the spacecraft will round the Sun. Now with a clear view of Earth the Parker Solar Probe will download the collected data to Earth via the Deep Space Network. Scientists have already begun to analyze the data from the probe's first pass. Instrument calibrations, updated instructions and course corrections have been uploaded as it gets ready for its next pass.

"NASA's Parker Solar Probe mission will revolutionize our understanding of the sun. Parker Solar Probe will provide new data on solar activity and make critical contributions to our ability to forecast major space-weather events that impact life on Earth."

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 of S/V Merengue *is a photographer and cruiser.*

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

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 page 29 ...Canals of Suriname

Then connecting linear canals are used to collect and move the water to streams beds or canals. Flow is by gravity.

How these thousands of acres of earthworks were made, and the number of people required to build them, is unknown. There was no heavy equipment or even wheels available. It is hard to find a location in this area without some kind of modification, and the design of this effort seems unique to the Americas.

By local researching and mapping of these structures, with the help of visiting citizen scientists, more details will emerge on how these earthworks fit into a whole system. Additional information on the earthworks, exploring the vegetation-covered elevated areas with various technologies such as ground-penetrating radar, will provide more insight and help answer many questions of the history of this land.



Circular water collection systems, with step-downs to each lower level until the central area is reached

New discoveries are indicating even more areas to explore on South America's northeast coast. Some of the most recent discoveries are outlined at www.livescience.com/57775-humans-altered-amazon-rainforests-geoglyphs.html.

If you plan to visit Suriname and explore any of these ancient canal sites, please contact Joan Conover at jeconover@sv-growltiger.com on how to report your findings and contribute to this research.

Getting To and Getting Around Suriname

If you're interested in being a citizen scientist and exploring the ancient canal areas of Suriname — or just visiting Suriname for fun — here are some useful tips.

Getting There

David Matelicani, organizer of the Nereid's Rally, reports: Many sailors view Suriname as a difficult stopover, somewhat off the beaten track and offering little in the way of services. In reality, nothing is further from the truth.

Suriname boasts two marinas on the Suriname River, one at Domberg (http://marinasuriname.com) and the other at Marina Resort Waterland (www.waterlandsuriname.com). Both offer a warm welcome to visiting yachts and provide a wide range of services from assistance with formalities to resolving technical issues.



RUDI WORTEL

The marinas see a steady flow of yachts making their way to the Caribbean following an Atlantic crossing, from the Canaries via Cape Verde or from South Africa via St. Helena, and also from Brazil. The big advantage to a South American stopover is not having to wait to cross until the end of the hurricane season. Crews also avoid the crowding associated with "the milk run", and as a bonus, can take in some of the spectacular sites in South America.

If setting sail for unconventional destinations takes skippers out of their comfort zone, there is the option to do it in company. Two niche rally options may be to your liking.

The first is a new rally designed to leave Gran Canaria before the popular November departure for Atlantic crossings. Viking Explorers Devil's Island Rally departs Las Palmas at the beginning of October and arrives in Suriname mid-November after a stopover in French Guiana. The rally ends in Trinidad & Tobago after a stopover in Guyana.

See www.facebook.com/groups/1703384649989455

An option for those already in the Caribbean is to join the Nereid's Rally, which sets sail from T&T in September, arriving in Suriname in early October. Heading south from the Lesser Antilles can be a challenge, but in August and September the north-flowing current is considerably weakened and with luck you can even find a counter-current. Not that a little current or the occasional tack should deter the sailor from experiencing some of the most refreshingly different stopovers South America has to offer.

See www.marinaslm.com/rally

Getting Around

Petra and Jan Willem Versol, former Caribbean cruisers and long-time Suriname residents, report:

For guided inland touring in Suriname, Rudi Wortel is an excellent choice: very experienced, extremely reliable, fun and economical. Of Surinamese roots, Rudi was originally a teacher of English. He switched to tour guiding with great success.

Rudi says, "My tours are custom made together with the guests, especially to their wishes. In my tours we focus on nature and culture. The guests will absolutely not feel like tourists among the local people, because we do not travel in large groups.

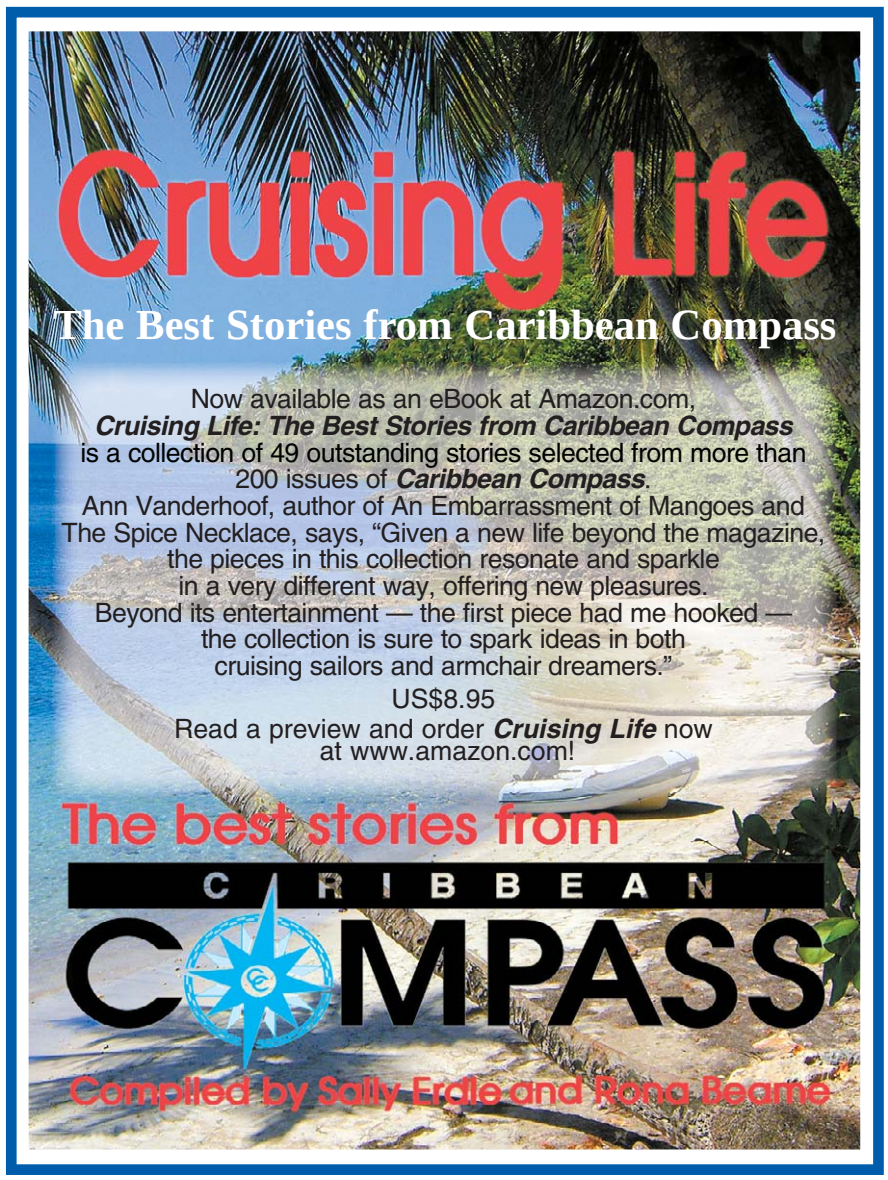
"For the full nature experience, we do our explorations by jeep or canoe. We sleep in hammocks but if a guest wants a tent, air mattress, etcetera, this will be arranged."

Rudi can be contacted by e-mail at suriroots@gmail.com, by cell phone at (597) 816-2062, or on Facebook at Rudi Wortel/SuriRoots.adventure

Another experienced tour guide is Erik Kuiper. He worked for years for the biggest Surinamese travel agency (METS). He now runs his own tour business and owns a guesthouse in Domburg. He is knowledgeable about flora and fauna and is relaxed, friendly, patient and extremely reliable and hospitable. He lived in the Caribbean for a couple of years and is an experienced sailor as well.

Erik can take visitors on a tour himself, and he also has a huge network, so he can come up with any custom-designed tour *Compass* readers can think of.

Erik can be contacted by phone at (597) 864-5818 or on Facebook at erik.kuiper2



MERIDIAN PASSAGE OF THE MOON

MARCH - APRIL 2019

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

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

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

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

March 2019

DATE	TIME	
1	0820	
2	0909	
3	0956	
4	1042	
5	1127	
6	1211	
7	1253	
8	1336	
9	1418	
10	1502	
11	1548	
12	1637	
13	1728	
14	1823	
15	1921	
16	2021	
17	2121	
18	2220	
19	2316	
20	0000	FULL MOON
21	0011	
22	0105	
23	0157	
24	0248	
25	0340	
26	0432	
27	0523	
28	0614	
29	0704	
30	0752	
31	0839	

April 2019

DATE	TIME	
1	0924	
2	1008	
3	1051	
4	1134	
5	1216	
6	1300	
7	1348	
8	1434	
9	1525	
10	1619	
11	1715	
12	1813	
13	1911	
14	2008	
15	2104	
16	2158	
17	2250	
18	2342	
19	0000	FULL MOON
20	0034	
21	0126	
22	0219	
23	0312	
24	0404	
25	0456	
26	0548	
27	0634	
28	0728	
29	0804	
30	0847	



See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

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

The Nature Conservancy

DEFEND Paradise



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

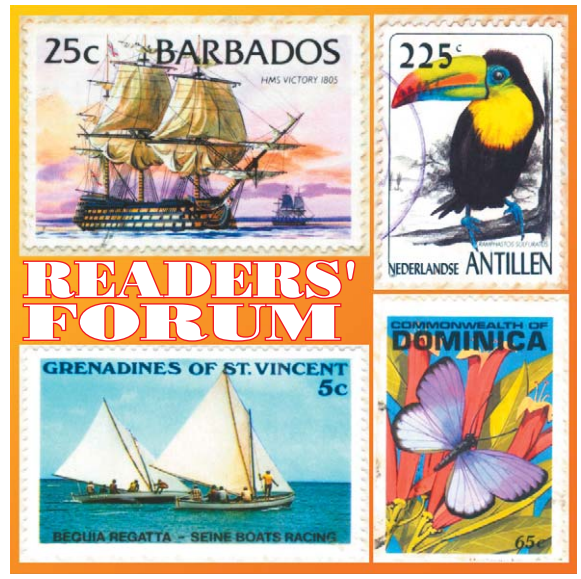
Read in Next Month's *Compass*:

The First-Ever Caribbean Multihull Challenge

St. Maarten's 39th Heineken Regatta

Exploring Jamaica's Black River

...and much, much more!



IS THE ART OF SAILING DYING?

Dear *Compass*,

In St. Lucia we have lost a most venerated sailor. Although the legal position will require many years for his death to be ratified, there is no doubt in the minds of those who knew him that Roy Boughton encountered a serious accident while dinghying back to his boat anchored in Rodney Bay on November 15th, 2018. He has never been seen since.

I must stress that there's no evidence whatsoever that his disappearance is due to outside intervention or suspicion and is commonly considered on the waterfront here as a "misadventure". His body was never recovered, so he will remain "missing in action" until eventually the law will turn its very slow and final wheel to make judgment.

I feel I was a good friend and have the deepest sympathy for the family who is left in limbo with a "missing person". Perhaps there should be a change in the law that allows for mitigating circumstances in obvious situations to shorten the process. I have no legal training but this might hit home to others who have endured something similar. Personally, I had a situation years ago when a young local guy (a 20-something) came to me to fix up his sails, as I am a sailmaker here in St. Lucia. The sails were seriously UV rotten and the old wooden 30-foot something sloop was even worse, having grown a reef in Rodney Bay over the years. I advised him that the boat and sails were not up to his planned trip to Antigua, but he defiantly set off and was never heard of again. His girlfriend posted alerts as much as she could and all that came back was silence. I mention this as it obviously is similar to Roy's situation; when it's commonly felt that a person has clearly lost their life, the legal procedure will cause untold pain.

What I really want to say here is we've lost a sailor. Not a "cruiser", not a "liveaboard", not a "rum soak" living cheaply to fuel his addiction. This was someone who ate from a paraffin stove, breathed through his cigarette-smoke-fogged saloon, and slept under slightly leaky decks. He sailed singlehanded most of the time, only using the engine if sailing in or out would result in a physical nudge. Sailors like Roy will never be replaced, as the modern way is to motor a catamaran around our beautiful waters and only put up the sails for show. His loss will not be replaced, because today's "sailors" have lost the appreciation of sailing and are now driving waterborne apartments like a Winnebago.

If you went sailing with Roy, you went sailing. The freeboard on his beautiful boat was less than that of the average AB tender, so once close hauled, salt water was everywhere. It was fun, exhilarating — what sailing is all about in these beautiful Caribbean waters. What a comparison to the average charter guest sitting 15 feet up in the air looking backwards, worried if they're using the correct sunblock and have the most fashionable sunglasses. Something essential is lost here.

To all who knew Roy and others who have an idea where I am coming from: "Thank you Roy for your friendship; it was a lovely thing." I am a big boy now but your loss gives me tears. No photos here, no particular reminiscences, just as it is.

Name withheld by request

WE GET FAN MAIL!

Dear *Compass*,

I marvel at the continued excellence of *Caribbean Compass*, for the writing of both its editors and its contributors. The February 2019 issue is chock-a-block with excellent pieces, too many to mention but for a few.

In Info & Updates the story of charter boat captain Rick Smith is gripping, and the "Eight Bells" for Dee Carstarphen and Bob Hathaway are revealing and appropriate — except, of course, in the latter which leaves one wondering not a little fearfully about the cause of death. Caribbean Eco News provides, from month to month, the information that is perhaps at once most timely and yet timeless. Editor Sally Erdle's two ARC reports are up to her usual high standards.

A number of features, for one good reason or another, caught my eye.

In concert with Eco News are "Tackling New Threats to the Coral Reefs" by Emma Doyle and "Angelfishes & Butterflies" by Darelle Snyman, which is the first in a promising series. Both are superbly illustrated with color photographs. Also well served by photographs and of similar interest is the authoritative "The Least Sandpiper" by Bela Brown.

It is good to learn in "Restoring St. Lucia's Indigenous Gommier Sailing Tradition" by James Crockett that native canoes are back in formal action in that island's waters, learning from and competing with Martinique's established fleet in an annual regatta. This seems to be the one way that the tradition of traditional island boats can be upheld, and one hopes St. Lucia shipwrights will take up the challenge to resurrect Gommier building.

"Perilous Pelée" by Erin Carey recalls one of the most extraordinary — and horrifying — natural events in Caribbean history and captures the climb to its source, the caldera, very well.

Lastly, "If I were a Carpenter: The Sculptor Who Built His Own Boat" by Chris Morvan is a profile of an artist-sailor that even as it is a prototypical Caribbean expatriate story is nevertheless highly unusual. Morvan manages to condense a lot of information — and a lot of story — into a brief, intriguing account.

Other readers will find other stories they like, which only means the editors are doing a great job of publishing a magazine that by definition is a grab bag of articles, supported by useful and colorful ads.

Richard Dey
rdeyop@gmail.com

Dear *Compass*,

I really like your magazine. Full marks to your night sky man, Jim Ulik. (If only our clouds would part for longer at night!)

Keep going, *Compass*!

Paul Rodgers

WE WANT TO HEAR FROM YOU!

***Dear* Compass *Readers*,**

We want to hear from YOU!

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

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

Send your letters to sally@caribbeancompass.com



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

MARCH

28 Feb – 3 March St. Maarten Heineken Regatta, SMYC, info@heinekenregatta.com
1 South Pacific Bon Voyage Party, Shelter Bay Marina, Panama. contact@southpacificsailing.org
1 – 5 Semaine Nautique Internationale de Schoelcher, Martinique. CNS, www.cnschoelcher.net/regates
2 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
2 – 4 Dark N Stormy regatta, BVI. WEYC, westendyachtclub@gmail.com
2 – 5 Carnivals in Aruba, Bonaire & in Barranquilla, Colombia
3 – 6 Curaçao Youth Sailing Clinic. YSCO, ysco.org
4 Carnival Sunfish Race, Curaçao. WSV Jan Sofat, jcpvanzon@gmail.com
4 Public holiday in BVI (HL Stoutt's Birthday observed)
4 – 5 Carnivals in Carriacou, Curaçao, Dominica, St. Barth, Trinidad, & Ponce, Puerto Rico
4 – 6 Carnivals in Guadeloupe, Dominica & Martinique
6 Public holiday in many places (Ash Wednesday)
8 International Women's Day
8 – 10 St. Croix International Regatta. SCYC, www.stcroixyc.com
8 – 10 Curacao Youth Sailing Championships. YSCO, ysco.org
10 Bequia Mission/Grenadines Initiative Benefit Gala, Bequia. rekhagooding@gmail.com
10 – 17 Yachtie Appreciation Week, Portsmouth, Dominica. dominicapays@gmail.com, offshorepassage@sprintmail.com
11 Public holiday in some places (Commonwealth Day) & Belize (National Heroes' Day)
14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 – 21 World ARC arrival, Grenada. WCC, www.worldcruising.com
16 Foxy's Music Fest, Jost Van Dyke, BVI. https://foxysbvi.com
16 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
16 – 17 Antigua Optimist Open & Antigua Laser Open. AYC, www.antiguayachtclub.com
16 – 23 St. Petersburg - Habana Regatta, Florida to Cuba. St. Petersburg Yacht Club
17 Chase/Match Race, Curaçao. CYA, info2cya@gmail.com
17 Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
17 – 18 Sam Pepin International Optimist Regatta, Puerto Rico. CNSJ, www.nauticodesanjuan.com
18 Public holiday in Aruba (Flag Day)
20 FULL MOON & Vernal Equinox
21 Round St. John Race, USVI. STYC, www.styc.club
21 Public holiday in Guyana and Suriname (Holi observed)
21 – 24 St. Barths Bucket Regatta, St. Barths. www.BucketRegatta.com
22 Public holiday in Puerto Rico (Emancipation Day)
22 – 24 St. Thomas International Regatta. STYC, www.styc.club
23 500th Anniversary of Havana Boat Parade & Regatta, Havana Cuba. CNIH, yachtclub@cnih.mh.tur.cu
25 – 31 BVI Spring Regatta, Tortola. RBVIYC, admin@royalbviyc.org
30 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
30 Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day)

APRIL

6 – 7 St. Maarten Multiclass Regatta. SMYC, www.smyc.com
13 Island Water World Cruiser Seminar, Cole Bay, St. Maarten. www.facebook.com/Islandwaterworld
14 Massy Stores Dinghy Regatta, Barbados. BYC, www.barbadosyachtclub.com
14 – 20 Les Voiles de St. Barths. SBYC, www.stbarthyachtclub.com
15 Public holiday in Puerto Rico (Birthday of José de Diego)
17 – 23 Antigua Classic Yacht Regatta. www.antiguaclassics.com
18 – 22 Bequia Easter Regatta, BSC, www.bequiaregatta.com
19 FULL MOON & Public holiday in Venezuela (Declaration of Independence)
19 – 20 Curaçao Regatta. SVCR, tiki-mas@hotmail.com
19 – 22 Rupununi Rodeo, Leyhem, Guyana. www.visitrupununi.com
21 – 22 Virgin Gorda Easter Festival
22 International Earth Day
25 – 28 The Tobago Jazz Experience. www.carnifest.com
26 – 28 500th Anniversary of Havana Dinghy Regatta, Cuba. CNIH, yachtclub@cnih.mh.tur.cu
26 – 28 Carriacou Maroon & String Band Music Festival. www.carriacoumaroon.com
26 – 28 West Indies Regatta, St. Barth. http://westindiesregatta.com
27 Round Antigua Race. AYC, www.antiguayachtclub.com
28 Carnival in Jamaica. www.bacchanaljamaica.com
28 Public holiday in Barbados (National Heroes' Day)
28 – 3 May Antigua Sailing Week, AYC, www.sailingweek.com. SEE AD ON PAGE 12
28 – 3 May Conch Republic Cup Regatta, Florida to Cuba. Key West Yacht Club
30 Public holiday in Bonaire (Rincon Day)

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 andcontact information of the organizing body to* sally@caribbeancompass.com

liat CARGO

For all your
Cargo needs

NEW FULL CARGO SERVICE

- NEW! regional all-cargo service with a dedicated freighter aircraft
- More trade options with increased frequency
- Service to 22 destinations
- State-of-the art online cargo tracking
- Fresh food safely delivered throughout the region
- For more information go to liatcargo.com

Contact LIAT or your local Cargo Agent for full details

Antigua, Anguilla, Barbados, Dominica, Grenada, Montserrat, St. Kitts & Nevis, St. Lucia, St. Vincent, Tortola, Guyana, St. Croix, St. Thomas and USA
1-888-300-0846

Canada
1-877-354-1991

Puerto Rico
1-866-308-6851

Dominican Republic
1-888-751-9201

Netherland Antilles
001-866-308-6839

liatcargo.com



Caribbean Compass Market Place

Azores

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

Grenada

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

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

ART FAB RIK
seldom seen
arty boutique
backstage ART gallery
locally made
wearable art
handpainted batik
workshop

shop on famous Youngstreet
www.artfabrikgrenada.com 473 440 0568

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

Grenada







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

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



PROVISIONING SERVICE
Ready to go? Before leaving give us your order and we will take the stress out of shopping. All items are vacum sealed packed. Go see our list of goodies on the website. Deliveries on Tuesday or Saturday. Order via email or call us. Mason jars full of homemade sauces and soups i.e. Lambie Chowder, Bolognese Sauce, Split Pea Soup. Homemade Sausages, Pate. Our own butchered Pork, Beef, homemade bread and much more.
Tel: +1 473 444 5296
www.whispercovemarina.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

SVG



continued on next page →

Caribbean Compass Market Place

SVG





Formal Marine Litter System

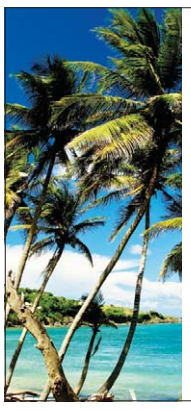
Mayreau .Tobago Cays Marine Park. Union Island

Mon - Fri from 9:00 am - 3:00pm

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



Sugar Reef

restaurant & boutique hotel

Farm and fisherman to table at a beachfront coconut plantation. Open daily for lunch and dinner.

Call **784.458.3400** for directions or reservations.

Crescent Beach, Bequia
(Industry Bay)

MAC'S Since 1978

PIZZA & KITCHEN

Bequia

Mac's PIZZA and KITCHEN

• 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

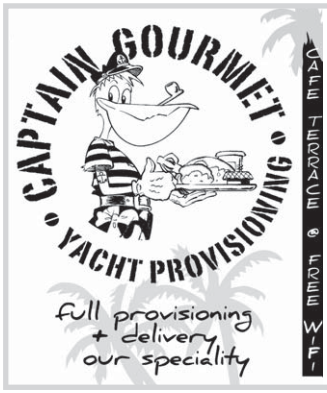
Kitchen open 11am till 10pm - Bar until…
Located on the Belmont Walkway - Open daily
Reservations: (784) 458-3474 or VHF 68

PIPER MARINE STORE

Bequia - Port Elizabeth

Lifeline and rig swage
Racor filters
Rule & Jabsco pumps & parts
West epoxy
Marine paints, varnish, and much more!

(784) 457 3856 · Cell: (784) 495 2272 · VHF 68



UNION ISLAND

St. Vincent & the Grenadines

Tel/Fax: (784) 458 8918

capgourmet @vincysurf.com

VHF Ch 08

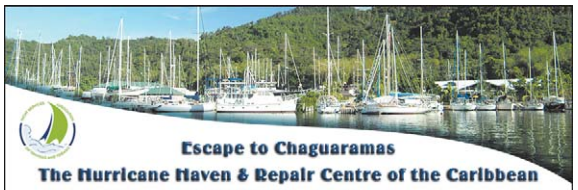
Trinidad

www.powerboats.co.tt



- 60 Ton Hoist
- Fuel Dock
- Yacht Storage
- Apartments
- Stern-to Docking
- Dockside Food Mart
- Boaters shop

Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt



Escape to Chaguaramas

The Hurricane Haven & Repair Centre of the Caribbean

Come visit us at the YSATT Office It would be nice to meet you.
Cruiser's Information Centre - Complete with maps, brochures, guides & much more.
YSATT Membership listing available for contractor referrals.
Long and short term mooring rentals. Welcome packs for all new visiting cruisers.
Trinidad offers cruisers a unique experience like no other Caribbean Island.
Trinidad… far from the ordinary.

Shipwright Building, Crewsinn Hotel & Yachting Centre,
P.O. Box 2852, TT Post, Chaguaramas, Trinidad W.I.
Tel: (868) 634-4938 \ Fax: (868) 634-2160
E-mail: info@ysatt.org, admin@ysatt.org \ Website: www.ysatt.org

Marc One

MARINE SUPPLIES LTD.

SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS

- Stainless Steel Boat Fittings
- Epoxy Resins
- Polyester Resins

1st Ave South, Mariners Haven, Chaguaramas, Trinidad & Tobago
Tel/Fax 868 634 2259 Email marconeltd@tstt.net.tt

Trinidad

THE ELECTRONICS EXPERTS!

ELECTROPICS

AUTHORISED DEALER & SERVICE CENTER FOR

victron energy · FURUNO · B&G · SIMRAD · MASTERVOLT · SkyMate · ACR

and too many more to be named here

Peake Yacht Services Compound, Chaguaramas.
868.634.2232 info@electropics.com

Venezuela

Venezuelan Marine supply

Vemasca, C.A.

Marine Distributors

Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve

ECH,O Tec Watermakers

Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

Caribbean-wide

Get More From Your KISS

. . . with Seabourne Solutions LLC

KISS EXTRACTOR™

ORDER NOW!

- Stops the Wind Generator when Batteries are Full
- Extracts More Energy at Wind Speeds below 12 Knots
- Stops the Kiss before Overheating

Seabourne Solutions LLC
www.Seabournesolutions.com

www.hydrovane.com

FEEL THE FREEDOM

With Independent Self Steering AND an Emergency Rudder



- Your best crew member - doesn't eat, sleep, or talk back!
- Completely independent - no lines into the cockpit!
- No problem to install off centre - with davits, arch, dropdown!

HYDROVANE SINCE 1968

HYDROMAX · ECH,O Tec Watermakers · watt&sea

STEERING THE DREAM

REMEMBER

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

continued on next page →

CLASSIFIEDS

BOATS FOR SALE



BOSTON WHALER 2016 OUTRAGE 370 3 x Mercury Verado 300 hp, < 100 hrs, still on warranty, too many options to list. Lying Port Louis, St George's, Grenada. Reduced to US$360,000 . Tel: (473) 442-2157, E-mail: mrossy52@gmail.com



PROUT 45 CATAMARAN 1997 Looking for shared ownership. The classic blue water cruising cat in immaculate condition. One owner from new, very well equipped. Lying Bequia. Competitively priced for a non broker sale. Sail the world in comfort & safety for US$199,000 ONO. E-mail Richard Roxburgh rroxactionbequia@gmail.com



LAGOON 380 S2- 2005 4 cabins, never been chartered, watermaker 65L, new electronics, perfect state. US$200,000 negotiable www.phase2catamaran.com



43' YOUNG SUN Taiwan 1979, Center cockpit, exquisite teak. W/mooring, Tyrell Bay, Carriacou. US$29,000 OBO. Tel/WhatsApp: (607) 216-5692 E-mail: pfaithbee@gmail.com



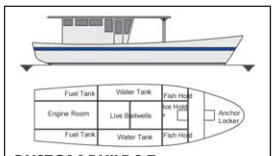
73' SCHOONER VALHALLA World Cruising, length on deck 65'. EU295,000. Full information on www.sailboat-of-steel.com



43' STEEL KETCH 'GALAPAGOS' Recent refit, new antifouling, bilge, topsides. Lying Tyrrell Bay, Carriacou, US$19,000. Tel: (473) 534-7165, E-mail juncojax@gmail.com



33' X-YACHT Yanmar 21hp 3YM20 (2012). US$16,500. Tel: (758) 484-7614 E-mail: caribbeanyachtservices@hotmail.com



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

CARIBBEAN COMPASS
DON'T LEAVE PORT WITHOUT IT

YOUR CLASSIFIED IS ON-LINE!



17' ROWING DORY Devlin designed 'Oarling', Piantedosi sliding seat, Shaw & Tenny oars, great exercise, seaworthy. Lying Bequia Tel: (784) 533-1822 E-mail: caribpub@gmail.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



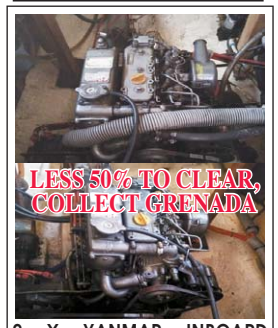
BEQUIA- LA POMPE/FRIENDSHIP House for sale "La Luna Azul", US$495,000. E-mail: nfrw624@gmail.com



CASIMIR HOFFMANN

ANTIGUA- BUSINESS FOR SALE Well established (20 years) & unique mobile catering business. Fully equipped turnkey operation with low overheads, high profitability & strong loyal customer base with plenty of scope for further expansion. For details please contact: catervan@hotmail.com

MISC. FOR SALE



2 X YANMAR INBOARD Diesel engines, type 3 gm 30, complete w/ SD 30 sail drives & instrument panel. US$8,000 for the pair. E-mail: howard@alliedexport.co.uk

Compass Market Place

Real Estate

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

SMALL, PROTECTED MARINA FOR SALE IN GRENADA W.I.

In business since 2009, **Whisper Cove Marina** is located in Clarkes Court Bay, Woburn. The marina has 15 slips with electricity 110/220, water, showers, dingy dock, 7 moorings (hurricane proof), maintenance workshop, storage area, mini-market and restaurant.
15/20 minutes from airport.
The restaurant and bar overlook Clarkes Court Bay with long term local staff already in place. The restaurant serves locals, tourists and cruisers. For more details please email
info@whispercovemarina.com
www.whispercovemarina.com



ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#
Antigua Sailing Week	Antigua	12
Art Fabrik	Grenada	MP
Atlantic Back Cruising	C/W	13
Basil's Bar	SVG	11
Blue Lagoon Hotel & Marina	SVG	16
Boat Paint & Stuff	St. Maarten	39
Bocas Yacht Club & Marina	Panama	33
Budget Marine	St. Maarten	2
Budget Marine St. Kitts	St. Kitts	MP
Captain Gourmet	SVG	MP
Caraibe Marine	Martinique	25
Carriacou Marine	Grenada	36
Centenario & Co	Panama	33
Clarkes Court	Grenada	17
Clippers Ship	Martinique	27
Cruising Life	SVG	40
Curaçao Marine	Curaçao	47
Dominica PAYS	Dominica	9
Douglas Yacht Services	Martinique	26
Down Island Real Estate	Grenada	MP
Doyle Offshore Sails	Barbados	4
Doyle's Guides	C/W	31
DYT Yacht Transport	C/W	6
Echo Marine	Trinidad	29
Electropics	Trinidad	MP
Food Fair	Grenada	42
Gallery Café	Grenada	MP
Gonsalves Liquors	SVG	38
Grenada Marine	Grenada	35
Grenadines Sails	SVG	39
Horizon Yacht Charters	Grenada	MP
Hydrovane International Marine	C/W	MP
Iolaire Enterprises	UK	31
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	48
Johnson's Hardware	St. Lucia	19
Kiss Extractor	C/W	MP
LAC Services	SVG	MP
LIAT	C/W	43
Lulley's Tackle	SVG	MP
Mac's Pizzeria	SVG	MP
Marc One Marine	Trinidad	MP
Marina Puerto Velero	Colombia	7
Marina Santa Marta	Colombia	23
McIntyre Bros	Grenada	42
Mid Atlantic Yacht Services	Azores	MP
Ministry of Trade & Industry	Trinidad	5
Nauti Solutions	Grenada	MP
Neil Pryde Sails	Grenada	MP
Off Shore Risk Management	Tortola	35
Peake Yacht Services	Trinidad	30
Penn's Landing Marina	Tortola	10
Perkins Engines - Parts & Power	Tortola	14
Piper Marine	SVG	MP
Power Boats	Trinidad	MP
Renaissance Marina	Aruba	22
Rodney Bay Marina/ IGY	St. Lucia	28
Salty Dawg Sailing Association	C/W	15
Sea Hawk Paints	C/W	8
Secret Harbour Marina	Grenada	15
Slipway Restaurant	Grenada	MP
Spice Island Marine	Grenada	21
St. Kitts Marine Works	St. Kitts	29
St. Maarten Sails	St. Maarten	20
Sugar Reef Bequia	SVG	MP
Suzuki Marine	C/W	32
The Nature Conservancy	C/W	41
Technick	Grenada	MP
Tobago Cays	SVG	MP
Turbulence Sails	Grenada	20/ MP
Venezuelan Marine Supply	Venezuela	MP
Whisper Cove Marina	Grenada	MP
YSATT	Trinidad	MP

MP = Market Place pages 44 - 46
C/W = Caribbean-wide


Safely situated outside the hurricane belt
N 12 06.5 W 068 55.3
www.curacaomarine.com
curacao
MARINE
phone. +599 9 465 8936
email. info@curacaomarine.com
Yacht storage maintenance and repair
Carpenter shop
Stainless and aluminum fabrication
Engine repair & maintenance
Chandlery
Sailmaker
AWL grip spray painting
Enclosed spray cabin (max 50ft)
And many other services
Hauling up to 60 ton

WHAT'S NEW?

LED RETRACTABLE DECK OR TABLE LED LAMP, 12/24V



Flush with the table top when off, it pops out and automatically lights up by slightly rotating the stainless steel upper ring. Mirror-polished 316 stainless steel upper element.

Priced at $199.95



GARMIN GC 100 WIFI MARINE CAMERA

Easy to install and compact camera for interior or exterior use. Wirelessly streams high-quality video to display directly on your compatible chartplotter and any other chartplotter on the same network. Pair up to 7 cameras with your chartplotter, and view content from up to 4 cameras simultaneously.
GC 100 is effective in total darkness, making it perfect for the engine room. Easy to install and hardwired for power, the camera is ready to use with one-button setup. Weatherproof rating of IPX7.

Priced at $342.00

GOBIUS WASTE TANK MONITOR

A simple system for overflow protection that prevents you from inadvertently filling your waste tank. Installs on the outside of tank, and calibrates automatically. Can be retrofitted to any shape, material, or size of tank. Extremely low energy consumption, (less than 40 mA).

Priced at $294.00



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



20% OFF

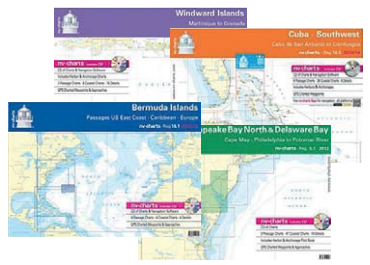
WHAT'S ON SALE IN STORE?



SPINLOCK ROPE CLUTCHES

Widely acknowledged as the world expert in rope holding, cleats, clutches and jammers, Spinlock has over thirty years' experience in designing and manufacturing rope holding equipment for sailing boats, from dinghies up to the largest superyachts.

Priced from $84.12



15% OFF

NV PRINTED CHART KITS

Practical and easy to use nautical charts specially developed for leisure crafts and professionals. Kits include coastal charts, approaches, harbors, anchorages and GPS waypoints. Also featured is good land topography with well-marked rivers, towns, and street plans to assist with eyeball navigation. Large scale approaches and land contour markings simplify harbor approaches. Includes cd of charts.

Priced from $61.24



STANDARD HORIZON HX210 FLOATING VHF

Standard Horizon Hx210 6w Floating Handheld Marine Vhf. Floating / Submersible IPX8 waterproof rating (1.5M or 4.92 feet for 30 minutes). All USA, International, and Canadian channels.Selectable 6W / 2.5W / 1W output power. Receive WX and FM broadcast 76-108MHz. High resolution Dot Matrix LCD. E2O Easy to Operate menu system. Programmable Function Keys. Speaker Mic Jack.
High capacity 1800 mAh Li-Ion battery. 3 Hour desktop rapid charger. 3 Year Waterproof Warranty.

Priced at $145.05

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, Marina Royale + 590 590 51 32 06

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

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

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