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COMPASS

MARCH 2020 NO. 294

The Caribbean's Monthly Look at Sea & Shore

SILVER JUBILEE ISSUE



SARAH STEENLAND

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The Caribbean's Monthly Look at Sea & Shore

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MARCH 2020 • NUMBER 294



TIM WRIGHT/PHOTOACTION.COM

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'Great racing here!' 16

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ARTHUR DANIEL

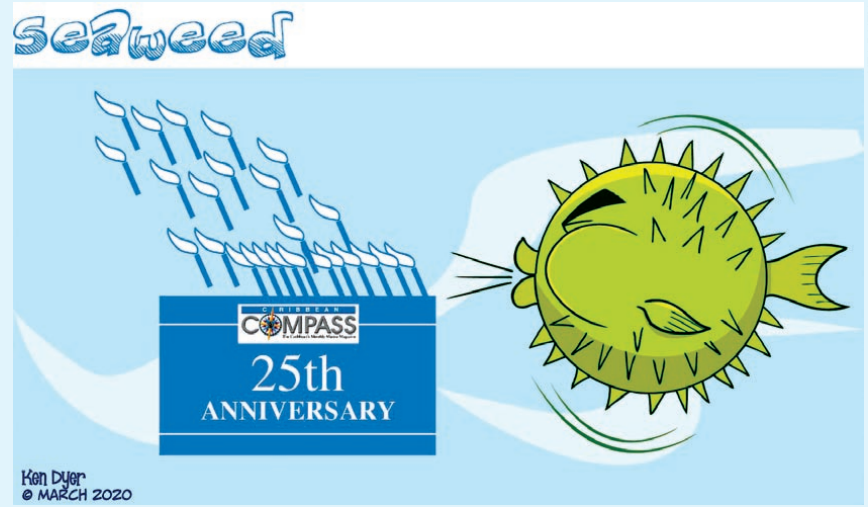
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Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, Anguilla, British West Indies.
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25 YEARS OF PARTNERSHIP

Of all the marine activities in the Caribbean, the one for which the region is best suited is the yacht cruising. The experience of going from island to island, at whichever pace is desired, and stopping for whatever time in any of the many attractive bays and inlets, is one that is a very happy fit with the region in many ways. It's an experience that has created multi-year joy and satisfaction for many visitors, without any significant negative impact on the communities of the Eastern Caribbean.

No other media has focused on this niche like *Caribbean Compass* has since its inception. No other publication has understood the experience and the challenges as well. No other publication has celebrated the experience so well and has decried the mostly unnecessary limitations on this experience.

All of us at Budget Marine wish *Caribbean Compass* many more successful years in addressing this niche in the same manner as it has in this first quarter of a century and we are proud to be a part of this milestone, having been part of *Caribbean Compass* since the first issue!

Robbie Ferron, Director
Budget Marine
St. Maarten
Advertising since Issue Number One, March 1995 (see above)

CELEBRATING COMPASS'S SILVER JUBILEE — LOOKING BACK, LOOKING FORWARD

by Sally Erdle


Late June 1987 Page 9

Fishing boats ashore at the '87 Bequia Easter Regatta (Sally Erdle photo)

Continued from page 8

Boats Class Three on uncorrected time, the second place boat was 24 seconds behind the winner, and the third place boat 26 seconds behind number two. And the racing did not end there – the weekend AFTER the Regatta, 20% of the fishing boat fleet came out for a "grudge match" in Friendship Bay.

6" to 100' – "the best"

After four days of relentless activity including the yacht and fishing boat races, the gumboat and coconut boat competions, an Easter Sunday Lay Day program of rowboat and swimming races, volleyball, cricket and inter village Tug O'War, climaxing in Monday's all-day "Regatta Fair" extravaganza of cultural events, music and dancing, and local crafts and foods being sold from palm-frond stalls lining the harborside – the Regatta culminated with Prize Giving on Monday evening at sundown.

The eclectic nature of the Easter Regatta was reflected by the bearded Prime Minister, casual in his "Bequia Whaling and Sailing Museum" T-shirt, declaring "the Bequia Regatta is unique in racing boats from six inches to one hundred feet." And the skipper of "Stormy Weather", resplendent in his blue blazer and white flannels replying, "This is the best regatta we've been in. Thank you, Bequia."

RESULTS: BEQUIA EASTER REGATTA 1987

COCONUT BOATS:
"Trouble", Aldo Osborne

Class 5: "Doccy 6.", E. Gregg
Class 6: "Country Girl", L. Taylor
Class 7: "Baltaza", R. Stowe

YACHTS: (fleet of 24)
Class 1:
1) "Punk", Beadon, 30' custom U.I.D.B., St. Vincent
2) "Sigidi", E. Halbich, 45' Van de Stadt, St. Vincent
3) "Helos", K. Lagervist-Doyle, Carib 41, U.K.
Class 2:
1 "Stormy Weather", P. Adamthwaite, 53' Olin Stephens, B.V.I.
2) "Lady Rena S.", J. Stewart, 40' Carriacou sloop, Carriacou
3) "poco Joya", B. King, Carib 34, Bequia
SINGLEHANDED:
1) "Stormy Weather"
2) "Sabre Samba"
3) "Troll", E. Ollivierre, C.S.Y. 50.

My previous experience was minimal — I'd written for a few magazines including Jim's Long's seminal Caribbean Boating.

The early years

After completing a nearly six-year circumnavigation aboard our 1963-vintage Rhodes 41 sloop, *So Long*, by sailing into Bequia just before Christmas of 1994, Tom Hopman and I wondered, "What next?" We didn't have to wonder for long.

On New Year's Eve 1994, over drinks aboard our friend Elen Schwartz's Carol ketch, *Prana*, in Admiralty Bay, the pioneering circumnavigator Bob Law of the trimaran *Pistachio* mentioned that he had seed money to invest in a newspaper. Did we know of anyone who might be interested in starting one?

Tom and I looked at each other and said, "Hey, we could do that!"

We had worked as charter and delivery captain and crew, and cruised the Eastern Caribbean, since the early 1970s. Along with his US Coast Guard licenses, Tom had a business degree in his back pocket. Before leaving Bequia on our circumnavigation, I'd written freelance articles for a couple of the glossy sailing magazines, as well as for Jim Long's seminal *Caribbean Boating*. We later enjoyed reading anything we could get our hands on throughout our travels, and during a yearlong stopover in New Zealand I was privileged to work as a feature writer for the *Northern Advocate* newspaper's "Shoreline" marine section. Arriving back in the Windwards, we thought that it was ridiculous for this area, with all its boating activity, not to have a dedicated recreational-marine publication of its own.

—Continued on next page



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—Continued from previous page

The first issue of *Caribbean Compass* — all 16 pages of it, in glorious black and white — was published in March of 1995, with the design and technical help of a young cruising couple, Mandy Pirimona and Graham O'Neill, who continued on their voyage from England to New Zealand the following year. Tom and I were pretty average sailors for the time — having cruised, raced a bit, worked in what's now known as "the yachting industry" and been customers of the usual types of marine businesses — and we figured there would be others who would like to read the same kind of things we did. We roped in friends to write and report, and just as friends became contributors, over the years many contributors have become friends.



Compass has supported all forms of sailing in the Caribbean since 1995. CHRIS DOYLE

Thanks to demand from both advertisers and readers, our original Windward Island coverage rapidly expanded to cover the Southern Caribbean, and then the entire Wider Caribbean Region. Since 2007, *Caribbean Compass* has been free online for the whole world to read.

An Even Keel

Since *Compass's* launching, it's been a remarkably stable craft. Our Bequia office is in the same building where we started, at the peerless address of "Brick House, Back Street, Bequia." Except for two issues, *Caribbean Compass* has always been printed by Guardian Media Ltd. of Trinidad & Tobago, and from Trinidad hard copies are still sent — thanks first to Leonard Doolgar and now his son Alexis — by ship, island schooner and plane to key distribution points around the Caribbean.

—Continued on page 24

OUR HEARTS ARE IN THE ISLANDS

As the net managers of Seven Seas Cruising Association's High Frequency Radio Service KPK, and the owners/managers of Boatwatch.org, we would like to take this opportunity to recognize the invaluable service to the cruising community that *Caribbean Compass* magazine has made during its 25-year history. The magazine is recognized as the one-stop place to learn about coming events, as well as informative and entertaining content pertaining to cruising throughout the Caribbean. During our ten years in the Caribbean we always looked forward to the next edition.

The on-line *Caribbean Compass* reaches throughout the world to readers who may have left the Caribbean, but whose heart is still in the islands, and also to those who have yet to visit. Now we are back in the States and running the SSCA HF Radio Service Net, and Boatwatch.org, it continues to be our source of current events in the Caribbean.

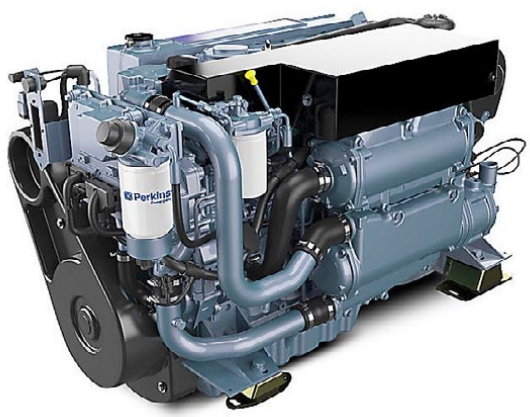
So, hearty congratulations to the entire *Compass* Crew for producing such a credible, unbiased, and informative magazine. You are an inspiration in fair news reporting and publishing a quality magazine. Here's to another 25 years!

Glenn and Eddie Tuttle
KPK Radio net managers
Owners/managers of Boatwatch.org

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MORE THAN A BOATING MAGAZINE

Caribbean Compass has hit 25. This calls for a look back in time. Back in the early 1970s Jim Long launched the St. Thomas-based *VI (Virgin Islands) Boating,* one of the first if not the first free boating magazines in the world. It was extremely popular, and evolved into *Caribbean Boating,* but was very limited, as other than his amusing photos of a beautiful Mermaid of the Month, the news was strictly boating. Also, it was not really "Caribbean" boating, as the news pretty much stopped at Antigua.

News of Venezuela, which *Iolaire* opened up by her cruises starting in the early 1970s, was ignored. I talked Peter Bottome into advertising the boatyard and marina he built in Puerto la Cruz in *Caribbean Boating* in the middle 1980s. Jim happily accepted the ad but very few stories of Venezeula turned up in his magazine. In contrast, *Caribbean Compass,* launched in 1995, immediately started taking stories of the Caribbean far and wide. A sailor artist passing through Puerto La Cruz in January 1995 sent *Compass* drawings of *Iolaire* going through a major repair there. I was most pleased to discover that *Compass* was more than a boating magazine. It covered marine-related activities ashore and cruises out of the narrow confines of the islands of the Lesser Antilles. Through the years *Caribbean Compass* has expanded its coverage, I look at the January 2020 issue: Business Briefs, Eco News, Regatta News, the Caribbean Sky (with an interesting commentary on the work of Galileo), a tremendous article on the Muslim and Hindu festivals in Trinidad, an excellent write-up of Cartegena, Colombia, and much more. In my travels in the States and Europe I have seen and read more than a dozen different free monthly boating magazines/newsletters. The breadth of coverage and the variety of subjects in *Caribbean Compass* now exceeds that of all the others, even the expensive monthly sailing magazines.



Don Street
Contributor and cruising guide author
www.street-iolaire.com

Info & Updates

Rodney Bay Marina & St. Lucia Police Boost Security

Shane Macauldy reports: On February 6th, IGY Rodney Bay Marina in St. Lucia presented the Gros-Islet Police Station with a brand-new marine VHF radio. This will aid the officers based at the station in providing support to the yachting community of St. Lucia.



Making the presentation to Assistant Superintendent of Police Thomas from the Gros-Islet Police Station was Rodney Bay Marina's General Manager Sean Devaux. Both parties agreed that the contribution will significantly shorten response times to calls of yachting-related incidents in Rodney Bay and the Gros-Islet area.

This donation is a continuation of initiatives that the marina has taken in partnership with the Royal Saint Lucia Police Force to improve security in the yachting sector. St. Lucia as a destination, the community that has supported the marina, and the yachting sector as a whole, will certainly all benefit from IGY's continued efforts in the coming years.

In the upcoming weeks, IGY Rodney Bay Marina will coordinate the training sessions for all the officers attached to the Gros-Islet Police Station on the use of the marine VHF radio.

—Continued on next page

MEDITERRANEAN ► US EAST COAST			
Palma de Mallorca	-	Ft. Lauderdale	Mar 2020
Genoa	-	Ft. Lauderdale	Apr 2020
Genoa	-	Ft. Lauderdale	May 2020
Taranto	-	Ft. Lauderdale	Aug 2020
Palma de Mallorca	-	Ft. Lauderdale	Sep 2020
Genoa	-	Ft. Lauderdale	Sep 2020
Palma de Mallorca	-	Ft. Lauderdale	Oct 2020
Genoa	-	Ft. Lauderdale	Oct 2020
Palma de Mallorca	-	Ft. Lauderdale	Nov 2020
Genoa	-	Ft. Lauderdale	Nov 2020

MEDITERRANEAN ► CARIBBEAN			
Genoa	-	St. Thomas	Apr 2020
Palma de Mallorca	-	St. Thomas	Oct 2020
Palma de Mallorca	-	Le Marin	Nov 2020
Genoa	-	Le Marin	Nov 2020

US EAST COAST ► CARIBBEAN			
Ft. Lauderdale	-	St. Thomas	Nov 2020

CARIBBEAN ► US EAST COAST			
St. Thomas	-	Ft. Lauderdale	Mar 2020
St. Thomas	-	Ft. Lauderdale	May 2020
Le Marin	-	Ft. Lauderdale	Nov 2020
Le Marin	-	Ft. Lauderdale	Dec 2020

US EAST COAST ► MEDITERRANEAN			
Ft. Lauderdale	-	Palma de Mallorca	Mar 2020
Ft. Lauderdale	-	Genoa	Apr 2020
Ft. Lauderdale	-	Genoa	May 2020
Ft. Lauderdale	-	Palma de Mallorca	May 2020
Ft Lauderdale	-	Taranto Italy	May 2020
Ft Lauderdale	-	Genoa	Sep 2020
Ft Lauderdale	-	Genoa	Oct 2020
Ft Lauderdale	-	Palma de Mallorca	Oct 2020
Ft Lauderdale	-	Palma de Mallorca	Nov 2020

CARIBBEAN/US EAST COAST ► SOUTH PACIFIC			
Le Marin	-	Papeete, Brisbane, Auckland	Nov 2020
Ft. Lauderdale	-	Papeete, Brisbane, Auckland	Nov 2020

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—Continued from previous page

Tall Ship *Sørlandet* Visits St. Martin

Caribbean Sail Training hosted one of their member vessels, the full-rigged tall ship *Sørlandet,* on the Galisbay pier in St. Martin on February 9th for an open ship day with free access to the general public. More than 700 visitors toured the ship.



The 215-foot (64.15-metre) Norwegian vessel was built in 1927 for training young people in the merchant marine. Today, *Sørlandet* sails mainly with youngsters of the A+ World Academy. In cooperation with Caribbean Sail Training, the Maritime School of the West Indies and the ship, 16-year-old Cecilia Pivin from St. Martin and 14-year-old Claudia Vazquez from Puerto Rico were accepted to sail along free of costs during a six-week training voyage, starting on February 12th in St. Martin and ending on March 24th in New York with a stop in Jamaica on their way.

Caribbean Sail Training is a registered non-profit association with the aim of helping provide education and sail training for young people of all nationalities. Over 70 vessels are members.

Visit www.CaribbeanSailTraining.com for more information on Caribbean Sail Training.

Eight Bells

- BILL ALCOTT

William Demelt Alcott III ("Bill") of St. Clair Shores, Michigan sailed over the horizon on February 3rd at the age of 83. Bill and one of his series of yachts called *Equation* were familiar sights at the BVI Spring Regatta and other races in the Caribbean.



Bill Alcott raced in Antigua, St. Thomas and BVI regattas, usually sitting aft and wearing a yellow cap.

Although his favorite pursuit was sailboat racing, most recently he shifted his focus to a classic mahogany HackerCraft, a tender to his cherished sailboat, *Equation.*

Bill was the proud owner of the "Equation" brand: seven sequentially larger racing sailboats. He raced the Great Lakes, Key West, and the Caribbean with devoted crewmembers, and these were long standing, close personal relationships for him. He is survived by every sailor who ever had the good fortune to participate on Equation, as well as by his wife, sisters, children and grandchildren.

Memorial contributions can be made to the Ocean Conservatory, 1300 19th Street NW- 8th Floor, Washington DC 20036, USA. oceanconservancy.org

—Continued on next page



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THANKS FROM TRINIDAD!

As a 12-plus year Board Member of YSATT (Yacht Services Association of Trinidad & Tobago) and having served the cruising community with my own business for the past 23 years in Trinidad, I would like to take this opportunity to congratulate the amazing, hard-working team of the *Caribbean Compass* magazine on this grand milestone of 25 years of service to the cruising community throughout the Caribbean and beyond.

You all have been very balanced on all your reporting as well as bringing wonderful articles and exciting and breathtaking true-life stories of adventures from both cruisers and folks from the islands. Sally and her team always reach out to get facts over rumor directly from the source before reporting any news item that could affect the cruising community in a negative way. Freelance reporter J. Wynner here in Trinidad comes directly to me for one-on-one interviews for the facts, especially when they are about security-related incidents. In spite of the negative issues that have affected us here in Trinidad, you guys always also look for the positive sides to report back to the cruisers, especially with direct experiences from the cruisers about their cultural and social experiences here in Trinidad. We have a saying that is so true: "There are always two sides to any coin."

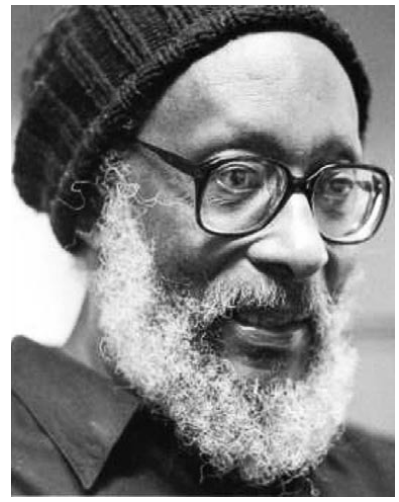
Being the SSCA Cruising Station Host, the OCC Port Officer, the Honorary Local Representative for the CA and a Board Member of YSATT, I can say that it is critical that the correct news and information gets out to all the members of all these associations that I represent here in Trinidad and, by extension, all of the cruising community. *Caribbean Compass* is a great medium that I whole-heartedly trust to do this for me.

On behalf of Acting President Tommy Johnson and all Board Members of YSATT and myself, we will like to thank the amazing team of the *Caribbean Compass* magazine for all their hard work. Congratulations on 25 years of service and wishing you all the success for another 25 years and more to come.

Jesse James, Board Member
YSATT
Trinidad

—Continued from previous page

- EDWARD KAMAU BRATHWAITE



Caribbean poet and historian Edward Kamau Brathwaite died on February 4th. He was 89.

Brathwaite began composing and performing his best-known work, *The Arrivants: A New World Trilogy* (1973), while teaching and studying history in Jamaica and Britain in the 1960s. *The Guardian* wrote that *The Arrivants* exemplified his ambition "to create a distinctively Caribbean form of poetry, which would celebrate Caribbean voices and language, as well as African and Caribbean rhythms evoking Ghanaian talking drums, calypso, reggae, jazz and blues."

Brathwaite served on the board of directors of UNESCO's History of Mankind project for more than 30 years. He was awarded the Neustadt International Prize for Literature in 1994. Other awards included the Griffin International Poetry Prize for his collection *Born to Slow Horses* (2006), the Bussa Award, the Casa de las Américas Prize, and the PEN/Voelcker Award for Poetry in 2018.

Grenadine Islands Aim for World Heritage Status

The St. Vincent & the Grenadines National Trust is a stakeholder in a joint Grenada/St. Vincent & the Grenadines project promoting a UNESCO World Heritage nomination for the Grenadine islands. As signatories to the World Heritage Convention, St. Vincent & the Grenadines and Grenada strongly support this initiative, which would enable the Grenadine Islands to achieve inclusion in the UNESCO's World Heritage List.

To accelerate this transboundary nomination process, the SVG World Heritage Committee, which was approved by Cabinet of SVG, journeyed to Grenada in November 2019 with consultants for the project to begin the process of inventorying the historical information of over 321 sites between Carriacou and Bequia.

St. Vincent & the Grenadines already has two sites listed on the World Heritage Tentative List: the La Soufrière National Park and the Petroglyphs (Rock Art) of St. Vincent & the Grenadines.

Department of Corrections

Credit for photo of the yacht *Maiden* on page 3 of last month's *Compass* should have been www.themaidenfactor.org.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertiser Prop Glide, on page 35.

Good to have you with us!





2020 Events

Mas Domnik 2020:	January 18 - February 26, 2020
Yachtie Appreciation Week:	March 15 – 22, 2020
Hike Fest:	May 2, 9, 16, 23, 30, 2020
Jazz 'n Creole:	May 1 – 3, 2020
Dive Fest:	July 3 – 12, 2020
Independence Celebrations:	September 19 – November 4, 2020
World Creole Music Festival:	October 2020

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BUSINESS BRIEFS

Parts & Power and New Cats for The Moorings

In June 2019, Parts & Power, located on Tortola, BVI, and The Moorings yacht charter company started planning for a project to supply and install Northern Lights generators and Dometic air conditioners on 15 Lagoon 42 and Lagoon 46 sailing catamarans for The Moorings' Sunsail Fleet.

Each yacht was to receive an M773LW3G marine generator rated at 9kW at 60hz (1,800 rpm) and five DTU self-contained air conditioning units. Lagoon would deliver the yachts ready to receive the Dometic air conditioners, but the location for the generators and details for installation would be unknown until the yachts arrived.

The boats were delayed from the factory by a couple of months and the first ones arrived on December 16th, 2019. Because of Customs clearances, the work could not start until the 18th. Several of the yachts were booked for Christmas charters and they did not come exactly as described. This added unplanned modifications to get the equipment installed and functional. Luckily, most of the catamarans were able to make their schedules.

Parts & Power worked closely with the Moorings team to accommodate delivery, despite the modifications and time constraints. Parts & Power wishes to thank the Moorings for their competent and professional collaboration on this project.

See ad on page 5 for more information on Parts & Power.

Parts & Power Nanny Cay Location

More news about Parts & Power: Last month, Parts & Power opened a new location in Nanny Cay, Tortola. This new outlet stocks parts from manufacturers such as Yanmar, Volvo, Dometic, and Northern Lights.

Parts & Power are expanding beyond their current base to better serve Nanny Cay customers. This allows boaters and equipment operators to have quick access to parts. It should also give customers on the western end of Tortola easier access to Parts & Power products.

For more information about the new parts outlet in Nanny Cay, e-mail info@partsandpower.com or phone (284) 494-2830.

Join Square Rigger *Picton Castle*

Maggie Ostler reports: First, congratulations on 25 years! That's a major accomplishment and definitely worth celebrating. Secondly: *Picton Castle* is bound for the South Pacific in 2020-2021!



Imagine sailing in the tradewinds as crew on a square rigger, stopping to visit ports like Grenada, Panama City, the Galapagos Islands, Pitcairn Island, the Marquesas, the Tuamotus, Tahiti, the Austral Islands, Easter Island, the Pearl Islands, the San Blas Islands, Cartagena, the Yucatan, the Bahamas, and Bermuda.

Picton Castle's trainee crew are adults of 18 and above, from all nationalities and walks of life. While no sailing experience is required, many trainees do have previous sailing experience and are looking for an extended international voyage.

Sailing from Lunenburg, Nova Scotia, Canada, in May 2020, trainees can sign on for the full year-long voyage or for a three-month leg of the trip. As a trainee, you'll stand watches, handle lines and sails, participate in training and drills, help with the ship's maintenance, wash the dishes, scrub the decks, and do whatever it takes to keep *Picton Castle* sailing.

For more information, visit www.picton-castle.com or contact Picton Castle's *office at info@picton-castle.com or (902) 634-9984, and see ad on page 27.*

New Berths at Port Louis Marina

As Grenada continues to be a destination of choice for many yachts, Camper & Nicholsons Marinas announced the completion of 90 new berths at Port Louis Marina.

—Continued on next page

—Continued from previous page

With designs ranging from 12 metres to 22 metres on two new piers, the berths form part of an expansion development boosting more opportunities for a larger number of yacht visitors and long-lease berthing options in the marina.

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

Yacht Brokers Tying Knots

Being a yacht broker is so much more than just selling yachts. You become part of the community, too. Chris and Chrystal from The Multihull Company (TMC) in Grenada recently held a knot-tying workshop at their office in Secret Harbor with local cruiser and knot expert Ernie from *S/V Stonecutter*. This is a skill valuable to every sailor and TMC is happy to facilitate this project. Plus, knot tying can be fun!

Visit multihullcompany.com/about-us/offices/grenada for more information on The Multihull Company Grenada.

Propane Fills in Dominica Are Back

Laurie Corbett reports: Stable propane fill-ups have returned to Prince Rupert Bay. Keisha Richards, who runs the bar across from Smithy's under the name Blue Lagoon, will take any propane bottle left with her by Sunday evening and return from Roseau with it filled on Monday evening. PAYS members endorse and appreciate this service.

Be Tough with Sharkskin

Sharkskin is Sea Hawk's traditional 45.2 percent copper-based hard modified epoxy paint that aggressively combats all types of marine fouling, including barnacles, sea grass, green weed, and other disruptive organisms in fresh and salt water. It has the



most effective release rate with the highest grade cuprous oxide available and can be applied over most antifouling coatings.

For a dual-biocide boost in protection, add a pint of Biocop TF to every gallon of Sharkskin.

For more information on Sea Hawk Paints see ad on page 10.

Clean Bottoms Go Faster

Antigua Slipway, located in English Harbour (and close to Nelson's Dockyard), is offering ten percent off marina docking fees from April 1st until May 2nd. Also, cleaning your hull in preparation for racing gets you 20 percent off their haul and launch fees if you've entered Antigua Sailing Week and paid your entry fee in full.

Book now by contacting the Antigua Slipway at (268) 460-1056.

Martinique Boat Show in Mid-May

Cluster Maritime Martinique, organizer of the Martinique Boat Show, has announced that this year's show will be held from May 14th through 17th at l'Etang Z'Abricots Marina in the bay of Fort-de-France.

Building on the success of last year's inaugural event, which attracted more than 60 exhibitors and nearly 3,300 visitors, the 2020 Martinique Boat Show will have 50 percent more available space across two areas covering 5,000 square metres.

Eighty exhibitors from across the Caribbean are expected to attend, including boatbuilders, boatyards, motorboat dealers, equipment manufacturers, distributors, and charter companies. There will be two floating docks: one dedicated to used multihulls for sale or charter and another dedicated to used motorboats for sale.

Visitors will also be able to find out about marine industry training and apply for jobs directly at the show, meet with business leaders, and participate in workshops.

Visit www.martinique.org/node/55939/LOIMAR972V500FHE/detail/fort-de-france/port-de-plaisance-de-l-etang-z-abricots for more information.

MORE THAN 50 COVER SHOTS LATER…

I was in Bequia back in 1995 when Bob Law and a group of friends including Sally and Tom decided to start a free Caribbean newspaper which became the *Caribbean Compass*. As I am a sailing photographer and I happen to have been in the right place at the right time, I have been fortunate to supply images regularly throughout the history of the *Compass.*

I saw the *Compass* born and I have seen it grow and mature into an essential part of the Caribbean scene. I would like to offer my congratulations to all at Compass Publishing for reaching this amazing milestone and wish you every success for the future.

Tim Wright
Photographer
www.photoaction.com



AN INTEGRAL PART OF OUR CAMPAIGN

Caribbean Compass have been huge supporters of Grenada Sailing Week for many years and they have been an integral part of our campaign in reaching out to sailors and yachties throughout the region about our event.

The whole team have been incredibly accommodating over the years, but most of all they are always a real pleasure to work with. We look forward to many more years working together.

Karen Stiell, Regatta Manager
Grenada Sailing Week

IT HAS REALLY HELPED US

Antigua Sailing Week is delighted with the support *Caribbean Compass* has shown us over the years. From publishing our event dates consistently to picking up key press releases for the Regatta News section, it has really helped us get the word out to the sailing community in the region.

A huge thank you to the *Compass* team for all their hard work. Congratulations on reaching this key milestone.

Alison Sly-Adams
President and Commercial Director
Antigua Sailing Week

REGATTA NEWS

'Viking' Rally Arrives in St. Vincent

Mike Westin reports: The third edition of the "Viking Explorers" transatlantic yacht rally arrived in St. Vincent in early February. Approximately 20 yachts — mainly Swedish, Norwegian and Danish, hence the Viking name — started in Las Palmas de Gran Canaria early January and stopped in Mindelo, Cape Verde Islands, en route.

The youngest skipper was David Westervik, 24, from Norway, leading a crew of four persons, all under 25 years. Their entry fee was waived, as the Viking Explorers team wants to encourage more young cruisers. The young crew plans to cruise for a couple of years, inviting friends to join them along the way.

Some 60 sailors enjoyed arriving in the Blue Lagoon marina after two to three weeks at sea. All reported an unusually easy crossing with light winds and a lot of energy remaining to discover the island of St. Vincent. After that, most participants planned to move on to the Grenadines and stay for a few weeks. St. Vincent & the Grenadines' Minister of Tourism, the Hon. Cecil McKie, welcomed participants during the prizegiving ceremony on February 7th. The ceremony was followed by a dock party courtesy of Blue Lagoon Marina.

The fourth edition of Viking Explorers, starting January 6th 2021, is already fully subscribed, but organizers are hoping that the destination marinas might be able to accommodate more boats or that additional destinations might be added.

Visit www.vikingexplorers.eu for more information.



The crew of Elara *arriving in Blue Lagoon, St. Vincent. The Viking Explorer Rally wants to encourage more young people to cruise.*

ON THE HORIZON

New Race Director for St. Maarten Heineken

The Sint Maarten Yacht Club Regatta Foundation has appointed Marc van Dongen as the new Race Director for the 40th edition of the St. Maarten Heineken Regatta, to be held March 5th through 8th.

After collecting feedback from past and current competitors, changes were made in Race Management. The new Race Director came highly recommended by well-known sailors and is supported by a team of experienced volunteers who have been involved with the event for decades.

—Continued on next page



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"Changing up the Race Management Team helps with the event's dynamics and allows innovation. We have had excellent racing in the past, but for the 40th regatta we truly wanted to ensure all participants an unforgettable experience, while bringing back features from the past. Our goal is to make everyone fall in love with this event and have them return annually," said Yacht Club Manager Michele Korteweg.



Marc van Dongen, new Race Director for the St. Maarten Heineken Regatta,

Marc (age 60) competed in the 1985 Whitbread Round the World Race aboard *Philips Innovator* under the leadership of skipper Dirk Nauta. For decades, he raced competitively on a variety of boats and joined racing organizations from club races to world championships.

This 40th edition will be special for many sailors, but certainly for Marc: some of his former colleagues on *Philips Innovator* will be racing. Bouwe Bekking, for example, will be skipper of the V65 *Childhood1*.

Van Dongen said, "I was honored when asked to be Race Director for this world-famous regatta. The team is fantastic and adds a wealth of local knowledge. Cary Byerley, Rien Korteknie, and Joris van den Eynde have been involved for many years. We are currently knee-deep in courses that we hope will challenge each and every racer."

Seasoned veterans and enthusiastic newcomers from over 35 countries will sail in this event. The competition that will ensue has been called "Serious Fun" for four decades!

Visit www.heinekenregatta.com for information on the St. Maarten Heineken Regatta.

The Moorings Onboard for St. Thomas International Regatta

Carol Bareuther reports: Organizers of the St. Thomas International Regatta (STIR), taking place from March 27th through 29th, are pleased to announce that The Moorings yacht charter company will once again sponsor the use of one of its custom-designed catamarans as a committee boat.

"Having The Moorings involved with STIR for over a decade is an incredible advantage to our event," says Bill Canfield, who co-directs the 2020 regatta with Pat Bailey. "The excellent committee boat also serves as an on-the-water hotel for our Principal Race Officers and the cost saving is tremendous."

The Moorings 514PC (power cat) was designed to provide a stable platform on the water. It's the ideal platform from which to run a regatta as efficiently as possible.

"The Moorings was founded in the Virgin Islands over 50 years ago, so the region is near and dear to our hearts. We feel strongly about supporting the events that continue to draw visitors to this sailing mecca," says Ian Bockman-Pedersen, Senior Marketing Manager at The Moorings and Sunsail.

STIR, celebrating its 47th year, is a globally-recognized regatta renowned for its fantastic racing, first-class race committee, and friendly can-do attitude towards competitors. There's something for everyone. This year, organizers are adding a PHRF-rated class with racing on March 28th and 29th. Beyond this, STIR offers CSA (Caribbean Sailing Association-handicap) Racing and Cruising, IRC, ORC, Multihull, Beach Cat, and One Design classes with a minimum length of 20 feet. There's also a one-design Hobie Wave class.

Register for the event on www.yachtscoring.com/emenu.cfm?eID=9666 or for the Round the Rocks Race on March 26th on www.yachtscoring.com/emenu.cfm?eID=9665.

New Class and More for Antigua Sailing Week

Antigua Sailing Week is considered one of the Caribbean's most prestigious regattas. Its 53rd edition commences with the Peters & May Round Antigua Race on Saturday, April 25th. Following that are five days of competitive racing off the south coast of Antigua, which wrap up on Friday, May 1st.



ASW Race Manager Jaime Torres drives his Beneteau First 40, Smile and Wave.

The overall theme of the ASW 2020 plan is tailoring the regatta to the racers on a class-by-class basis. The Sport Boat Class has pocket rockets like the Melges 24 and the J70, which are fun and fast. They are tiny (less than 30 feet), wet, and exciting to sail but are not meant to be in long races on the same courses or starts with slow cruiser-racers.

—*Continued on next page*

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They need separate starts, shorter races, and more of them. ASW provides that.

ASW is making these modifications across the full spectrum of classes, from multihulls to Volvo 65s to cruising boats. The team is speaking with boat captains, owners, sailors, and opinion leaders, and is responding by customizing the racing experience.

The Sport Boat Class is new for 2020. Over the years, a number of these lightweight sailboats competed within the regular CSA Classes. In recognizing their growing popularity, ASW is extending an invitation to all regional Sport Boat owners to join in the fun of Antigua Sailing Week.

If you are a cruiser or owner interested in a taste of the racing life, check out the Club Class, which has expanded and improved. This class is open to sailors who want to participate in the on-the-water and off-the-water action but don't take their racing as seriously as others.

The Antigua Sailing Week management team has listened to feedback from participants and is happy to announce that, effective immediately, the new entry fee refund policy is to refund 100 percent of the fee. This generous refund policy is valid until April 15th. At that time, ASW will be completing class splits and late changes to our entry rosters cost a lot of time and effort to correct. Any refund requested after this date will incur a 15-percent charge, or competitors may transfer the payment to next year's entry fee.

Visit www.sailingweek.com for details on Antigua Sailing Week and the Peters & May Round Antigua Race.

Trinidad Sailor Qualifies for Tokyo 2020

The Trinidad and Tobago Yachting Association reports: The Trinidad and Tobago Yachting Association (TTYA) announces that Andrew Lewis, Trinidad & Tobago Laser sailor, has qualified for the 2020 Olympics Games in Tokyo.

From January 19th through 25th, Lewis participated in the annual Hempel World Cup Series in Miami, which had one qualification spot available for the Olympics. There were 40 sailors, with 15 athletes from three countries vying for the Olympic berth. Lewis placed fourth overall, which earned him his third Olympic qualification. Congratulations, Andrew, on a job well done!

Lewis said, "This was a long, hard journey. The anniversary of when I started training with my coach, Javier Hernandez Cebrian, coincided with the race. What better way to celebrate that than with my Olympic qualification?"

The TTYA continues to work towards making sailing accessible and affordable to all Trinbagonians. Our hope is to get more people involved in the sport, especially our youth through the development of Youth Sailing School programs. This year we also hope to launch a differently abled sailing program. We aim to encourage, teach, and assist anyone interested in sailing and its associated skills to create a steady base of recreational and competitive sailors who enjoy the sport and can represent the country in local, regional, and international competitions.

If you're interested in learning how to sail with the Trinidad and Tobago Yachting Association, contact us at (868) 634-4519 or 634-1216, or email us at academy@ttsailing.org.

Visit our website or like us on Facebook for more details on sailing classes and upcoming events: www.ttsailing.org, www.facebook.com/ttsailing, and www.facebook.com/ttsailingacademy

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Below: Trinidadian Laser sailor Andrew Lewis has qualified for the 2020 Olympics.

SAILING ENERGY / WORLD SAILING





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Salty Dawg Spring Rally from BVI to US

Barbara Theisen reports: The Salty Dawg Sailing Association (SDSA) has opened registration for its 2020 Spring Rally from the British Virgin Islands to the US. Weather permitting, the Spring Rally will depart on May 12th from Nanny Cay, Tortola, bound for Hampton, Virginia or Bermuda.



Cruisers will gather in North Sound, Virgin Gorda, on May 1st for a week of pre-departure activities. The boats will then move to Leverick Bay and finally Nanny Cay to prepare for departure.

The Salty Dawg Spring Rally to the US is an offshore passage in company of a fleet of 25 to 35 boats with crews of different nationalities. The SDSA unites experienced ocean sailors with developing cruisers to broaden their blue water horizons. All Salty Dawg rallies and events are led by seasoned sailors who volunteer their time and knowledge to help cruisers realize their dreams safely.

Visit www.saltydawgsailing.org/salty-dawg-spring-rally for more information.

New 2021 Dates for RORC Transatlantic

The Royal Ocean Racing Club has announced a new start date for the seventh edition of the RORC Transatlantic Race.

Traditionally held in November each year, racing from Lanzarote in the Canary Islands to Grenada, the next edition will start from Marina Puerto Calero on January 9th, 2021 and once again finish at Camper & Nicholsons Port Louis Marina in Grenada. This date change is part of changes the RORC is making to its Season Points Championship, which includes making the Rolex Middle Sea Race the first points race in the Championship instead of the last, and to the points factors for certain offshore races.

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

The seventh edition of the RORC Transatlantic Race also welcomes a new supporter, Silversands Grenada, which will host the prizegiving.

Visit www.rorctransatlantic.rorc.org for more information.

A 'Classic' Act

As the primary classic yacht regatta in the region, the Antigua Classics has been an unmissable event since its inception 33 years ago, combining exciting racing in superb conditions on beautiful yachts from the world over. The spirit of camaraderie that imbues this gathering of boats large and small — from 30-foot wooden working boats built on a beach in Carriacou to towering 200-plus-foot Spirit of Tradition superyachts, from vintage pre-WWII schooners to recent replicas of historic designs — is unique and special, not least thanks to the dockage arrangements where all the boats moor up together. This event has been faithfully reported, illustrated and propagated by *Caribbean Compass* over the years since its first issue in 1995, and the Antigua Classic Yacht Regatta is delighted with the publication's policy of recreating the atmosphere of the event each year and showcasing the magnificent and stunning yachts that take part in it.

Ginny Field, Press Officer
Antigua Classic Yacht Regatta



GRENADA SAILING WEEK 2020

EXPERIENCE COUNTS IN ALL CLASS WINS

by Rosie Hoggarth

TIM WRIGHT (ALL PHOTOS)



Island Water World Grenada Sailing Week 2020 came to an end on January 31st after a fantastic four days of racing and six nights of shoreside post-race parties. This eighth edition saw 35 boats register with skippers from 13 countries. Regional racers from Antigua, Barbados, Grenada, Martinique, Trinidad and St. Lucia were joined by entrants from Canada, the United States, Austria, France, and the United Kingdom, bringing together over 350 crew, friends, family and volunteers to the regatta. "It's friendly, and the regatta is not trying to rip you off, and I get great racing here against other displacement boats similar to *Cricket*," says Sandy Mair of Antigua.

The event, under the direction of Regatta Manager Karen Stiell and Principal Race Officer James Benoit, opened with the Island Water World Welcome Party held at Camper & Nicholsons Port Louis Marina in St. George's on January 26th. After registration and the skippers' briefing, Andre Patterson, the General Manager of the title sponsor, Island Water World, and Patricia Maher, the CEO of the Grenada Tourism Authority, welcomed everyone to the regatta. With excitement in the air skippers and crews partied late into the night to live local band Mystik.

To continue the Youth 2 Keel initiative in Grenada, both Norman Decosta, from *C-Mos,* and Peter Anthony, from *Spirit of Juno,* offered crew positions on their boats to Grenadian junior sailors. Encouraged by the Grenada Sailing Association, junior sailors from Gouyave and Woburn joined the teams on board to progress from Optimists and Laser racing into keelboat racing, learning teamwork, building confidence and honing their sailing skills.

Race Day 1, sponsored by the Grenada Tourism Authority, was held off Grenada's west coast, protected from the easterly trades but often with fluky and shifting winds calling for strategic racing. Despite the coast's protection, participants saw ten to 15 knots out on the race course. It was a long day of racing with CSA classes and Classics sharing courses of varying lengths from seven to 14 miles while the J/24s shot up and down their own course.

Race Day 2, sponsored by Silversands Grenada, saw light winds that increased as the day went on. Edward Kacal, skipper of *Petit Careme,* said "She is displacement boat but when she is handled well, she is quick in light airs. We are really enjoying the regatta. This is our first time here; we heard it is a great event, we love Grenada, and always wanted to come." That evening after the daily prizegiving, racers enjoyed the Pirate Party, with prizes for best-dressed pirate and more local music by Fahrenheit.

Participants caught up with rest on the lay day. Many took the opportunity to tour the island, while others chose to chill out by the pool at Port Louis Marina. Later that afternoon, Mathew Barker celebrated the 90th birthday of his classic yacht, *The Blue Peter,* by throwing an informal dock with plenty of free-flowing rum and beer contributed by Mount Gay and Island Water World.

Race Day 3 on January 30th was sponsored by Sea Hawk Paints. This saw the Transition Race taking participants on a long romp around Point Salines, from Grand Anse on the west coast to Prickly Bay on the south coast. This moved the event's base from Camper & Nicholson's Port Louis Marina to Secret Harbour Marina.

With the winds gradually increasing, conditions were ideal with a gusting 15-knot breeze. Spectators at Prickly Point, overlooking the south coast, were treated to a kaleidoscope of colours as spinnaker flew on the downwind tacks.

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After the daily prizegiving, Secret Harbour Marina hosted the After Party with local music from Apollo.

Race Day 4, the final day of racing, was sponsored by long-time supporter Mount Gay Rum. Participants were champing at the bit to get over the start line. With 15 to 20 knots of breeze it was a frisky day's racing with everything to race for and nothing to lose.



In CSA 1, last year's winner of the Caribbean Sailing Association Travellers Trophy, Pamala Baldwin from Antigua with her J/122 *Liquid*, took first place overall, with Richard Szyjan and his Hobie 33, *Category 5* from Grenada, taking second place just six points behind. Rob Butler of Canada's *Touch2Play Racing* came in third. "This is a great start to our season," commented Pamala. "Our consistency comes from great preparation from the team and the ability to minimize the effect of problems when they occur."

From Austria, Dieter Huppenkothen entered his Swan 43, *Rasmus*, which has been racing in Grenada nearly every year since 2005. Up until now, *Rasmus*' best result was second. This year, Rasmus was the winner in CSA 3. Norman Decosta of Trinidad and his Soveral 42, *C-Mos*, and UK Mathew Barker's 65-foot Alfred Mylne sloop, *The Blue Peter*, battled it out in the closest racing, with *C-Mos* coming in second in class, just half a point ahead of *The Blue Peter*.

Jonathan Gittens sailed his Morgan 41, *Shangri La*, down from Barbados for his fourth Grenada Sailing Week, having won his class in 2015 and 2017. This time around, *Shangri La* scored a perfect four bullets to top the Classics Class. Also racing as Classics, Cal Enoe's *Free in St. Barths* won the battle of the Carriacou Sloops ahead of Walter Ollivierre's *Zemi* with just two points between them.

"This is the best regatta in the Caribbean," says Jonathan. "The competition is great and we have a big variety in sailing conditions. We have so much fun ashore, it is the perfect combination."

The overall lead in the J/24 Class changed every day of the regatta, such was the intensity of the competition. After 18 hard-fought rounds, perennial competitor Robbie Yearwood's Grenada-based *Die Hard* came back off the ropes to win by a single point from Nick Forsberg's St. Lucia-based *Jabal*. "We are called *Die Hard* because we never give up," says Robbie. Gus Reader's *Fadeaway* from Barbados won the last race of the regatta to finish third, just three points behind the winner.

The final night's prizegiving and the Mount Gay Wrap Up Party were held at a new location this year: The Aquarium Restaurant on Magazine Beach. The Guest of Honour was Brenda Hood, chairman of the Grenada Tourism Authority, who congratulated the winners, sponsors and organizers of Island Water World Grenada Sailing Week. Partygoers said, "The setting was magical and the buffet dinner was superb. Well done!" They then danced the night away under the stars to the local legends Solid The Band, who really knew how to get the party started.

The Organising Committee thanks Island Water World, the Grenada Tourism Authority, Silversands Grenada, Sea Hawk Paints, Mount Gay Rum, NSS Grenada, and Dream Yacht Charters, as well as all the supporting sponsors, volunteers and everyone else involved.

The dates set for the ninth edition of Island Water World Grenada Sailing Week run from January 31st through February 6th, 2021.

Visit www.grenadasailingweek.com for more information including full results. 2



Overall winners, Team Liquid including Pamala Baldwin, owner, from Antigua; Jules White, skipper, UK, age 25; Hugo Mills. first mate, UK, Cowes Week class winner; Patrick Norris, pro tactician, Chicago, age 26; James Skulczuk, UK, National Finn champ, age 23; Randal Jackson, foredeck, UK, won Antigua-to-Bermuda and Cowes Week, age 20; Marko Gomez, Peru, National Team; and Grenadian friends.

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RACING *SAVVY*

by Simon Lee





Clockwise from top left:
Savvy *and the crew at Secret Harbour.*
Our mascot, Alphonse, was firmly duct-taped to the cabin roof.
Relaxing on the rail.
I'm thrilled to be onboard a fully functioning, beautifully crafted part of Caribbean heritage.

IT must have been Alphonse who made me do it. He of the polished skull, parrot beak and outstretched wingspan immaculate under the morning sun, blazing over Secret Harbour on Grenada's southern coast. "Chickenhearted landlubber!" I'm sure I heard him squawk, fixing me with those same empty eye sockets with which he'd mesmerized the judge of the Best Dressed Pirate competition on Lay Day night.

Preferring not to be intimidated by a mere avian skeleton, a defunct parrot, I grasped the welcoming hand of Ron Barksdale of Lake Jackson, Texas, and stepped aboard *Savvy*, one of the three Carriacou sloops competing in the Classic Boats category of Grenada Sailing Week 2020.





It was Ron whose shoulder had been Alphonse's perch in the Best Dressed Pirate competition, and although some may demur at the transparency of the judging (no coincidence and entirely alternative fact that the judge was none other than Danny Donelan, captain of the *Savvy*), Alphonse was now firmly duct-taped to the cabin roof, having climbed the reincarnation rope from costume accessory to mascot, his luck enlisted in this final race.

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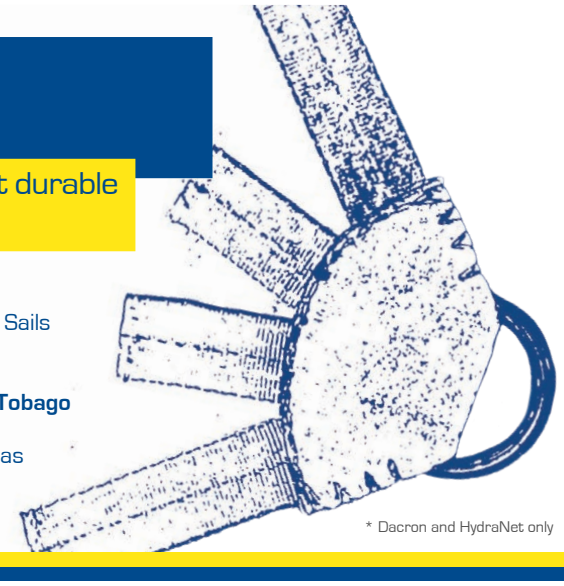
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As we make our way to the start I'm introduced to the living members of the crew, who've heroically traded winter in Texas for a week of cyan, cerulean, azure and indigo warm waters, sailing an iconic 43-foot wooden Carriacou sloop, which embodies 200 years of Caribbean maritime history and culture. That's the kind of selfless sacrifice I applaud. Nicki McGlone from Houston is a veteran racing in her fourth Sailing Festival. She's responsible for enlisting the motley "best looking crew." "She brings the craziest people she knows" — an instantly reassuring aside if I have any qualms. Pirate Ron and his moll Ronnie are old hands in their third year of competition while the remaining couples — Lisa "Muchacha" Chavez and Robert Brem, Lucius and Kristina Boudreaux — are racing novices. Assisting Captain Danny is the ever-smiling Mate and apprentice boatbuilder Sam Thomas, so including me in my recently acquired citizenship, there are three Grenadians aboard.

Conditions on this last day of Sailing Week are fair to good, with some rainclouds hovering on the distant mountains but clear skies at sea and the promise of more wind than earlier in the week, with tradewind gusts of up to 20 knots and a "modest" swell, which is thankfully easy on the butterflies fluttering in my belly. Captain Danny explains our tacking strategy to avoid the strong offshore currents, as he cuts the engine and we move at four knots towards the start of the 14-mile course.

I can't claim any racing experience apart from the last leg of a transatlantic yacht race from Trinidad to Tobago, sometime towards the end of the 20th century, which I spent mostly asleep. I did co-crew a small yacht up from Trinidad to the Grenadines even longer ago. But to date my most memorable seafaring experience has been on the 35-foot Carib dugout canoe *Gli Gli*, retracing the original voyage made from ancestral homelands in northwest Guyana up to Dominica. I gladly opted to cover that, as it was an affirmation of the resilience of the Caribbean's First People's boatbuilding and navigation skills, and skimming the waves under one square sail was a journey both back and forward in time.



Catching up with our fellow Carriacou sloop Free.

It's a similar motivation — along with Alphonse's undeniable powers of persuasion — that has me skittering from port to starboard rails and ducking my head as we ease into the first leg of this final Classic Class race, eying up the competition: two more Carriacou sloops (*Free in St. Barths* and *Zemi*) and the fiberglass-hulled *Shangri La*. Tiny Carriacou, along with sister island, tinier Petite Martinique, is unique in the Eastern Caribbean for its surviving Afro-Creole retentions based on a similar ancestor worship and worldview to that of Haiti's Vodou and Cuba's Santeria. These two dependencies of Grenada maintain unbroken links back to Africa in such cultural expressions as the Big Drum and Nation dances, the Maroon Festival, and in boat building and launching. Introduced by Scottish shipwrights who settled in Windward, Carriacou 200 years ago, the wooden sloop became integral to Kyak lifestyle and survival, trading the length and breadth of the Caribbean, carrying salt, cattle and, most profitably, contraband. A boat launching was and still is a major communal event, entailing the services of a priest, all available hands, an elaborate ritual and plentiful libations. The sloop might have become another casualty of progress but has been saved for posterity and one-off life experiences like this race, thanks to the efforts of Captain Danny and his fleet of four sloops and the award-winning 2015 documentary film "Vanishing Sail" by Alexis Andrews, about veteran boatbuilder Alwyn Enoe teaching his sons the vanishing boatbuilding trade.

So, as we set off on our first leg down to the Prickly Bay marker, I'm thrilled to be onboard a fully functioning, beautifully crafted part of Caribbean heritage. Thanks Alphonse. We're off, tucked in behind *Free in St. Barths*, built and captained by Alwyn Enoe's son Calistus. While Captain Danny explains the concept of "an authentic Grenadian experience, with local food and drinks" that he's built his private charter company on for the past ten years, novice crewman Lucius is heaving on a rope like a seasoned cattle rancher.

We surge on at a steady five to six knots past the True Blue marker and head out for Glover Island, a former whaling station, then down to Point Salines before the long run back to the South Coast marker. En route we're overtaken by much larger yachts, the spinnakers ballooning ahead of them snapping dangerously and threatening to rip. Away on the horizon we spot two-masted 73-foot *Jambalaya*, the luxury Savvy Tours flagship. But I'm happy in *Savvy's* bow, listening to the creaks and moans of boards and ropes, the slap of waves on wooden hull. I relish the tang of salt and the taste of sea breeze while the Texans readily comply with Danny's occasional command "Let her fly!" as we tack onwards.

The comic convivial vibe segues into race focus with Danny's commentary and strategic planning: "The quickest way between two points on land is a straight line, but at sea we have to tack. I look at the boats ahead — how far they're leaning over, which means more wind — and I keep clear of currents which can drag you far out." On the home run from the University marker to Prickly Bay we move out into the current, where Danny is hoping we'll catch more wind "and make up time and distance." Competitive haste results in a rope getting jammed mid tack. "If we lose by 30 seconds…" chides Danny, but the mistake is quickly rectified. We've left sister sloop *Zemi* far behind, made up eight minutes on our last tack and are zipping toward the finish.

Alphonse! You working, boy! We come in third overall.

THE REGION IS ALL THE RICHER

The Caribbean Sailing Association would like to thank the *Caribbean Compass* team for their enormous contribution to the yachting industry over the last 25 years. We thank them not just for publishing regatta information from all of our members, but especially for their support of grass-roots programmes and their commitment to highlighting the uniqueness of every island in the region.

The *Caribbean Compass* is an essential communication tool that the region is all the richer for having.

Congratulations and here's to the next 25 years!

Alison Sly-Adams, President
Caribbean Sailing Association

WE APPRECIATE THE RELATIONSHIP

Sevenstar Yacht Transport has proudly been working with *Caribbean Compass* for many years, we appreciate the longstanding relationship and hope to continue forward in the coming years. We would like to congratulate *Caribbean Compass* for reaching such a remarkable milestone, and wish everyone at *Caribbean Compass* all the best for the next 25 years!

Laurien Hoving
Marketing & Communications
Sevenstar Yacht Transport
Advertising for more than 20 years

THANKS FOR YOUR HELP

Caribbean Compass, congratulations on achieving the 25-year milestone, a real accomplishment in the ever-changing marine publishing world! Thanks for your help and support of the Caribbean Safety and Security Net (CSSN) over the years.

Kim White
Executive Editor and Coordinator
Caribbean Safety and Security Net

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GOUYAVE'S FOUR-IN-A-ROW WORKBOAT CHAMPION TITLE

In an emotional finish to Grenada Sailing Festival's Westerhall White Jack Workboat Regatta, the title of Champion of Champions came back to Gouyave once again. Boat owner Barry Alexis, with his skipper Ted Richards and talented *Classic* crew, led the Festival's last race from the start in the GSF16 *Tomorrow's Worries*, and stormed through the finish line well ahead of the rest of the fleet in the 2020 Match Race Final. The winners took away the major prize of US$1,000.00, sponsored by Republic Bank, plus a Yamaha outboard engine presented by McIntyre Brothers.

The win was dedicated to the memory of Lennon Marshall, a passionate workboat sailor who skippered Gouyave Sloop *Riot Act* to many memorable victories, who passed away on December 6th.

ARTHUR DANIEL (ALL)



The racing was as close and competitive as ever in the Community Classes.

The Grenada Sailing Festival Westerhall White Jack Workboat Regatta was held on Grand Anse Beach on February 1st and 2nd. The fleet of Community Class boats came from the communities of Gouyave, Grand Mal, Petite Martinique, Sauteurs, and Woburn. The racing was as close and competitive as ever in the Community Classes, with first place finishers gaining the chance to race in the Champion of Champions Match Race Final.

One crew is nominated by each racing community to represent them in the National Team Sailing Finals. The Budget Marine and Carib Beer sponsored National Team Sailing Match Races use a fleet of GSF16s — the 16-foot matched-design workboats owned by the Grenada Sailing Festival.

In the Budget Marine Junior Match Race Final, Team Gouyave, sailing in *Pink Gin*, took first place in front of Woburn in *Tomorrow's Worries*, followed by Sauteurs in *Gybe Talk*. The Sauteurs community is to be congratulated for working hard to bring a Junior crew back to the event.

In the Senior National Team Match Race Final sponsored by Carib, Team Gouyave sailing *Pink Gin* crossed the finish line first in front of Woburn in *Tomorrow's Worries*, with Sauteurs sailing *Gybe Talk* in third place.

As the sun went down on the second day, crowds lined the water's edge to watch five crews race for the big prize. The competition ended when the winning skippers and crews from the Community Class Race Series battled it out in the Champion of Champions Final, with the *Classic* crew from Gouyave emerging on top for the fourth year running.

Thanks to Sarah Baker for information in this report.

Visit www.grenadasailingfestival.com for more information.

Westerhall White Jack Workboat Regatta 2020 Winners

Community Class Racing
GOUYAVE SLOOP
1) *Classic*, Skipper Ted Richards
2) *Volcano*, Skipper Sevon Sampson
3) *Swift*, Skipper Joshua James (Visiting boat from Grand Mal)
SAUTEURS
1) *No Retreat No Surrender*, Skipper Marvin Jeremiah
2) *Flying Dutchman*, Skipper Huddie McIntosh
3) *Climate Change*, Skipper Boyo Richardson
WOBURN TRADITIONAL
1) *Unity*, Skipper Pabon Bernadine
2) *El Tigre*, Skipper Raymond Myland
WOBURN SPORT
1) *D'Rage*, Skipper Andy De Roche (Visiting boat from Petite Martinique)
2) *Loose Cannon*, Skipper Adian Bethel
3) *Savvy Baby*, Skipper Shahim

Match Race Finals
JUNIOR NATIONAL TEAM SAILING
1) Team Gouyave
2) Team Woburn
3) Team Sauteurs
SENIOR NATIONAL TEAM SAILING
1) Team Woburn
2) Team Gouyave
3) Team Sauteurs

Champion of Champions
1) Gouyave, with a crew from *Classic*
2) Woburn, with a crew from *Unity*
3) Woburn, with a crew from *D'Rage*



Bequia's Junior Sailing Academy Builds Skills

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

Formed in 2017, the Junior Sailing Academy of Bequia (JSAB) helps Bequia youth gain skills in yacht sailing and the marine industry. It is open to all island children.

During 2019, JSAB's John Nicholson and Peter Gibson managed the academy, organized the Saturday sailing, and maintained the boat fleet and day-to-day running of the academy. On-water practical instruction and formal assessment is provided by Sail Grenadines, a Royal Yachting Association (RYA) accredited training and charter company. Grenadines Sails provides sail repair service free of cost.

According to Glen Herbert, executive director of the Grenadines Initiative, a registered charity that helps increase access to education in St. Vincent & the Grenadines, "JSAB provides a positive point of contact, one that engages youth within a group of peers around some targeted short-term goals and long-term aspirations. It prepares youth for further education and employment in a key local industry. It prepares them to become trainers and mentors to others, so the model is sustainable over time."

In addition to Saturday sailing, yachtsman and Bequia resident John Nicholson introduced ten-week RYA training courses. He is an RYA Yacht Master, delivers classroom work covering most topics involved with Day Skipper certification, and has now completed two courses for JSAB youth.



Three members from the first course were put forward for RYA's Competent Crew status. All three passed and two went on to acquire RYA Day Skipper certification. Since JSAB's inception, a total of 13 certifications — eight Competent Crew and five Day Skippers — have been obtained. One recipient, Lincoln Daniel, is now the captain of *Gusto*, a day trip catamaran based in Bequia. Another successful certificate recipient, O'Shoun Hazell, is employed by Trade Wind Yacht Charters, delivering yachts to other countries. Zeandre Browne, who also obtained his RYA Day Skipper certificate, has just been employed by Barefoot Yacht Charters in St. Vincent. This makes three young sailors having obtained good jobs with the skills they learned through JSAB. According to Rose Kaye, chairperson for JSAB, "We are seeking employment for the other qualified members who need to build up their sea hours in order to qualify to sit for the testing."

If you are curious about the Day Skipper course, John Nicholson, training manager for JSAB, says, "The Day Skipper course is far more demanding (than Competent Crew) and has 41 topics, of which 19 can be taught in the classroom ashore. I run a ten-week course of two hours per week to introduce kids to those topics. I also ask them to research relevant information on the internet in their own time during the ten weeks. Some members require extra instruction to improve their math and English standards, which we arrange through the Learning Centre in Bequia.

"We are a non-profit organization and depend on donations to support the Academy," John reminds us.

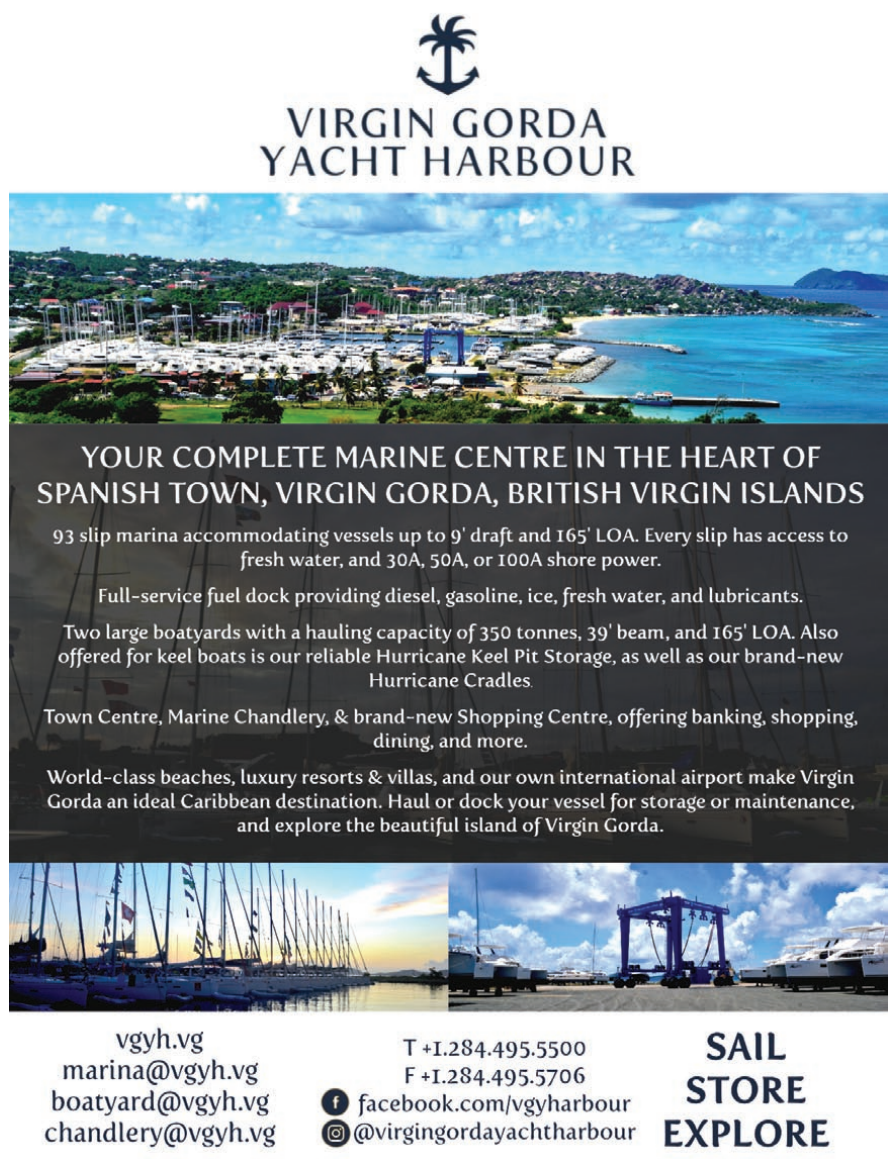


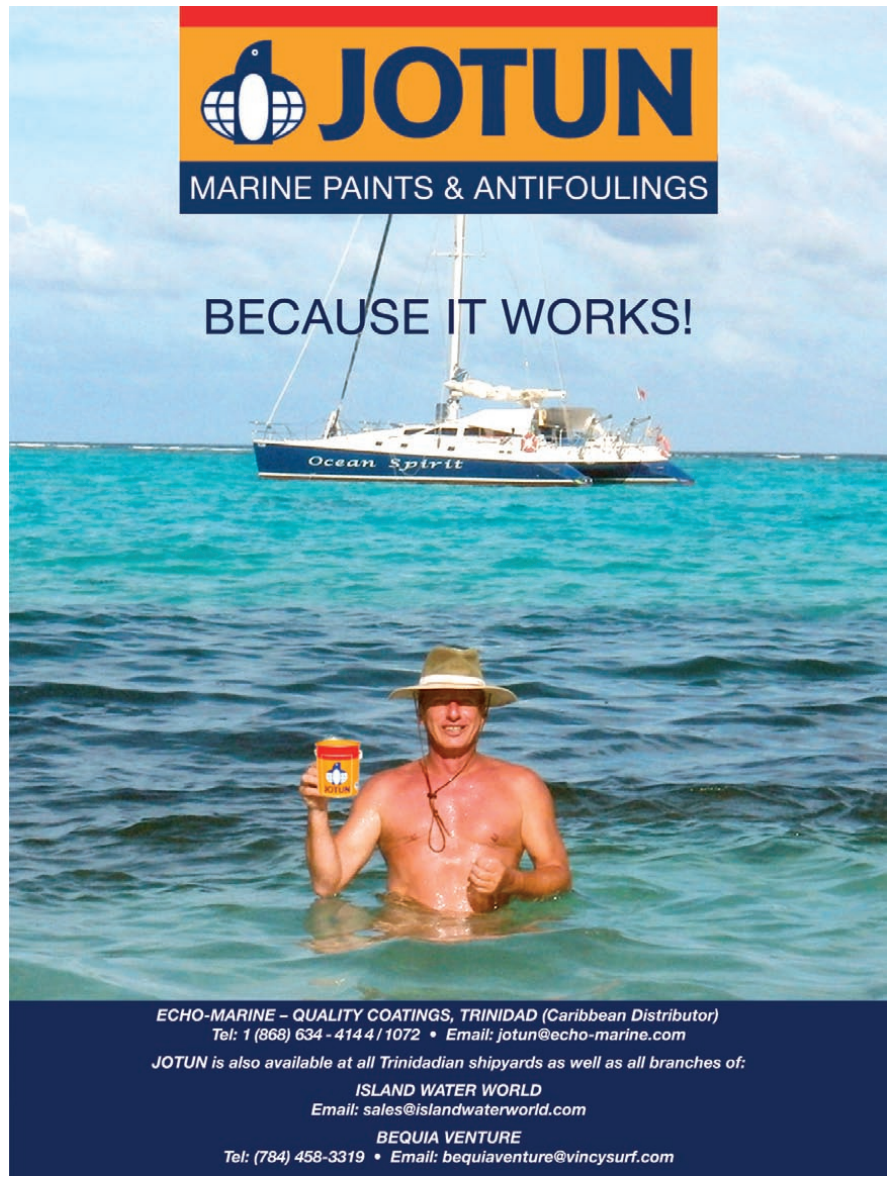
Open to all island children, JSAB helps Bequia youth gain skills in sailing and the marine industry.

Rose Kaye adds, "Recently we have been working with Bequia Traditional Sailing Academy. Director Alick Daniel has allowed JSAB use of their traditional double-ender *Camille.* For the Independence Day Regatta in October 2019, JSAB organized races for our five Optimists and included five Vincentian junior sailors from the mainland to race. They brought their five Optimists and three BIC club boats. Four JSAB members also raced *Camille.* There will be several JSAB youth sailing in the upcoming Bequia Easter Regatta."

Rose sums it up: "For the future, we want to have more kids trained with RYA certifications, which will enable them to obtain jobs in the marine industry. The past year was a great success."

Since 2014, Ellen Birrell and Captain James Hutchins have hosted 68 six-day High Adventure Scouting USA charters. Last summer, with support from the University of the Virgin Islands, they introduced STEM citizen science turtle counts and benthic surveys to Scouts onboard S/V Boldly Go.





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DOYLE'S DECK VIEW:
Way Back Then and Now

Happy 25th Birthday *Caribbean Compass*!

When, 25 years after writing it, I reread my very first *Compass* article, which was published in *Compass's* very first issue, I was amazed. Believe it or not, 25 years ago the chief of police arrived in a coastguard launch at Hog Island in Grenada and made every yacht move out!

In that article I think I managed to describe how a lot of locals felt about the yachting community in Hog Island at that time, and how anger at the yachts had been building for various reasons, some real, some imagined. I remember trying to communicate some of this on the morning VHF net at the time, especially noting that it could not go on that way: cruisers not only offering their work skills illegally to other yachts, but also even going to businesses in town and offering to work. I was quite unpopular with quite a few cruisers as a result, but even I was shocked and angered when the police action was taken. (A few cruisers thought it was my doing.)

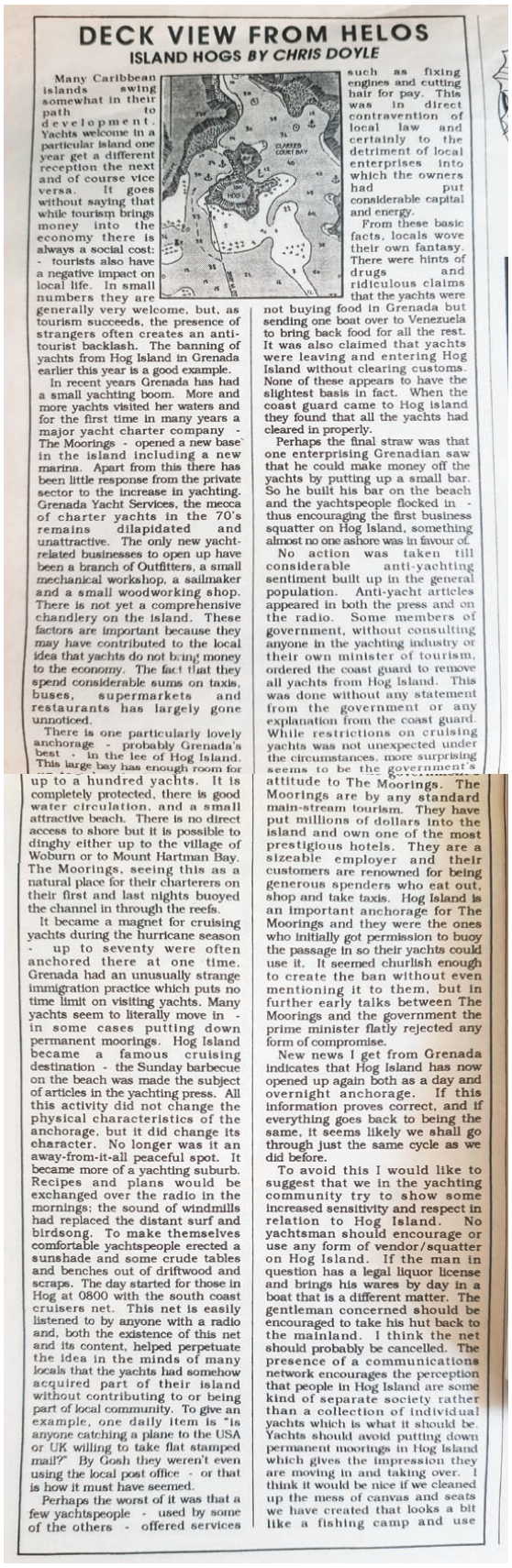
In hindsight, I was clearly wrong about Roger's Bar, which has become a major establishment and very popular. The VHF net has also proved its worth. Back then it was not a credit to the cruising community and it was things overheard on the net that annoyed many locals in those days. Now the VHF net is much more carefully run and works as a means of communication between those on yachts and those offering services ashore, and is a huge success.

On rereading my first *Compass* article I am encouraged by the very positive changes in 25 years. Yes, Hog Island is still a kind of "cruiser's suburbia," but that is fine: it is no longer viewed the same way. Many of those on yachts are no longer so insular: they make local friends and integrate themselves into the local community, taking part in all kinds of local activities ranging from running with the Hash House Harriers to reading to kids to giving free swimming lessons for Grenadians (see article on page 34). Both the number and the variety of businesses catering to yachts have expanded hugely. In 1995 there was not even a good chandlery on the island! Now we have three haul-out yards, several marinas, and several chandleries. Best of all we have excellent technicians running businesses and helping provide yachts with the services they need.

Over 25 years, cruisers and locals together picked up the ball and made it all come out brilliantly.

It has been a great pleasure to write for *Compass* for the last 25 years as the yachting scene grew. There is no question to my mind that the presence of *Compass* has had a lot to do with the gradual integration and acceptance of the yachting industry into the local community.

PS: What happened to all those noisy wind generators that used to drive some of us mad? The windmills are still out there, but they are now quiet. That is another change I have been delighted to see!



DECK VIEW FROM HELOS

ISLAND HOGS BY CHRIS DOYLE

Many Caribbean islands swing somewhat in their path to development. Yachts welcome in a particular island one year get a different reception the next and of course vice versa. It goes without saying that while tourism brings money into the economy there is always a social cost: - tourists also have a negative impact on local life. In small numbers they are generally very welcome, but, as tourism succeeds, the presence of strangers often creates an anti-tourist backlash. The banning of yachts from Hog Island in Grenada earlier this year is a good example.

In recent years Grenada has had a small yachting boom. More and more yachts visited her waters and for the first time in many years a major yacht charter company - The Moorings - opened a new base in the island including a new marina. Apart from this there has been little response from the private sector to the increase in yachting. Grenada Yacht Services, the mecca of charter yachts in the 70's remains dilapidated and unattractive. The only new yacht-related businesses to open up have been a branch of Outfitters, a small mechanical workshop, a sailmaker and a small woodworking shop. There is not yet a comprehensive chandlery on the island. These factors are important because they may have contributed to the local idea that yachts do not bring money to the economy. The fact that they spend considerable sums on taxis, buses, supermarkets and restaurants has largely gone unnoticed.

There is one particularly lovely anchorage - probably Grenada's best - in the lee of Hog Island. This large bay has enough room for up to a hundred yachts. It is completely protected, there is good water circulation, and a small attractive beach. There is no direct access to shore but it is possible to dinghy either up to the village of Woburn or to Mount Hartman Bay. The Moorings, seeing this as a natural place for their charterers on their first and last nights buoyed the channel in through the reefs.

It became a magnet for cruising yachts during the hurricane season - up to seventy were often anchored there at one time. Grenada had an unusually strange immigration practice which puts no time limit on visiting yachts. Many yachts seem to literally move in - in some cases putting down permanent moorings. Hog Island became a famous cruising destination - the Sunday barbecue on the beach was made the subject of articles in the yachting press. All this activity did not change the physical characteristics of the anchorage, but it did change its character. No longer was it an away-from-it-all peaceful spot. It became more of a yachting suburb. Recipes and plans would be exchanged over the radio in the mornings; the sound of windmills had replaced the distant surf and birdsong. To make themselves comfortable yachtspeople erected a sunshade and some crude tables and benches out of driftwood and scraps. The day started for those in Hog at 0800 with the south coast cruisers net. This net is easily listened to by anyone with a radio and, both the existence of this net and its content, helped perpetuate the idea in the minds of many locals that the yachts had somehow acquired part of their island without contributing to or being part of local community. To give an example, one daily item is "is anyone catching a plane to the USA or UK willing to take flat stamped mail?" By Gosh they weren't even using the local post office - or that is how it must have seemed.

Perhaps the worst of it was that a few yachtspeople - used by some of the others - offered services such as fixing engines and cutting hair for pay. This was in direct contravention of local law and certainly to the detriment of local enterprises into which the owners had put considerable capital and energy.

From these basic facts, locals wove their own fantasy. There were hints of drugs and ridiculous claims that the yachts were not buying food in Grenada but sending one boat over to Venezuela to bring back food for all the rest. It was also claimed that yachts were leaving and entering Hog Island without clearing customs. None of these appears to have the slightest basis in fact. When the coast guard came to Hog island they found that all the yachts had cleared in properly.

Perhaps the final straw was that one enterprising Grenadian saw that he could make money off the yachts by putting up a small bar. So he built his bar on the beach and the yachtspeople flocked in - thus encouraging the first business squatter on Hog Island, something almost no one ashore was in favour of.

No action was taken till considerable anti-yachting sentiment built up in the general population. Anti-yacht articles appeared in both the press and on the radio. Some members of government, without consulting anyone in the yachting industry or their own minister of tourism, ordered the coast guard to remove all yachts from Hog Island. This was done without any statement from the government or any explanation from the coast guard. While restrictions on cruising yachts was not unexpected under the circumstances, more surprising seems to be the government's attitude to The Moorings. The Moorings are by any standard main-stream tourism. They have put millions of dollars into the island and own one of the most prestigious hotels. They are a sizeable employer and their customers are renowned for being generous spenders who eat out, shop and take taxis. Hog Island is an important anchorage for The Moorings and they were the ones who initially got permission to buoy the passage in so their yachts could use it. It seemed churlish enough to create the ban without even mentioning it to them, but in further early talks between The Moorings and the government the prime minister flatly rejected any form of compromise.

New news I get from Grenada indicates that Hog Island has now opened up again both as a day and overnight anchorage. If this information proves correct, and if everything goes back to being the same, it seems likely we shall go through just the same cycle as we did before.

To avoid this I would like to suggest that we in the yachting community try to show some increased sensitivity and respect in relation to Hog Island. No yachtsman should encourage or use any form of vendor/squatter on Hog Island. If the man in question has a legal liquor license and brings his wares by day in a boat that is a different matter. The gentleman concerned should be encouraged to take his hut back to the mainland. I think the net should probably be cancelled. The presence of a communications network encourages the perception that people in Hog Island are some kind of separate society rather than a collection of individual yachts which is what it should be. Yachts should avoid putting down permanent moorings in Hog Island which gives the impression they are moving in and taking over. I think it would be nice if we cleaned up the mess of canvas and seats we have created that looks a bit like a fishing camp and use

COMPASS ISN'T ABOUT US, IT IS US

Caribbean Compass is a literary miracle. Its power and prestige reach far beyond its modest circulation. It's more than a marine fishwrapper. It's a chronicle of our cruising lives — of the sea gypsies, yachties, live-aboards, charterers, sailboat racers, bilge bunnies — all the lush tropical vegetables that populate its pages.

Plus, it nurtures future marine writers in a way no other publication does. More cruising inkslingers have launched their literary careers upon these pages than anywhere else. This is no small thing, to be the local incubator of literary talent.

Is it profitable? Perhaps. But that's not the point. It is us. It isn't *about* us, it *is* us, in all our awkward, sun-kissed, rhum-soaked cantankerous glory.

I knew Sally back-in-the-day, long before printer's ink ran in her veins. Okay, I, too, used to have a crush on Sally between Vinnie and Tall Tom — still do, I guess. She's like the water she writes about: soft on one hand, uncompressible on the other. When she knows we can do better, she tells us, as a friend. The fact is, whether Sally is circumnavigating or scribbling, she believes in us. We're her wayward children. She cares about our hopes, our fears, and our petty tribal tribulations. She doesn't view this publication as hers, but rather ours.

The reason this publication has succeeded all these years isn't about dollars and cents — nor logic and sense — it is about our watery community; it is about our shared aspirations. And, yes, love. Affection, even. Respect, certainly. Long may we continue to nurture each other upon these hallowed pages.

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FONDLY REMEMBER

25 years! A quarter of a century! That's almost a third of my life! Have I been in the Windward Islands for that long? Guess so, I was in *Compass* Issue Two. It wasn't much of an article. *Compass* wasn't much of a magazine. But we've come along nicely. And we're both still here.

Compass asked some of us for "a few words about your relationship with *Compass* over the years." And gave us a ten-day deadline. That's ten days *if,* like any responsible human being, I checked my e-mail daily instead of once or twice a week. *If* I can get a signal in the outer reaches where I anchor — usually in the wee hours when most surfers and streamers are asleep. And *if* I'm someplace where there is WiFi. But also, everything I write for *Compass* gets several days to cool off (several weeks is better) so I can decide if I want anybody else to see it. Were I a proper journalist I'd pound out something within the hour, click "send," and get on to my next assignment. But I'm not a working writer. I don't do it for the money and I don't crank `em out. I do it for fun. I'm retired aboard a yacht in the Caribbean. I'm an amateur (even though they kind of pay me). I'm a *Compass* writer.


KENMORE HENVILLE

The reason I'm telling you all this is to compare with "the good old days," before pizza, ice cream and cheeseburgers in paradise on the islands where I hung out. Before Canouan had electricity. Back when my only ways of getting manuscripts to *Compass* were "mail" (hard copy in an envelope with stamps, which was then *physically delivered* to the recipient) or personal delivery.

I fondly remember writing and rewriting with pencil, paper and eraser, writing a final, readable draft in ink, cleaning the bottom of the boat (I was pretty low budget back then, didn't do regular bottom jobs), dismantling and stowing my three-piece dinghy, then working the light and variable wind under St. Vincent or Grenada for four to ten hours (*Ambia* was engineless). Then a glorious sail across Bequia Channel or up through the Grenadine Islands (which also involved clearing out and clearing in), depending which direction I was coming from. At Bequia, I would re-assemble my dinghy, paddle ashore, walk into *Compass's* office with a handwritten manuscript for Sally to read then hand it to Tom to type into *Compass's* computer.

"Good old days?" No ice cream! No cell phones!!! *Compass* was black and white! "Fondly remember?" You bet. I was a quarter century younger.

Jim "Hutch" Hutchinson
Freelance feature writer and commentator
S/Y Ambia

—*Continued from page 5* *Celebrating...*

There's been minimal Cockpit Crew turnover. In 1997 designer Roxanne Thoeny established *Compass's* general look, inaugurated our now-regular Readers' Surveys and "Info & Updates" department, and created our website.

When she returned to the US, photographer, graphic designer and former yacht skipper Wilfred Dederer joined the *Compass* Cockpit Crew as Design and Production Manager in 1998 and has been our trusty first mate ever since. From 1998 until 2003, Nicola Redway gave invaluable support as our first Assistant Editor, an indispensable position that was held for the next 16 years by Elaine Ollivierre. Sailor Noel Mawer helped set up our bookkeeping system, and bookkeeper Debra Davis joined the crew from 1998 to 2011, followed by Shellese Craig, who continues to keep the numbers and much more on track at the Advertising and Administration desk. Our newest crewmembers, Assistant Editor Tad Richards and Editorial Assistant Liesbet Collaert, came aboard last year.



An advertiser since Issue Two, Art Fabrik in Grenada creatively recycled a copy of the December 2009 issue of Compass *into a gift bag.*

Since a large number of contributors are transient cruisers, writers have come and gone, but some, like Chris Doyle and Don Street, have been with us since the beginning, and others have been regular contributors for a decade or more. We're sad when a favorite writer sails over the horizon or swallows the anchor, but every year brings new voices.

Likewise, as cruising patterns and national economies change (for example, Venezuela, once one of our biggest ad markets, has nearly disappeared off the cruising map, while Grenada has grown into a powerhouse) advertisers come and go. Nevertheless, approximately a third of *Compass* advertisers have been with us a decade or more. Advertisers who hopped aboard during our first five years of publication and are still with us include Caribbean-wide businesses Budget Marine, Island Water World, Doyle Sails Caribbean, Chris Doyle's Guides, Iolaire Enterprises and LIAT. Others are Northern Lights/Parts & Power of Tortola; Rodney Bay Marina and Johnson's Hardware of St. Lucia; Grenadines Sails, Gonsalves Liquors, Blue Lagoon Marina, Bequia Sailing Club and Basil's Bar of St. Vincent & the Grenadines; Art Fabrik, Carriacou Real Estate, The Food Fair, Grenada Marine, Island Dreams Yacht Services, McIntyre Bros., Neil Pryde Sails, Spice Island Marine Services and Turbulence Sails of Grenada; and Echo Marine, Peake Yacht Services and Power Boats of Trinidad. Joining these "early adopters" have been hundreds more businesses throughout the region, and we thank them all for floating our boat!

Content Remains Key

Being independently owned and operated, and thus free of corporate constraints, *Compass* has always steered a course based on the belief that content comes first: good content makes avid readers, and having a passionate and loyal readership is the best thing we can give our advertisers.

Compass's content has evolved over the years, being shaped more by writers' ideas, experiences and talents than by a rigid editorial policy. We've made mistakes and learned together. Our core content comes from people "out in the field" — or, more accurately, out on the water — who truly care about what they're writing about. They don't write because they've been given an assignment; they write because they are motivated to tell us about something. *Compass* contributors include a wide cross-section of the visiting cruising community, resident expats, and Caribbean voices.

—*Continued on next page*



TO ALL WHO SHARE THEIR EXPERIENCES

I am pleased that *Caribbean Compass* celebrates its 25th anniversary. I am proud of the fact that an idea I encouraged has helped put Bequia on the map for yacht folk all over the world. Thank you for dropping your anchor in Admiralty Bay.

Congrats to your small team here: Sally, Tom, Wilfred and Shellese. Thanks to all who share their experiences in the Caribbean and the Americas with their commentary and letters, keeping yachting alive around us. Anguish and Joy.

I remember when Tom and Sally came to me all those years ago with a proposal to bring their cruising experience from distant shores with the authority to create a regular Caribbean yachting-themed publication. Now it's complete with nature and environmental concerns, security checks around the islands, and guidance in policy. Your Eight Bells for our departed yachting friends always add a lovely human touch.

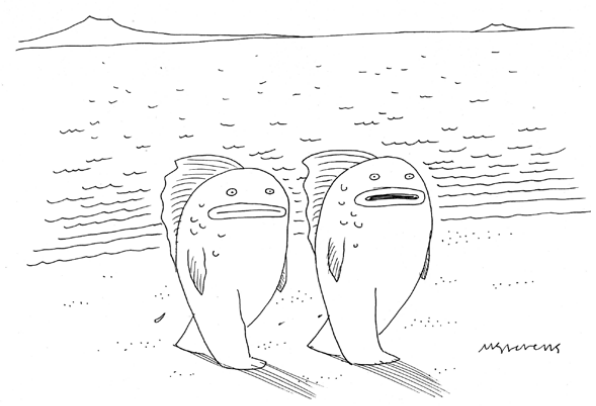
You delivered. Keep it up, please.

Sir James Mitchell
Former Prime Minister of St. Vincent & the Grenadines, Bequia

—*Continued from previous page*

Compass contributors range from established authors to previously unknown amateurs whose writing can be so good that, as Nicola Redway once said, "It makes the hair on the backs of your arms stand on end."

Having Mick Stevens offer us cartoons was like having Mick Jagger offer to sing with your band.



"I pictured evolution much differently."

The internet has been a mixed blessing. Being able to send and receive articles, photos and ads electronically, and read *Compass* online, makes everyone's life easier. But we miss the lively old debates that used to appear in the Readers' Forum — now cruisers seem to prefer to yell at each other on Facebook cruisers' groups!

Cartoons have always been part of *Compass*, from the early "Landra's World" series by Landra Bench to the score of cartoonists whose work we've featured in recent years. Having well known *New Yorker* cartoonist Mick Stevens walk into the *Compass* office unexpectedly one day and offer his cartoons was, for me (a cartoonist before I became an editor), like having Mick Jagger show up and ask if he could sing with your band. An anniversary is time for fun, and on this issue's cover we present a celebratory take on our usual page 3 map by our newest cartoonist, Sarah Steenland.

As we go into our 25th year of publication, we continue to look forward to the lift we get when a new article pops into our e-mail and we think, "Wow, *Compass* readers are going to love this!"

All Aboard

Compass is pleased to be able to provide a platform for contributors, readers, government agencies and advertisers, providing linkages toward greater understanding across the Caribbean recreational marine scene. A few years ago we were talking with Fatty and Carolyn Goodlander about our writing and publishing goals, and Fatty remarked, "Aha, the *Compass* is a community-building project!" Well, we'd never quite thought of it that way before, but it turns out, judging from many of the comments from readers and writers you'll see spread throughout this issue, that Fatty was right. *Caribbean Compass* is a successful business, it's a popular publication, and yet — thanks to you all — it's become so much more.

Looking back, we are blown away.

So here's to everyone who ever said, "Hey, I can do that!" and went cruising, started racing, joined a rally, wrote an article, opened a marine-related business, supported an organization, or otherwise got involved in the fascinating Caribbean marine scene. Past, present and future, we're all part of it.



Primitive promotion. One of our early illustrators, Guy Dean, painted this barrel in a Carriacou rum shop in 1999.

We'll continue celebrating Compass's *Silver Jubilee Year throughout 2020 with notable articles from past issues, "then and now" follow-ups, and more anniversary fun. Stay tuned!*

GETTING MY COMPASS BEARINGS

The *Caribbean Compass* provides not only an excellent forum for sailors to exchange valuable information, but also a platform for aspiring writers. Most who step aboard a boat instantly know they have the potential for a bestseller.

The then-pristine Virgin Islands captivated me in 1978: the vistas with countless shades of blue, plus friendly people, great food, and the clear sea. I couldn't return to the gray, half-tone cities and bone-numbing cold more for than a third of the year. The Caribbean is an addiction that evolves into a lifestyle identity.

My first extended down-island voyage on my trusty trawler, the *Sea Cow*, was in 1994. Equipped with a bulky Brother word processor, I began documenting my landfalls. Moving south, I fished and dove every island, made friends over pool tables. From bar stools, I listened to *mucho* salty tales. Each new port had off-the-wall characters comprising the flotilla of Caribbean boozers, losers, and cruisers. Everyone had a story and some were true. The *Caribbean Compass* began printing my articles in 1998. Another *Compass* writer, Ed Teja, with his then-monthly "Float Street Notes," inspired me.

After months of exploring new places, all with smiling faces, I dropped the hook in Admiralty Bay, Bequia, and spent six months scouting the Grenadines, then on to Trinidad and Venezuela. Canouan had only gotten electricity a few months before and Mayreau still lit up by generator. The *Compass* continually published my travelogues. Fish, dive, and write, and for the next 20 years I touched every saltwater rock from Aruba to Cuba, and the *Compass* was gracious to print my safe mini-adventures. Cuba and Carriacou still remain as gems where time has slowed almost retaining the true, sweet essence of the late-great Caribbean.

The camaraderie and friendship of the *Caribbean Compass* instilled confidence, and I continued to write. Some *Compass* issues had three of my articles. I'd swell and beam when I'd enter a watering hole and see my "The Caribbean Bar Hall of Fame" on the wall, or someone would comment, "Oh, you're Ralph! You write for the *Compass*. Hey, I like your stuff."

Now, I've found enough time and have five books on Amazon based on my Caribbean mishaps. I owe my literary insight and regimen to the *Compass*. Every issue is a pleasure to read as new authors relate their nautical tales.

Please stand by; my next book will be a bestseller!

Ralph Trout
Freelance feature writer
On the move



INSPIRED BY LATITUDE 38

Heartfelt congratulations on the publication of the 25th anniversary issue of *Caribbean Compass*!

In the 40 years following my founding *Latitude 38* sailing magazine in 1977, the publishers of no fewer than eight marine publications from Hong Kong to Turkey reported they were to at least some extent inspired by *Latitude 38*. Of these, *Caribbean Compass* has been the longest lasting and my favorite.

I have no idea how the *Compass* Crew deals with the logistical problems of selling ads and delivering magazines across the entire Eastern Caribbean crescent and beyond, but I'm impressed. What I do know is that they have worked tirelessly to produce a unique and interesting publication in times when the publishing business is more difficult than ever.

Well done. May the *Compass* always guide readers in your direction.

Richard Spindler, Founding Editor
Latitude 38
USA

GROWING TOGETHER

The Blue Lagoon Hotel and Marina (previously Sunsail) in St. Vincent was taken over by new owners in 2013 and, after major renovations, reopened its doors in 2015.

Having an excellent relationship with the *Compass* team, we have continued to watch them grow over the years, maintaining and developing this working relationship. We strive to continue to build our tourism product, developing especially our yachting community, of which *Compass* is a huge part. We have developed contacts within the ARC and Viking Explorers, bringing yacht rallies into St. Vincent and encouraging these visitors to discover St. Vincent & the Grenadines for the first time. Many of them return after the rally is completed.

We look forward to working with *Compass* to develop all our projects further and we thank them for the support thus far. How time flies!

We congratulate *Compass* for this achievement and wish you all the best for the next 25 years and more!

Sophie Hadley, General Manager
Blue Lagoon Hotel and Marina
St. Vincent

5TH, 10TH & 25TH ANNIVERSARIES

This year marks ten years of my association with the *Caribbean Compass.* My "A Cruiser's Day in Class" featured the Bequia Reading Club in 2010. What I knew then, living aboard and actively cruising the Eastern Caribbean, was that I wanted to be a part of supporting local youth development. My inclination initially was to support reading clubs within the Windwards. Though I continued that over the years, with the progression of Hands Across The Sea and other leading groups, I realized that my background racing small one-design sailboats and work with children in recreation over the decades predisposed me to support and network on behalf of Caribbean youth sailing. The *Compass* crew was instrumental in distinguishing this with me and helping me launch the "Y2A" (Youth to Adult) series in 2015, a column that still appears monthly.

Compass is more than a publishing company; it is a community support mechanism that is powerful and important.

For me personally, it is my tenth cruising and fifth "Y2A" anniversary. The major kudos go to *Compass* and its 25 years of success and service to the Caribbean community.

Congratulations!

Ellen Birrell
"Y2A" columnist and
freelance feature writer
S/V Boldly Go

50 Years Afloat: A WAY OF LIFE

by John Everton

Caribbean Compass's 25th anniversary prompted me to reflect on my 50 years of cruising. One thing I have learned is that it never gets any easier. It always involves hard work, which has great rewards: every time you go out you become more alive; reality becomes heightened. Cruising becomes a way of life, unlike any other.

I started cruising in 1969 when I moved to St. Thomas to get a teaching job — a draft deferment to keep me out of Vietnam — and lived on a sailboat in the meantime. Thus my boating life began.



Christmas Day 1987 in the North Atlantic.

After sailing and living aboard my first boat, a Pearson 26, between North Sound, Virgin Gorda and Isleta Marina off Fajardo, Puerto Rico, for a couple of years, I traded up for a 35-foot Crocker ketch, which, after sailing to Grenada and back, I sold. Then I sailed across the Atlantic to the Mediterranean and back on a friend's all-teak gaff-rigged Brixham Trawler yacht. Sixty-three days at sea returning to the US was both my record and rite of passage outside of Caribbean cruising.

Later that year I ended up in St. Barts, where *Aildee* and I found each other. She was a beautiful 35-foot gaff cutter built in France on the lines of a tuna fishing boat. I cruised on her for close to ten years and Roni and I started raising two children aboard, born in Tortola in 1981 and 1985.

In 1986 Roni, the kids and I moved onto *Gaucho*, a famous 50-foot double-ended ketch designed by Manuel Campos, built of the hardwoods *lapacho* and *viraro*, and launched 1943 in Buenos Aires. The 1947 Blue Water Medal was awarded to the Uriburu brothers for their 27,000-mile cruise aboard.

—Continued on next page



CULTURE AND CAMARADERIE

Happy birthday *Compass*!

You are the essence of what it is to sail and live in the Caribbean and be a part of a special sailing community. For a generation your pages have reflected the culture and camaraderie, and helped connect all the parts. You bristle with interesting stories, places and people. You've stayed true to tradition, yet ride with the digital times.

I don't know how you do it — well, actually, I do. The *Compass* owes its distinct personality to the team's love and knowledge of the Caribbean islands and waters.

Fair winds to you and a toast to the future.

Elaine Bunting, Group Editor, Marine
Yachting World, Yachting Monthly,
Practical Boat Owner, Motor Boat & Yachting
TI Media
UK

—*Continued from previous page*

In 1987 we sailed via Bermuda, Block Island, Newport and Tarpaulin Cove to Martha's Vineyard where *Gaucho* was one of the first three boats to haul out at the Gannon & Benjamin yard. That fall we sailed back to the Caribbean, and on to Venezuela the following year. Eight lovely months in Venezuela made us feel very lucky to have had that experience while it was still relatively safe to cruise Venezuela.

After a few years back in Carriacou doing charters, with Kylie and Iain attending the local schools, we again sailed to Martha's Vineyard, where we spent the winter tending the Lothrop Merry Guest House while the kids attended school. After a spring haulout we were off to Nova Scotia, where I got a job as a boat wrangler on the set of *The Scarlet Letter* with Robert Duval, Demi Moore and Gary Oldham. We finally got out of there in the fall and sailed back to the Vineyard, then on to the Caribbean, where schooling and chartering continued in Carriacou.

In 1999 we sailed via the Old Bahama Channel up to Charleston, South Carolina, where I worked with a siding crew building millionaires' beachfront properties on Sullivans Island and the Isle of Palms while we anchored at Breach Inlet and the kids experienced new schools. After *Gaucho's* keel fell off the following spring and a two-and-a-half-month haulout replacing the floor timber bolts and bolting the keel back on, we sailed up to the Chesapeake Bay sans engine (the old Ford Industrial died on the trip) and ended up in Deltaville, Virginia, for the next seven years. I worked ashore in a boatyard for two winters, helped build a three-masted strip-planked schooner over two winters, and rebuilt the docks at Ruarks Marina, Fishing Bay, after Hurricane Isabel.

"Raising our children aboard is our proudest achievement"

The year 2004 saw us ready to head back to the Caribbean, but we didn't get underway until December 15th due to working on the movie *The New World* (Colin Farrell, Christopher Plummer and Korianka) as a shallop crew on the Chickahominy and James Rivers. The 35-foot double-ended clinker-built shallop, which had ten rowing stations and sported a sprits'l, fores'l and an electric engine concealed underwater, was built at Plymouth Plantation in 1958 to greet the replica of the *Mayflower*, which was built in Plymouth, England, and sailed across the Atlantic captained by Alan Villiers.

After the movie we had a long haulout. Finally we were ready to leave the Chesapeake. Don Street says, "I will not risk a North Atlantic gale in December." I found out he was right the hard way. Our gale turned into a storm that pummeled *Gaucho* and her crew all night. Luckily she was overbuilt and is so seaworthy (she was recognized by the Antigua Classic Yacht Regatta 2013 and awarded the Arnie Frizell Award), but definitely it was my most uncomfortable night at sea, before or since.

After a couple more enjoyable Caribbean years we sailed back to Deltaville for another year. The following fall we left Virginia on October 20th for the last time on *Gaucho*, with Kylie and Iain, now grown-up crew. It was the last time the four of us did an offshore passage together, and it was our best passage ever — 14 days straight to St. Barts for Le Select's 60th Anniversary.

After that we kept *Gaucho* in the Caribbean, cruising up and down the Lesser Antilles until finally, at Grenada Marine in 2017, we sadly and happily sold her to Ben and Phillippa Jefferies.

Since 2018 Roni and I have had a 35-foot Warrior sloop that we've sailed to Bermuda. We are currently hauled out at Tyrrell Bay Marina in Carriacou. Our son is a tugboat captain in the Chesapeake; our daughter works on an Eagle Class 53 catamaran with a wing and foils — she also holds a captain's license.

Everyone has achievements they are proud of. Alongside my wife, Roni — my loyal and hardworking first mate, who shares my passion for boats — raising our children aboard is our proudest achievement. An expansion of that is recently sailing with our two-and-a-half-year-old grandson, Knox, seeing him loving sailing, being in the water and on beaches, and taking a delight in life in general. His previous obsession was bulldozers, but since visiting us in the Caribbean it is outboard motors!

COMMUNICATING SIMILAR VALUES

Congratulations on *Caribbean Compass* reaching 25 years of age. We are proud to have been associated with your publication and to have successfully grown alongside you over these many years.

You have for so long, in our opinion, been the stalwart publication for those cruising the Caribbean. Not only a source of news and information and a platform for sailors to express their opinions and often desires to help local communities; but also importantly a voice of reason, and sometimes change, to that very sailing community and the island nations that host these traveling nomads.

This cruising community and the local island mariners are the core of Island Water World's business and we appreciate our association with you and your ability to communicate our similar values.

We wish you all the very best and the continued success of *Compass.*

Sean Kennelly, Managing Director
Island Water World Inc N.V.
Advertising since 1998

WHAT MAKES COMPASS GREAT

My journey with the *Caribbean Compass* started as an avid reader of the publication. I loved the insightful and interesting articles, especially during our early days as new arrivals to the Caribbean, only armed with our Doyle Guides and little knowledge of the greater Caribbean area.

Since then I have been able to provide my written contributions to the *Compass* and I will be forever grateful to the team to have given a novice writer the chance to have some of her work published. This to me is what makes the *Caribbean Compass* great: it is loaded with quality articles and also provides amateur writers with a platform.

Cheers to 25 Years of excellence and to 25 more!

Darelle Snyman
"Get to Know Your Caribbean Marine Life" columnist

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WINDED BY THE CHRISTMAS WINDS

by David H. Lyman

Above: Something has changed. It's blowing stink!

It's January 3rd when we pull into Ste. Anne on Martinique. The family and I have spent a month wandering south among the islands, from Antigua to Guadeloupe, the Saints, Dominica and now here to Martinique. They've been helping me deliver *The Dove*, a 54-foot crewed charter yacht for the owner in time to begin his charter season later this month.

It's been ten years since the family and I explored the Eastern Caribbean together, that time on our own Bowman 57, *Searcher*. The kids are now out of high school, the daughter, Renaissance, a junior at Maine Maritime Academy; son Havana in Liverpool, a soccer player. Gosh! It's great to be back.

But the family left yesterday, January 9th, leaving me to fend for myself, alone for two weeks, until the owner returns. When I get back to the boat after saying goodbye, and climb out of the dinghy onto the aft swim platform, something has changed. It's blowing stink! For the last two months the Caribbean has been rather tranquil, with more motor-sailing than actual sailing.

I make my way to the companionway and pause. I look through the dodger window to watch hundreds of white-capped waves march down on us. They are no more than a foot or two high, but they are steep, deep, and sharp. They don't really bother the sloop, but they have the dinghy dancing astern. I listen. There's a constant hum, a low roar throughout the boat as the wind strums the rigging. The hum rises in pitch and intensity as the wind increases. There are other noises mixed in: the snapping of the ensign astern, flapping of the sail cover, then the high-pitched whistle of a

Below: The wind hovers between 20 and 25 knots, then scoots up to 30, then 35…



flag halyard. The wind slackens momentarily and the pitch descends to a low hum. With it down goes my anxiety.

At sea, under sail, 25 knots of wind would be a normal condition. We'd have two reefs tucked in on the main and a small jib on the inner forestay. We'd be making six knots, seven if the wind was abaft the beam. But here, at anchor, in a harbor with 200 other boats, there is danger. The anchor breaks out or drags. Someone else drags down on us. I'm alone and that increases the risk; that's why I'm concerned.

I turn on the wind instruments to verify what my eyes and ears tell me. The wind indicator hovers between 20 and 25, and then scoots up to 30, then 35 as a gust hits us. They call this a moderate gale (or near gale) on the Beaufort Scale.

Yup. Must be the Christmas Winds.

Windy.com tells me the same. Winds mostly northeast, blowing 20 to 35-plus for the next week. But something is amiss. The Christmas Winds are supposed to be more northerly, if not northwest. These winds are northeast occasionally east. What's happening? Well, it has been a screwy weather season since we left Bermuda in November on this delivery. Winds southeast, when they should have been northeast. The Trades didn't kick in until south of 20 degrees north, 200 miles farther south than normal. Today's strong winds might be called "Reinforced Trades," not the traditional Christmas Winds. What's up?

It's all academic, I tell myself. What's the particle impact? There is no way I'm going to go ashore with this wind, in these waves, I realize. It's not that I don't dare, it's that I do not want to leave the boat unattended in these conditions. Too risky.

In the South of France, there's the Mistral, a cold, dry wind that blows down from the Alps through the Rhône River valley to the Mediterranean. It is said, after four days of these storm force winds, the people of the province go crazy. I can see why. Three days cooped up on this boat in these winds will drive me nuts — and these winds could last a week.

What's causing me all this worry, this unease? It's the anchor, I tell myself. Will it stay put, or drag or break out? Will I awake one morning to find that *The Dove* and I are 20 miles closer to Honduras, the anchor chain and anchor hanging straight down?

Crews on nearby boats are re-anchoring. When we arrived a few days ago, it took us three tries to find a spot with sand that could hold the CQR. While the depth is just 18 feet, this anchorage is littered with patches of hard, bare coral. The boat heels as she's hit with a 30-knot gust. It lasts only a minute, but I dash forward to watch the anchor chain straighten out, the nylon snubbing line stretched tight. Do I have enough scope? My daughter, now with a Third Mate CG 1600-ton license (I have only an expired 100 ton skipper's ticket) and I dove on the anchor when we set it, and agreed it was set. But will it drag?

—Continued on next page



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—*Continued from previous page*

Only one way to find out. I slip on fins, mask and snorkel and plunge off the stern swim platform into clear and warm Caribbean water. I follow the chain forward on the surface until I see the anchor 18 feet below. I kick up and swim down. The flukes of the CQR are buried, only the anchor shaft is visible. The sandy bottom is rutted where the anchor dragged before burying itself. I surface, grab more air, and dive back down to follow the chain across the sea floor to where it begins to raise to the surface. There's at least 30 feet on the bottom, then another 30 feet up to the surface. I am relieved, but when I get back on deck, I go forward and let out another 30 feet, just to be safe.

Aft, the inflatable is bouncing around in the chop like a pony trying to throw its halter. The painter can't take too much more of this jerking around, I think, and this wind and these waves are going to last a week.

It's my own doing. If I'd anchored close in to town, I'd be in its lee. But I elected to anchor way out here at the edge of the field, for privacy and an unrestricted view of the sunset. That means the easterly winds now have a longer fetch, producing larger waves. These wind-driven waves have little effect on the big boat; it's the dinghy they are tossing around.



I wind up the dink. Now the pesky white caps are passing harmlessly under.

I try tying another line to the dinghy to see if it will quiet the dance and jerking. Not much improvement. I bring the dink up close to the stern hoping the lee of the boat will lessen the dinghy's gyrations. Little improvement.

I look around the anchorage. There are over 200 yachts lying at anchor here in Ste. Anne. I see few with their dinghies tied astern. The rest have hauled their dinks on deck, tucked them away on stern davits or hoisted them out of the water on a halyard.

I knew this was an option when I started this experiment but didn't want to go through the process. It's a two-person job and I'm alone, but there's now no way around it. I have to get the dinghy out of the water. Fortunately, there are no swells to deal with.

Clipping the hoisting halyard to the dink's lifting straps means climbing over the side of the big boat into the inflatable which is dancing alongside, bent on tossing me into the harbor. With that thought in mind, I dash aft and deploy the boarding ladder. Now, at least I have a way to climb back aboard.

Back at the mast, I am concerned about keeping the lifting halyard tight enough so it won't wrap itself around the spreaders. This is usually a two-person operation: one person holds the halyard tight while the other climbs down into the inflatable and clips on the straps. I drop the halyard with its clip into the dink and tie off the standing end to a shroud, climb over the lifelines and, while hanging on to a shroud, wait for a passing wave to raise the dink so I can step aboard. This operation is quickly done as I clip the halyard to the forward and stern strips, then wait for another passing wave to lift the dink so I can step back on to the caprail and climb aboard. I'm getting too old for this a stuff, I tell myself. My kids should be doing this.

I untie the halyard from the shroud, holding it tight while looking aloft to ensure it's not fouled on one of the spreaders. Four wraps around the winch at the mast, take up the slack, feed the line around the self-tailer and I wind up the dink. Run forward, take in the dink's bowline for a better position, more cranking and the dinghy is out of the water. Now the pesky waves and white caps are passing harmlessly under.

My mouth is dry. I need water. I'm winded. But I'm breathing a whole lot easier now. I've done about all I can to be sure that the boat is anchored securely and the dinghy is in a better position to deal with these Christmas Winds, Reinforced Trades or whatever you want to call them.

THANKS TO FLOATING CONTRIBUTORS

On behalf of the Portsmouth Area Yacht Security Association (PAYS) in Dominica, I want to congratulate the *Caribbean Compass* for 25 years of service to the Caribbean yachting community.

I also wish to make a statement here about our sincere appreciation for the coverage the magazine has provided for our efforts at delivering services to our visiting yachts in Prince Rupert Bay. Through your many contributors, you have reported on our evolution from errand runners and floating fruit salesmen, through government-trained nature guides, into an organization of guides, mooring operators, land and sea taxi operators, inland tour guides, restaurateurs, etc. You reported as we developed our regular beach barbecues, constructed our own pavilion for dining and dancing, solved service delivery problems like water and propane, and you were there to report our recoveries after hurricanes and other issues.

Our members can only hope that our story continues to be reported in the Caribbean region by such a wonderful magazine and its group of floating, mobile contributors.

Jeff Frank, President
Portsmouth Area Yacht Security Association
Dominica

IMPRESSED BY THE VARIETY

As a long-time sailor and author, I've been a regular reader of *Caribbean Compass* — both the on-line version from my home in Montreal, and hard copies when I escape Canada's snow and cold to live in Grenada each winter. I'm always impressed by the variety and depth of the articles, particularly those dealing with passages from isle to isle, and the delights (or difficulties) one can encounter at specific islands or anchorages.

Moreover, as an occasional contributor to the magazine, I've had the pleasure of seeing my work adroitly edited.

Sally and Tom know the Caribbean like nobody else, and their commitment to *Caribbean Compass* over this quarter century has been a boon to sailors and island landlubbers alike.

D'Arcy O'Connor
Freelance feature writer



SHOULD KIDS



GET INVOLVED?

by David Carey

As we jumped into the dinghy for our usual ride to shore, my eldest son yelled, "Dad, there's a boat on the rocks!" As I raised my eyes to the horizon, I realized he was right. A 36-foot monohull had dragged anchor across the bay and was slamming against the breakwater, with not a soul on board. It was one of those moments for a boatowner. Seeing someone's home in such a predicament pulled on every salty heart string I had.

I had dropped my wife ashore earlier that day, so I couldn't leave my three boys alone on our anchored boat while I raced off to help the stricken vessel. Do I take the kids with me and attempt a rescue? Or is it too dangerous, considering they are five, eight and nine years old?

With no idea of exactly what we could do to help, we raced for the breakwater. Planing across the bay, we noticed other cruisers had also seen the stricken vessel and were leaving their boats, climbing into their dinghies and motoring over, hoping to help in any way they could. One salty cruiser popped his head up out of a foreign dinghy and we locked eyes. I instantly recognized this white-bearded man: he had given a presentation at the St. Maarten Yacht Club about crossing the Atlantic from the Caribbean to the Azores, and was known as Quin. He had come aboard my boat to help diagnose a problem with my SSB radio, many thousands of miles back in the Caribbean. As he recognized me among the procession of dinghies steaming towards the breakwater, it seemed a dynamic duo had suddenly been formed.

Arriving on the scene, with my kids reveling in the electric atmosphere, we watched as Quin leaped from his dinghy and climbed aboard the helpless yacht. His many seasons on the water apparently had no effect on his aging body. After a few seconds, he had readied a tow line and was making gestures at me that he was going to throw the rope my way. Showing his wisdom and experience, he paused to ask me if I wanted to accept the rope, a sort of unwritten contract that I was stepping past the line of a bystander, and would be fully participating in whatever happened in the moments to follow.

I gave him a definite nod.

As the wind had picked up and some waves were pushing our dinghy closer to the breakwater, it was a challenge to work the outboard's throttle while catching the tow rope. After a couple of attempts, we caught the line and with our little crew braced for action, were now ready to continue with the rescue.

I didn't want to tie the rope to my dinghy in case I ripped the transom off it or damaged the engine, so I instructed my three boys to hold the rope tight as I revved the outboard to try and pull the yacht off the rocks. It was scary for them: there were waves spraying over us and they could see the rocks below our dinghy. I reassured them it would be okay, and to just drop the rope if anything went wrong.

After numerous failed attempts to drag the bow of the yacht into the wind, Quin and I realized that we had to time our movement to match the waves that would momentarily lift the bow of the yacht, raising it above the height of the rock it was jammed on. Aboard our dinghy, we were surprised at how hard it was to hold the tow line as the outboard screamed, trying to push us forward.

With a rising wave and an almighty rev of our 15-horsepower Yamaha two-stroke, the bow of the yacht groaned forward, and with a few other cruisers who now decided they would actually help out, the battered yacht began to behave herself and inched in the right direction. As we pulled the boat off the rocks and began to tow her back into the bay, we felt an immediate sense of pride in our efforts.

Finding a nice spot of sand in the middle of the bay, I left Quin to sort out the anchoring and what to do about finding the owner. I knew he had plenty of experience, having sailed his yacht solo across the Atlantic from the Caribbean some 30 times. The boys and I dinghied back to our anchored boat and climbed aboard. Like a bunch of soldiers who had just returned from battle, we jumped and cheered at our successful rescue, patting each other on the back and retelling the moments that scared us the most. We had rope burns on our hands, but joy in our hearts.

Reflecting on why I decided to involve the kids in this exciting event, I realized it was for the same reasons we decided to leave our home in Australia to buy an old yacht and go cruising. Trying new things, expanding our comfort zones and living a simpler way of life were all part of our decision. On land, it's rare that my boys get a chance to see what humans are really made of, to help those in need and to learn that they can handle a bit of stress and come out the other side better for it. Over the years I have noticed that my boys learn from what they see us do; no matter how much I try to tell them things, there's nothing like a real-life experience taking them by the scruff of the neck to teach them something they didn't know.

The fact that the owners of the dragging boat were nowhere to be found, and that we never received a thank-you from them, didn't matter to me. My boys had learned that there is a potential in them that can be called upon in tough times, and that the feeling of helping others far outweighs that of standing idly by. I believe that these are the sort of quality experiences that will help them grow into responsible, honorable young men. I hope so anyway!



My boys had learned that there is a potential in them that can be called upon in tough times.

It's my hope that they carry these accomplishments with them, and are able to draw on them later in life. So should kids get involved? This is a question all parents have to answer for themselves. For me, it's an easy decision. Absolutely.

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KEEP DOING WHAT YOU LOVE

It has been a couple of years since we started business with sailing boats. Our business was focused on merchant vessels before. But we now love our current relationship with sailors. When we started we did not have any idea of how to capture possible customers. We later understood that references from sailor to sailor, sailor blogs, websites and of course *Caribbean Compass* online and printed copies distributed all around the Caribbean, are the best options we have found.

In advertising with *Caribbean Compass* we have definitely found that the price is right and, best of all, the target audience is the correct one.

We have learned that not only are we able to advertise, but we can also get space to promote our country and provide updates on Panama's latest regulations.

Definitely we are satisfied with the service and foresee a long-term relationship with *Caribbean Compass.*

Keep doing what you love and providing necessary information to the sailing community. We will keep doing the same from our side through our good relationship.

Happy 25th Anniversary!

Erick Galvez
Centenario & Co. S.A.
Panama

SILVER JUBILEE BLAST FROM THE PAST

Readers' Forum from the March 1997 issue

Dear *Caribbean Compass*,

I have just returned from cruising through Grenada, the Grenadines and St. Lucia. I had a delightful time, and cannot say enough good things about your beautiful islands.

During our cruise, however, it was disheartening to hear the morning weather and *securite* VHF reports. The weather was gorgeous, but the reports of stolen dinghies, of boats being broken into, and so on, were somewhat alarming. So I am pleased to be able to report a very happy encounter on Mustique.

We had stopped in Mustique after having come up from Grenada, Carriacou and the Tobago Cays. At Lovell we engaged a tour driver to show us around the island. Enroute I apparently mislaid my billfold while purchasing some postcards. I was unaware of my loss.

We continued on our tour, eventually returning to Lovell, where we stopped to pick up additional supplies for the boat. It was here that I was approached by Ken Will, who asked me if I had lost my wallet. I suddenly realized that it was missing, and after several questions to assure my identity, Mr. Will produced both my lost wallet and a complete inventory of its contents, all intact.

The people of Mustique will never know how much aggravation this honest action saved me. But I would like them to know how much I appreciate it. More importantly, I would like visiting yachtsmen from all over the world to know of the honesty and integrity they can expect to find in your beautiful islands. I would like them to know that it is prudent to secure their boats when going ashore, but that most of the people of the Caribbean are honest and trustworthy, and that visitors can feel relaxed and comfortable among them, even though a few bad apples may be found.

Eugene Sullivan
Connecticut, USA

Dear All,

Copyright jumping is a major problem. On reviewing the sales of Imray Iolaire charts in Venezuela and Trinidad, places loaded with boats, I was very disappointed at the number of charts that had been sold.

I traced the problem in Venezuela — here yachties are taking their charts down to a place that advertises, "Will photocopy charts." I also discovered in Trinidad that on a VHF chat show and on the Ham net, yachties were telling others where they could have charts photocopied. I went to the only two places in Trinidad that photocopied charts and pointed out that it is illegal to photocopy charts with an international copyright, or in fact any charts except those produced by the US NOAA, which are public domain, and US DMA charts, which are produced by US Navy surveys.

Many yachtsmen do not realize that it is illegal to photocopy charts; others realize it but go ahead anyway. It is one thing to be slightly illegal when you are desperate for a chart and cannot obtain it because the chart agents do not have it or there are no chart agents in the area, but it is another thing to do what some yachtsmen are doing: advertising where to photocopy, or offering for sale photocopied charts.

D.M. Street, Jr.

Dear Compass,

As I look out the window across the glistening snow covering the river and the meadow beyond, I get a warm fuzzy feeling as I read the January issue of *Compass*, which Brenda brought back from St. Vincent. Strangely, I found the ads of all the new and old Bequia businesses most interesting as they outline how the beautiful island is changing and services are expanding. I always remember a conversation I had with Ross Lulley about how Bequia had changed since he arrived around 1950. He said, "When I first arrived most everyone grew their own food, now (1975) they eat most of it from cans."

Tantie B's article on Linton Rigg was particularly of interest. The previous articles I've read never mentioned his blackguardedness!

Eric Rogers

ADVERTISING WITHOUT SNAKE OIL

Caribbean Compass has only been around for 25 years? I thought it was a centuries-old institution!

Whenever I had an article accepted by *CC*, I felt honoured to be a part of it, vindicated that I could still put a sentence together correctly, and surprised that I could even make a few dollars writing, and even have it sent directly to a Caribbean charity of my choice.

It continues to be a treat to pick up the *Compass* and learn from others how they see the islands and what they recommend, and to have a publication with just the appropriate advertising for us, without snake oil or other silliness. The letters to the editor, with interesting debates, are my favourite.

Please keep up the good work.

Laurie Corbett
Freelance feature writer
S/V Cat Tales

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Thank you for all of your hard work over the last 25 years.
We wish you another 25 and more!

A DEVOURER OF BACK ISSUES

I'm so happy not only that the *Caribbean Compass* has been going for 25 years but that there don't seem to be any plans to cease publication. I have found each issue refreshing and special; it's the only boating publication I read — outside of *Wooden Boat, Classic Boat* and occasionally *Latitude 38*, when I can get it. Having met Sally and Tom before their circumnavigation makes *Caribbean Compass* take on a special significance for me.

The worst thing about my stay in the USVI was that print copies of *Compass* haven't been available there for years; every time I start heading down island and find back copies in the various islands I devour them. I especially like the way *Caribbean Compass* strives to connect cruisers and local West Indians.

Thanks to the whole *Compass* crew for your efforts, commitment, focus and zeal. Please don't stop!

"Speedy" John Everton
Freelance feature writer
S/V Second Star

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CRUISERS HELP GET GRENADA SWIMMING



by Tayce Wakefield

As cruisers, we like to find ways to give back to the islands that we visit. One volunteer opportunity that is fun and makes a positive difference is to help teach children and adults to swim with the Get Grenada Swimming Program (GGS) on Saturday mornings from 9:00 to 11:00AM at Grand Anse Beach across from Umbrellas restaurant.

There are similar programs where you can also volunteer: at Grenada Marine in St. David's on Saturdays from 9:00 to 11:00AM, and at Lumbadive in Carriacou on Saturdays from 2:00 to 4:30, as well as at seven other beaches around Grenada.

You do not have to be a certified instructor or a great swimmer to help with the Get Grenada Swimming Program. If you are comfortable in the water, the GGS team will quickly brief you on how to work with the children and adults and what to teach them. You'll make a contribution and have a great time doing it!

Volunteers teach through a simple learn-to-swim progression of blowing bubbles in the water, floating on the stomach and back, kicking with a flutter board and progressing to learning how to do the front crawl.

With as many as 50 participants showing up each week to learn to swim, the GGS team needs volunteers. It is so much better to work one-on-one with the swimmers, so all volunteers are very much welcomed! You can sign up on their website to indicate your interest or just show up at the beach on a Saturday morning.

Deb Eastwood, an American who came to Grenada over a decade ago to teach in the local schools, saw that there was a need and an opportunity to teach Grenadians to swim. Grenada has more than 45 beaches and 75 miles (120 kilometres) of shoreline, yet it is estimated that over 85 percent of the population can't swim.

Deb formed the Grenada Youth Adventurers (GYA) program eight years ago, a non-profit youth organization with the objective of providing inspiring recreational, leadership, service, educational and social activities for Grenada youth and families. Working with schools and community organizations, GYA helps youth build character and realize their potential with a strong emphasis on swimming activities.

The Get Grenada Swimming initiative grew out of this. It is a five-year initiative with the goal of teaching 8,000 Grenadian children to swim by 2021.

—Continued on next page



Volunteers help teach children and adults to swim with the Get Grenada Swimming Program.

COMPASS HAS GIVEN US CONFIDENCE

As a newbie cruiser, sailing the Caribbean has been a heck of an adventure. My wife, Erin, and our three kids and I have had more ups and downs in the past two years than we ever thought possible. Learning this new way of life has brought us closer together in ways we would have never experienced on land.

One of the changes Erin and I have made has been jumping into freelance writing. It turns out the mishaps we have suffered have been interesting reads! We initially contacted Sally, hoping to pitch a story that would be accepted into the *Compass*. With some well thought out advice, Sally not only accepted our article but also helped us to improve our writing styles, which has given us the confidence to tackle full-time writing for other sailing magazines around the world.

Some of the more memorable articles we tackled were interviewing the legendary John Kretschmer in St. Martin, the charismatic Sailing Santa in Dominica, and the amazing Antigua Island Girls who rowed across the Atlantic. When the ever-popular *S/V Delos* arrived at Grenada's Prickly Bay, my wife jumped on the chance to interview them, and lo and behold, her article made the front page of the *Compass*. "My first cover story! This calls for a celebration!" and celebrate we did.

One of the best things about writing for the *Compass* was that it gave us the inspiration to do things we may not have considered otherwise: it pushed us out of our comfort zones and forced us to try new things. Once we started embracing this change, we were never short of material to write about. I would like to personally thank Sally for her advice and support during those early days of pitching and writing sailing articles.

The *Caribbean Compass* is such a great tool for sharing information. It always makes me smile when I walk into the local Budget Marine and see a new edition of the *Compass* sitting on the counter. Usually, I scroll through the pages and look for an article that my wife or I have written, holding the pages open so the staff behind the counter can see, beaming "Look, that's us!" they smile back, say "Well done!" and ask "When are you going to write an article about me?"

David Carey
S/V Roam, www.sailingtoroam.com

MERIDIAN PASSAGE OF THE MOON



MARCH - APRIL 2020

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		21	1012	11	0250
DATE	TIME	22	1056	12	0347
1	1710	23	1138	13	0444
2	1758	24	1219	14	0540
3	1850	25	1259	15	0633
4	1945	26	1340	16	0723
5	2042	27	1422	17	0810
6	2141	28	1507	18	0855
7	2240	29	1553	19	0937
8	2337	30	1643	20	1018
9	0000 FULL MOON	31	1735	21	1059
10	0033	**April**		22	1139
11	0127	1	1830	23	1221
12	0231	2	1927	24	1305
13	0314	3	2024	25	1351
14	0408	4	2120	26	1440
15	0503	5	2215	27	1531
16	0556	6	2310	28	1625
17	0653	7	0000 FULL MOON	29	1720
18	0746	8	0004	30	1815
19	0837	9	0058		
20	0926	10	0153		

—Continued from previous page

They are well on their way to achieving this goal, with almost 6,000 children having participated in their free swimming lessons on various beaches around the island. Deb was recognized for her ongoing leadership in December 2019 with a Lifetime Achievement Award from the Grenada Ministry of Sport.



Teacher Deb Eastwood was recognized with a Lifetime Achievement Award from the Grenada Ministry of Sport.

Once swimmers learn the basics, the Get Grenada Swimming initiative continues with more advanced training, helping swimmers to earn Red Cross certifications such as the Bronze Cross and Lifeguarding certification. They schedule swimming lessons with Grenadian schools during the week, with over 10 schools now participating. They also hold periodic competitions where groups of swimmers from the various beaches come together for races in the water and on the beach.

On a recent Saturday morning, about 40 kids and about ten adults showed up at Grand Anse Beach to learn how to swim. (Children must be six years or older to participate).

In the first hour, my husband and I worked with two dynamic seven-year-old twins, Ari and Aaron. They had been participating for a number of months and were already pretty good at the basics. They liked setting "challenges" as they called them – competitions to see who could cover a distance kicking with their flutter boards quickest, which one could hold their breath underwater longest, who could dive down and bring up the most sand from the bottom. We worked with them for a while on blowing with their faces in the water and coming up for air while kicking along.

At the end of the lesson, they had fun playing with "Mr. Sharkey" — Deb's husband, Phil Vermiglio — who gives them a bouncy ride on an old surfboard and teaches them to dive off of it. The squeals of fun showed how much the kids enjoyed this part!

Our second pair were also brothers. The younger one, Amari, was very tentative about the water, but with the help of his father, he did get in and start to blow bubbles. The older one, Alil, learned how to blow bubbles and come up for air while kicking. He liked doing somersaults in the water and loved playing on the float at the end of the lesson as well.

Their father, Alan, said, "It's important that all islanders be able to swim. We like to play in the water at the beach with the boys, and these lessons are good for them to learn how to swim."

There were a number of volunteers, both local and from abroad that helped out. Cruisers Niamh McAnally and Gary Krieger helped out last July while they spent the summer on their boat, *S/V Freed Spirit,* in Port Louis Marina. Niamh said, "Volunteering to help teach the kids to swim was the highlight of our summer in Grenada. It gave us an opportunity to share our love of the water and give back to the community we called our temporary home."

Local teenagers also volunteer on Saturday mornings as instructors and lifeguards. Zoe, 14, and Georgia, 13, said they like to come each Saturday to help with the kids "because it's fun!"

If you can't help by volunteering to teach, there are other ways that you can help. One barrier to learning to swim for some is that their families can't afford bathing suits, so if you can pick up some children's bathing suits and donate them, that would be appreciated. GYA is a 501(c)(3) organization so donations are tax-deductible for Americans. Send cheques to Friends of GYA, c/o AmiLynne Carroll, 9071 E. Mississippi Ave., Unit 14 E, Denver, CO 80247, USA.

With so many cruisers staying in Grenada's lovely bays for extended periods and holing up here for hurricane season, if we all got out to volunteer at least once, we could make a significant contribution to helping Deb Eastwood and her crew turn Grenada into an island of swimmers!

As part of the GGS initiative, Grenada holds two National Swim Weeks, during the week following Easter (April 14th through 18th, 2020), and after school lets out in the summer (July 6th through 10th, 2020), with free swimming lessons available each day. Volunteers are needed for these sessions as well.

Find out more at getgrenadaswimming.com or the Get Grenada Swimming Facebook page.

Tayce Wakefield is cruising the Caribbean aboard M/V Mercator.



Local volunteers Georgia and Zoe come to to help with the kids 'because it's fun!'

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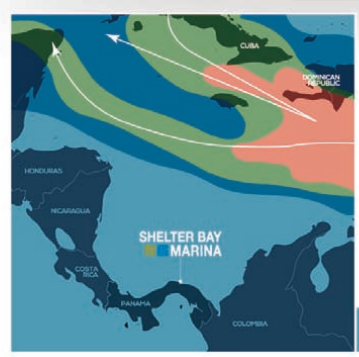
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The Sky from Mid-March to Mid-April

by Jim Ulik

"It is important for the human race to spread out into space for the survival of the species. Life on Earth is at the ever increasing risk of being wiped out by a disaster, such as sudden global warming, nuclear war, a genetically engineered virus or other dangers we have not yet thought of."
— Stephen Hawking (2006)

Step One was to launch the first man into space. Russia put the technology together to send Yuri Gagarin on a one-orbit ride around the Earth on April 12th, 1961.

There are three ways to observe the anniversary of the first human space flight by Yuri Gagarin. Number One is celebrating the International Day of Human Space Flight. The United Nations General Assembly established this in 2011 to recognize the 50th anniversary of Yuri Gagarin's flight. Number Two is taking a trip to Russia to observe Cosmonauts Day. This observance was established in 1962. Number Three is celebrating Yuri's Night: A World Space Party, which may be more appealing. However, Caribbean establishments will have to hold their own events because the closest known World Space Party is held at a pub in Florida.

Yuri had to eject and parachute at an altitude of seven kilometres (23,000 feet) from the space capsule because at the time there was no other safe way to bring him back to Earth. One could celebrate this day by duplicating his achievement. Someone could always have a private adventure and skydive from space like Yuri. A record height of 39 kilometres (128,000 feet) was established in 2012 by Felix Baumgartner. That record was broken in 2014 by Alan Eustace. It currently stands at 41,425 kilometres (135,908 feet). Good luck! Let me know if the Earth is flat.

Monday, March 16th

This period begins with a meeting of the planets. In order of their rising, the predawn skies will display Mars, Jupiter, Saturn followed by Mercury. Around 0530 this morning marks the moment when the Moon reaches the Last or Third Quarter.

Wednesday, March 18th

Since its Last Quarter phase, the illumination of the Moon's surface has been reduced by 20 percent. This morning before sunrise there is a trijunction between the Moon, Mars and Jupiter. Saturn can be seen in the eastern sky below (east) and slightly left (north) of the crescent Moon.

Thursday, March 19th

By the time we see the Moon this morning it has skipped on past Saturn on its way to meet the Sun. Of course that is from our perspective. Actually the Moon was roughly 1.6 billion kilometres (994.4 million miles) away from Saturn.

At this early morning hour before sunrise you may see a shooting star or two radiating out of the southern sky. Peaking on March 15th, the Gamma Normids meteor will come to an end on March 22nd.

Friday, March 20th

Welcome to the first day of spring. The Sun has crossed through the celestial equator. Thankfully the days will gradually get longer so solar panels will produce higher amounts of power to keep all your beverages cold.

As it happens, most planetary conjunctions occur during the early hours. Over the last few mornings Mars and Jupiter were converging. This morning they have reached their closest apparent distance. To the naked eye they may appear as one bright object in the east. Taking a closer look or using binoculars will identify the pair of planets that are less than one degree apart.

Saturday, March 21st

Low in the predawn eastern sky are the Moon and Mercury. While barely a sliver, the Moon will shine a bit brighter than Mercury. This fast-moving planet, only slightly larger than Earth's Moon, isn't always easy to spot because it orbits so close to the Sun.

—Continued on next page



1965 Soviet Union stamp commemorating Cosmonauts Day.

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NEWS, EXPRESSION AND EXPERIENCES

Sincere congratulations to all staff members who have supported *Caribbean Compass* over the last 25 years of continuous publication. That really is an achievement!



Besides providing the boating community with untainted news and views, there are two other aspects of *CC* that I've come to admire greatly. One, you allow a large number of people to express their views, suggestions and opinions on a range of yacht-related subjects, and two, you encourage amateur writers to submit poems, articles and stories based on their cruising experiences in the Caribbean. To me, this adds hugely to the pleasure of reading each publication.

As CEO (retired) of Power Boats, it has truly been a pleasure dealing with all of you at *Caribbean Compass* over so many years. Thank you for continuously seeking excellence and thank you for providing such a wonderful publication. I hope the next 25 years are just as good!

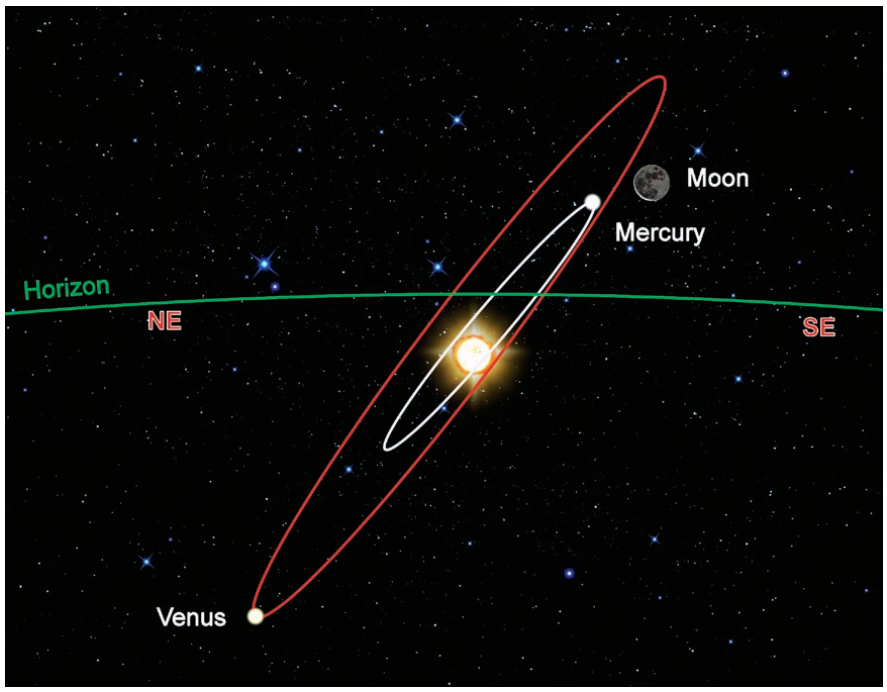
Donald Stollmeyer, Founder
Power Boats Mutual Facilities Ltd.
Trinidad
Advertising since Issue Number Seven, February 1996

—*Continued from previous page*

Over the next few days Mercury will be easier to find as it approaches its highest point in the morning sky on March 23rd. No problem locating Mercury this morning. It is positioned about six degrees north of the Moon.

Tuesday, March 24th

As mentioned above, Mercury reached its highest point in the morning sky yesterday. Tonight Venus reaches its highest point in the western sky or its greatest separation from the Sun. As shown in Image 2, the two planets are at opposite orbital positions. In mythology Mercury and Venus once had a child. In any case don't expect these two to rendezvous for another two months.



Left: On March 21st Venus and Mercury are at orbital opposites. Before sunrise around 0530 Venus is 40 degrees below the horizon and Mercury is 13 degrees above.

Saturday, March 28th

Finally, a conjunction during the evening. Tonight the Moon will take up position next to Venus. Added to the mix are the Seven Sisters a.k.a. Pleiades. Tomorrow look for the Moon to line up north of Aldebaran in the constellation of Taurus.

Tuesday, March 31st

For the early risers it's back to viewing the predawn skies. There is a conjunction between Mars and Saturn. The pair are lined up right between Sagittarius and Capricornus. Jupiter is still positioned above (west) and right (south).

Wednesday through Saturday, April 1st through 4th

Over the last few nights Venus has been closing in on the M45 star cluster. Venus will move through the Seven Sisters neighborhood during the next four days. The Pleiades were the seven daughters of Atlas, a Titan who held up the sky, and the Oceanid Pleione, protectress of sailing. Taking into consideration Greek mythology, Atlas (A) and Pleione (B) will watch over the meeting between the Seven Sisters (daughters) and Venus. Zeus turned the seven daughters into doves and placed them in the stars to protect them from Orion. Pleiades "the Doves" names are:

Alcyone - Atlantid nymph who wards off storms. The "Light of the Pleiades" had a relationship with Poseidon.

Merope – Married the mortal Sisyphus who engaged in schemes to expand his own personal glory instead of honoring the gods. When he died he entered Hades.

Electra – Meaning amber, shining or bright. She had an affair with Zeus and bore two sons. One became the founder of Troy.

Caleano – The goddess nymph whose name means "the dark one."

Taygete – Was also seduced by Zeus. She gave birth to the founder of Sparta.

Maia - Eldest and most beautiful of the sisters; a mountain nymph in Arcadia. Her name means mother, nurse or the great one. Maia is also associated with fertility and growth. She also had an affair with Zeus.

Sterope – A dim double star system Sterope I and Sterope II. Meaning lightning, twinkling or sun-face.

Tuesday, April 7th

The Moon is one day away from its closest approach to Earth. That makes tonight's Moon a Perigean Full Moon or the more popular name, Supermoon. A Supermoon occurs when the moon's orbit is closest (perigee) to Earth at the same time it is full. Watch for the high tides and low tides to be more extreme. High tides during a full moon and new moon can cause major problems on some coasts, especially if weather adds high waves or a storm surge.

Even though the Moon appears very bright this evening you may notice a star towards the south and east. That is Spica, the brightest star in the constellation Virgo and the 15th brightest star in the night sky. A short distance to the north in relation to the Moon is Arcturus. Arcturus is the brightest star in the constellation Bootes. It is the fourth brightest star in the night sky.

Wednesday, April 8th

Plans are moving ahead towards having humans make settlements on Mars. Even with robotic missions to Mars it is good to know what environmental conditions will be encountered on the red planet. What makes today notable in the Mars calendar is that it is the Autumnal Equinox.



Right: Pleiades as positioned in the night sky on April 1st at 2030.

Tuesday, April 14th

Today is a Quarter Moon. But which quarter is it? The First Quarter Moon rises near the middle of the day and sets around the middle of the night. The Last or Third Quarter Moon is primarily in the sky after midnight finally setting around noon.

Wednesday, April 15th

In the morning skies before dawn the Moon splits the distance between Jupiter and Mars. The Moon is positioned just south of Saturn. If you follow the terminator or the line that separates the light and dark sides of the Moon towards the northwest you will find Saturn. Continue north to find Vega above Polaris.

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 cruises aboard S/V Merengue.

THAT DAY ON THE BEACH

Twenty-five years ago we dropped anchor in Bequia on *S/V Lost Soul* as my wife Jody and I sailed the world. I was lucky enough to run into this young lady who was running the *Caribbean Compass*. I was an outlaw biker who'd transformed to a sailor, and she thought this a bit odd, so she asked if she could interview me. It was a fun day on the beach talking story. Now, sitting here 25 years later, and 23 years after starting *Latitudes & Attitudes Magazine*, I still remember that day on the beach fondly. Over the years Sally and I have traded stories and have both worked to spread the boating lifestyle all over the world. *Caribbean Compass* is not a "local rag." It is found all over the world on boats and in the homes of enthusiasts who love the lifestyle *Compass* portrays.

It is a pleasure and a privilege to wish the *Caribbean Compass* a very happy 25th anniversary!

Bob Bitchin
Founder and Publisher
Latitudes & Attitudes Magazine
USA

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FAVORITES: LOCAL PLANTS AND BIRDS!

Chris and Chrystal from The Multihull Company in Grenada would like to congratulate *Caribbean Compass* on 25 years in business!

Each new issue is a sought-after commodity every month. Some favorite contributors are Lynn Kaak with her articles about local plants and Bela Brown with her information on local birds.

We look forward to the next 25 years! Good job!

Chrystal Young
The Multihull Company
Grenada

IT KEEPS US CONNECTED

Congrats, *Compass*! I'm happy to have been a part.



The *Caribbean Compass* has always inspired me to go out and explore neighboring islands. When I'm reading it on a foreign beach, and I see photos of my friends sailing in St. Maarten, I am taken back to that moment with them. It keeps us connected whether we are near or far. Sometimes during sailing trips I feel a little homesick, but the *Caribbean Compass* gives me that warm fuzzy comfort feeling. I can always carry a little piece of my island with me.

Chelsea Pyne
Freelance feature writer

WHAT TO DO, WHERE TO GO

Each year there is a huge influx of yachts arriving in the Caribbean, many of which arrive as part of a World Cruising Club ARC event, into Tortola with the ARC Caribbean 1500, St. Lucia with the ARC and ARC+, St. Vincent & the Grenadines with ARC+ SVG, and Grenada as the penultimate stop for World ARC circumnavigators.

Caribbean Compass has for 25 years successfully promoted what to do and where to go on arrival in the Caribbean with their excellent reporting of all things sailing in the region. We have worked closely with Sally and her team over the years and take this opportunity to congratulate them on their 25 years of publication. Congratulations!

Andrew Bishop, Managing Director
World Cruising Club

OUR SEABOARD BIRDS BY BELA BROWN

The Great Blue Heron – Disconcerting Loveliness



BELA BROWN

Not long ago, I had a magical encounter with an impressive creature four feet tall; the feathered fellow stood at the edge of La Sagesse's salt pond in Grenada, motionless as a stone carving basking in the morning light. Long-legged and long-necked, the creature appeared hallowed by the dusky mangroves, whose leaves, as if touched by magic, glowed like emeralds in the October sun. There it was some 20 feet away – regal and with a six-foot wingspan (1.83 metres), the dinosaurian Great Blue Heron, *Ardea herodias*, is the largest North American heron and one of the world's largest herons, surpassed only by the sub-Saharan Goliath Heron and the Asian White-Bellied Heron.

Arrested by the bird's appearance, I contemplated my bad luck; my camera's battery had died a few moments earlier and I had not brought a spare – what a calamity! Great Blue Herons are a regular sight in the US and can easily be found all year around in the Bahamas, Cuba, Virgin Islands, Aruba and Bonaire, but they are less common in the Lesser Antilles. Due to their varied diet and high adaptability, these majestic waders spend the winter months farther north than most herons. Each year, around September and October, some migrate from central North America to as far south as Trinidad & Tobago and the northern coast of South America for the winter.

As one of the most widespread North American waders, this heron exhibits rather complex geographic variations with gradual morphological changes – from larger to smaller, from darker to paler – across the North American continent. Despite the fact that as many as nine subspecies of Great Blue Herons have been acknowledged in the past, scientists now agree on five subspecies, with the Great White Heron of Florida, *Ardea herodias occidentalis,* being the most distinct; an all-white, sedentary subspecies nesting in Florida, Cuba, Jamaica and the Yucatan Peninsula. The Great White Heron is the largest of all five subspecies and can easily be confused with the slightly smaller Great Egret (see last month's column); however, the former has a shorter neck, heavier bill and pale legs as opposed to the black legs of the Great Egret.

Great Blues are skilled fisherman and can be found anywhere where there is water, from rocky coastlines, beaches, mangrove swamps, rivers and ponds, to garden ponds and fish hatcheries, as they hunt for fish, crabs, baby sea turtles and frogs. They complement their diet with insects, lizards, snakes, birds and small rodents. Great Blue Herons have excellent night vision, as their eyes are equipped with high density rod-type photoreceptors enabling them to hunt during both the day and night.

These herons are the epitome of patience when feeding, spending 90 percent of their time Standing-and-Waiting or Slow-Walking. Due to specially shaped neck vertebrae, Great Blues are capable of striking prey rapidly and at a distance, throwing their heads and snakelike necks forward with lightning speed and stabbing it with their impaling jaws. Unlike other herons, they are also able to hover and drop feet first to pick up prey from the water's surface, as well as swim into deep water for food. Because of their large size, they can capture prey that are far too large for their long, narrow necks and as a result have been known to choke to death.

Great Blue Herons are typically solitary feeders and will defend foraging grounds from other Great Blues, with "roh" calls, Arched Neck and Circle Flights. When disregarded, they will step up the action with Pursuit and Supplanting flights, as well as Standing and Upright displays. In fact, one of their most spectacular displays is given while defending the feeding grounds – the Upright and Spread Wing display – where two herons confront one another with wings spread out and dropped, necks extended and head tilted slightly over the back. As the birds come closer together, their necks extend farther over the back, heads and bill become more horizontal, and body plumes are fully erected, until both birds either move apart or break out into chase. This display can be used against other species as well, including egrets, gulls and even people.

At times, this heron can turn deadly aggressive, as is the case with the Forward display that evolves into the dangerous Full Forward display. During the former, a Great Blue partly folds its neck, bill facing the opponent, plumes partly raised. From this position the bird may lunge into Full Forward display and stab its opponent – although such cases are rare, sometimes the opponent is left seriously injured or even dead. During these aggressive displays, rivals may engage in bill duels, trying to grab at each other's heads.

In the Caribbean, Great Blue Herons nest in Cuba, St. John in the Virgin Islands and Los Roques, Venezuela. Although they can breed at any time of year, peak nesting is around December through April. The breeding season begins with the arrival of the males at the breeding site and consequently the establishing of a displaying site that will become the nest, such as a fork in a tree (sometimes there may already be an old nest). Dressed in their fine breeding plumes on the back and neck, these males advertise themselves to passing females with conspicuous Stretch displays — necks fully extended, neck plumes raised, bills tipped to the sky, with a gentle sideways swaying and a longing cooing call. Paired couples reinforce their bond with much Bill Clappering and Twig Offering ceremonies.

Together, they build the nest, with males gathering the sticks, and females weaving them into platforms with a bowl-shaped interior and a lining of soft leaves. Old nests may be reused for several seasons and with more sticks added each time. As a result, they may become large structures of up to one metre deep and 1.2 metres across. As a general rule, the nests are placed on tall trees that offer protection from ground-based predators, or on isolated mangrove islands away from human disturbance. Females lay from two to seven pale blue eggs, which the birds incubate by trading 12-hour shifts, with males tending to take the day shift and feeding at night, while females take the night shift and feed during the day. Once hatched, the semi-altricial, pale-grey chicks are not left unsupervised until they are about 28 days old, with both parents feeding them by regurgitation. Juveniles fledge at 60 days old and must then learn to evade predators, hunt and handle prey. Sadly, many do not make it past their first year.

Although they are a long-lived species (the oldest Great Blue recorded in Texas was 24 years, 6 months old), birds rarely make it to a ripe old age. Great Blue Herons are the most common avian predator found at commercial fish hatcheries in the US and are often shot by fish farmers – over 12,000 were killed legally between 1987 and 1995 in southeast US alone. However, studies have found that the depredation caused by Great Blues at hatcheries is not always economically important, as the herons eat mostly diseased fish found near the surface, which will die soon anyway. The most pressing danger to this species is habitat degradation due to agriculture and loss of wetlands for land development. Unfortunately, this is only about to get worse under the current US administration and its recent assault on the Clean Water Act.

Great Blue Herons were known to European settlers as "Blue Cranes" although they are not at all related to cranes, nor are they as blue as one may expect. Even so, while spellbound by the imposing creature at La Sagesse, I noticed the blue-grey mantle and dark-blue plumes crowning the majestic white head. I must say I found the Great Blue Heron simply breathtaking – and as I stood there in wondrous contemplation, the heron casually walked away with disconcerting loveliness.

A NEW YEAR BRINGS NEW DISCOVERIES

by Darelle Snyman

I often page aimlessly through my *Caribbean Reef Life* field guide, just taking in the diversity of marine life found in the Caribbean. A few species always attract my attention, time and again, because of their beauty and uniqueness, and the fact that I really want to see them in their natural habitat and photograph them.

Recent explorations of the Belize atolls yielded three of those species that form part of my mental checklist of species to be on the lookout for. By chance all three were invertebrates. They were the bluebell tunicate, the Florida corallimorph and the flamingo tongue. Many of you will be familiar with these species and wonder what the excitement is about. To me they are just exquisite and were a delight to photograph. I could not resist doing an article about them.

Meet the Tunicates

The bluebell tunicate (*Clavelina puertosecensis*) was just made to be photographed. What a beauty, with its blue-to-purple body. Its genus name, *Clavelina*, means "little bottle" and it is not difficult to see from its shape how the name originated. We stumbled on clusters of these colonial tunicates at Buttonwood Cay, an atoll we stopped at as an afterthought, not really one of the Cays in Belize celebrated for its diving and snorkeling. These flexible, soft-bodied invertebrates are shrouded in a protective tunic, hence the common name tunicates and the Order name Tunicata. This tunic is made of cellulose and other proteins and grows with the animal, so it does not need to be shed regularly like the outer coverings of many other invertebrates. The bluebell tunicate and its tunicate relatives, which there are a lot of (over 2000 species), are known to be the only animals in the world that can produce cellulose, an ability believed to be otherwise only possessed by plants.

Many of you will recognize tunicates by their other popular name, sea squirts. This is because of their tendency when threatened to contract their bodies and expel a small jet of water. Tunicates have two main types of openings or siphons; water is sucked in through an inhalant siphon from which food particles and oxygen is extracted before expelling the filtered water and waste through the exhalant siphon.

These tiny, often overlooked members of the reef are actually related to vertebrates because their tadpole-like larvae reveal some primitive vertebrate features such the presence of a notochord or supporting backbone and a nerve chord.

My explorations also yielded another new-to-me tunicate find, the colonial button tunicate (*Distaplia corolla*). These bright orange to reddish round tunicates cluster around a common excurrent siphon. To me they resemble clusters of red blood cells.

Corallimorphs: Anemone Look-Alikes

The Florida corallimorph (*Ricordea florida*) is a member of another peculiar group of invertebrates, commonly known as mushroom corals or false corals. Corallimorphs belong to the same class, Anthozoa, as hard and soft corals, sea anemones and sea fans. Externally these unique creatures resemble anemones, but internally they are structured like the stony corals, without forming the stony skeleton. These anemone look-alikes have short tentacles that can be arranged in radiating lines around a central, upturned mouth, or concentrically such as in the case of the Florida corallimorph. The mouths of most sea anemones and corals turn inward.

Beware; the tentacles of the Florida corallimorph can pack a painful punch. They bear cnidocytes or stingers that contain a paralytic neurotoxin used to subdue prey.

This species also exhibits a surprising array of colors: some are drab and others stunningly iridescent, making them popular additions to home marine aquariums. Like corals they also host symbiotic algae, zooxanthellae, in their tissues to supplement their zooplankton and fish diet. Through photosynthesis these algae provide them with oxygen and sugar. These ingenious little creatures can also change the flow of water over them to direct food particles towards their mouths by warping their surfaces.

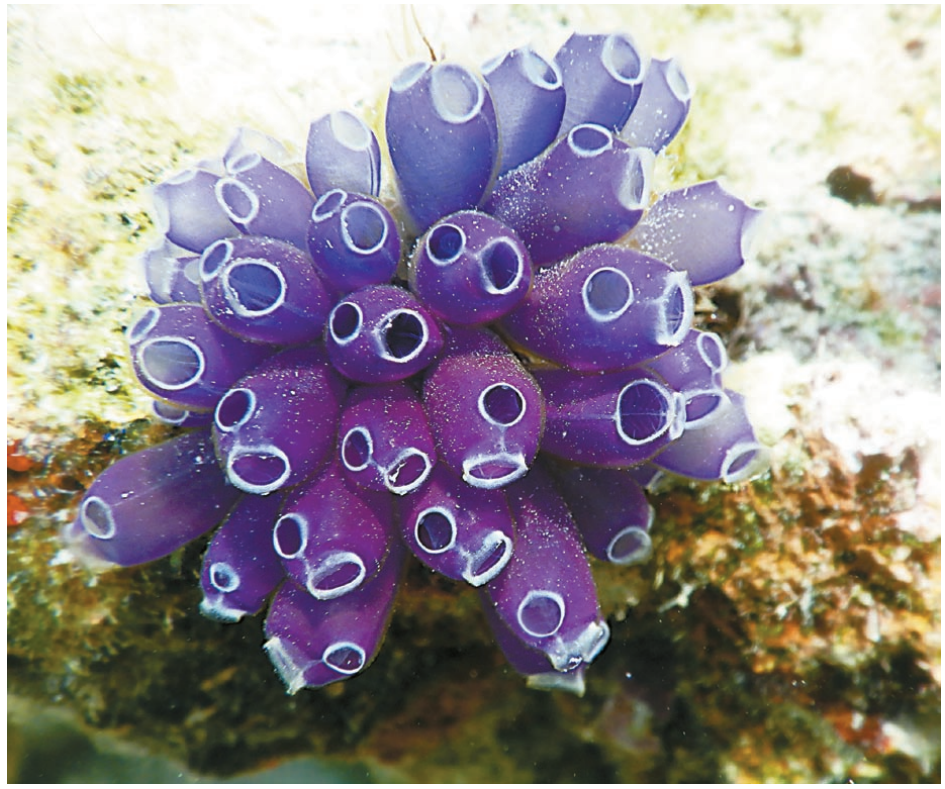
A Stunning Snail

Last but definitely not the least is the flamingo tongue (*Cyphoma gibbosum*). This is such a stunningly beautiful little marine snail.

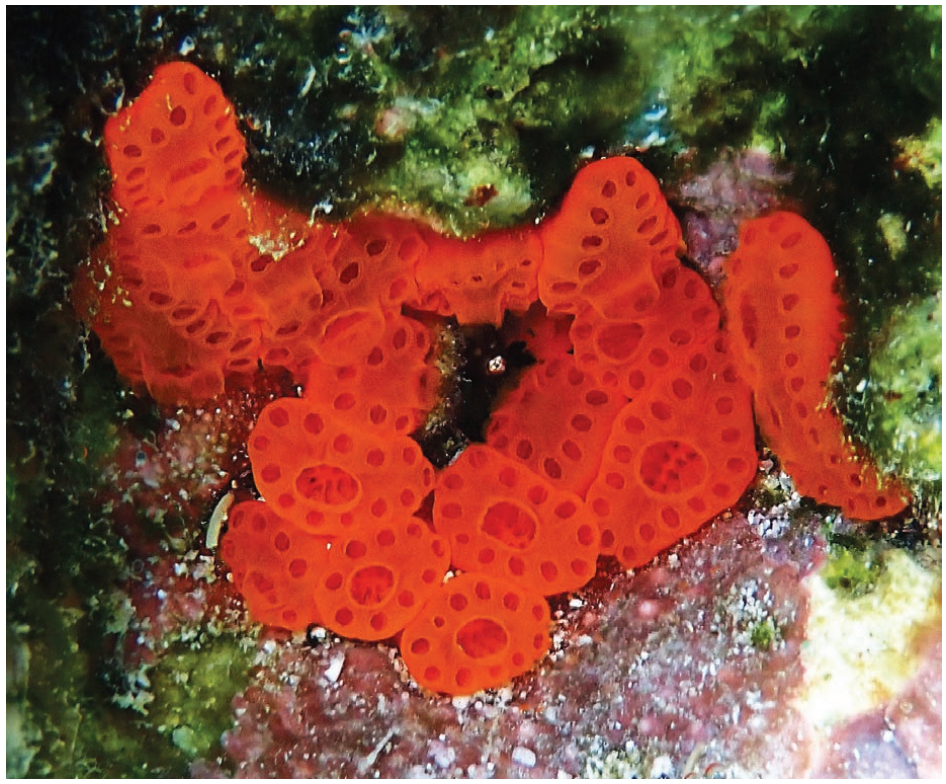
They are relatives of the cowries and can easily be identified by their brightly colored and strikingly patterned mantle that covers their shells. I spotted numbers of these beauties on the common sea fans that dot the reefs at Long Cay, Lighthouse Reef and the small reefs at the southern end of Glovers Reef. It took me a while to notice them; they are easily overlooked, hidden on the coral branches, regardless of their bold patterning. Once I spotted one, closer inspection of the surrounding sea fans revealed many more. They live and feed on these gorgonians, scraping the living tissue away until the underlying skeleton is exposed. The scars they leave behind are generally not detrimental to their host, as the corals can regrow the polyps. These snails are also not self-destructive: they have the good sense to change hosts periodically.

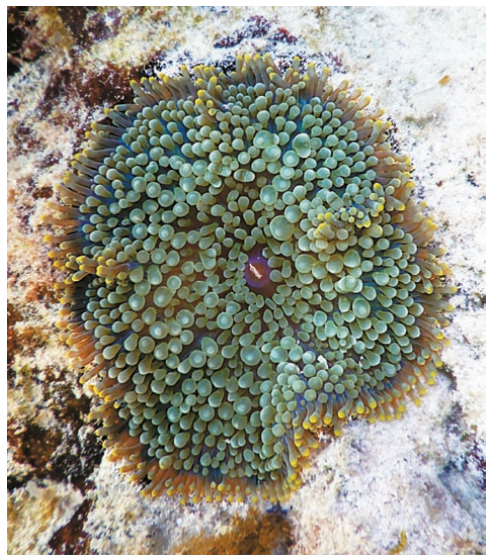
Flamingo tongues, interestingly enough, are not harmed by the toxic substances present in the soft coral polyps they feed on. Instead they are able to utilize these toxins for their own defensive purposes by accumulating them in the mantle tissue that covers their shells, making them a not-so-tasty tidbit. Their striking mantle not only advertises their unpalatability but also has the all-important task of serving as the snail's lungs. Sadly, this striking mantle is also the cause of its decline in numbers. This once common Caribbean resident is being overzealously collected by scuba divers and snorkelers who mistakenly think the shell itself is colorful. The creature's striking color and pattern is part of its living tissue. This tissue disappears when the animal dies, leaving only the dull colored shell behind. A good fact to know if you witness someone who is unaware of it collecting these beautiful creatures.

Making new discoveries is always such fun. I hope you enjoyed getting to know these species better. I did!



Above: The bluebell tunicate's genus name means 'little bottle'
Below: To me the colonial button tunicate resembles a cluster of red blood cells.
Bottom left: The tentacles of the Florida corallimorph can pack a painful punch.
Bottom right: The flamingo tongue's striking color and pattern is part of its living tissue.







FROM OUR TEAM TO YOURS

It is with sincerest gratitude that we say thank you to the entire team at *Caribbean Compass* for your dedication to publishing quality Caribbean news and information, as well as sharing exceptional boating knowledge for the past 25 years!

Sea Hawk Paints has been advertising in *Caribbean Compass* for many years, as we know that by doing so we are reaching the cruisers and boating professionals that live and work in the region.

Cheers and best of luck for another great 25 years of *Caribbean Compass*!

Michael O'Keene, Marketing Director
Sea Hawk Paints

From the boaters who make the finest bottom paint to the sailors who publish the most read publication in the Caribbean, congratulations on 25 years of excellence in serving our community.

Denis Laesker, International Sales
Sea Hawk Paints

SHARING OUR CRUISING STORIES

We have thoroughly enjoyed our full time cruising life aboard *Ultra* for the last 11-plus years. It has been our extreme pleasure to share our cruising stories with the brilliant *Caribbean Compass* magazine and all of its amazing readers. The *Compass* crew provides such an outstanding publication, complete with articles that keep us all informed and entertain us, too. The Caribbean is full of spectacular cruising grounds and events and *CC* is an extraordinary source for always keeping all of us informed.



We look forward to contributing more fun stories of our cruising adventures and of course many more years ahead of reading this exceptional magazine.

Cheers to *CC* and crew from us!

JoAnne and Bill Harris
Freelance feature writers
S/Y Ultra

WRITING FOR US WAYFARERS

Writing a letter from the deck of a ship at sea, a ship that remains on station for years at a time, might seem an exercise in wishful thinking; on a whaling voyage the time at sea sometimes surpassed five years with no landfall! However, a tradition evolved of establishing mail drops, often on remote islands. The locations of these "drop boxes" became known to passing ships' captains and while the ship hove to and stood by a boat was launched and its crew recovered any mail to be found there and the ship sped it on its way. Oftimes within only a year the mail found its way to its destination.

Prior to ubiquitous air travel all mail in the Caribbean was sent by boat. Even now, postage rates throughout the world are usually affordable and the system usually works, but it can get expensive for us wayfarers, whose time away from home and friends sometimes exceeds that of those ancient Yankee whalers, if we want to write to thousands of people. *Caribbean Compass* has been my mainstay for communication. I must have saved a million dollars on postage in the past 25 years! Thank you to entire *Compass* crew! You are invaluable in maintaining a sense of Caribbean Cruising Community.

John Smith
Freelance feature writer
Mermaid of Carriacou

LOOK OUT FOR...

The Decorative



Golden Dewdrop

by Lynn Kaak

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

Duranta erecta is a lovely shrub or small tree that is a native to the Caribbean Basin and South America. It did not need the help of the Europeans to bring it here, but they did bring it to the rest of the tropical world. Unfortunately, it is now considered an invasive species in Australia and some other areas.

While one of the names for this shrub may be Skyflower, this isn't exactly one of those towering trees one would expect with that kind of name. At its most stately height, it manages to eke out about six metres (20 feet) in stature. It is most commonly found as a shrub, and can be coerced into becoming a functional yet eye-pleasing hedge. The branches have a tendency to droop, which makes it look even better when flowering and bearing fruit. What this plant lacks in height it can make up for in width and girth. It certainly puts in the effort to become its biggest, baddest self, as growth of half a metre per year is not unknown in decent conditions.

The flowers grow in clumps, and can vary from a pale blue or lavender to a fairly intense purple. There may be outlines on the petals of a lighter or darker shade of blue or pink, and there can be some stripes. These bundles grow at the ends of stems, and in tropical conditions the plant can exhibit flowers for almost the entire year. Hummingbirds and insects love the blooms, making fertilization and propagation easy.

The other common names for this shrub — Golden Dewdrop or Pigeonberry (there is more than one plant that sports this particular moniker) — stem from the fruit that is borne. Small yellow or orange berries are produced throughout the year. These are poisonous, and there have been documented incidents of children and pets dying after eating them. It seems that the berries are not dangerous when fully ripe, and birds can eat them without repercussions, but of course, leave them to the birds to be safe. The other caveat about this shrub is that as it matures, it develops thorns.

While Golden Dewdrop will not help you if taken internally, it has been used as a bug repellant and for external use for soothing irritated skin and as a poultice for fever.

Golden Dewdrop likes being in full sun, and will flourish if not shaded. It prefers well-draining soil, and isn't too fussy about being in some sand. Where the ground has been disturbed seems to be a good place for it to take root, making it a smart choice for landscaping after construction equipment has done its damage. Because it requires very little care, it is a good addition to a home garden, provided that children are warned to leave it alone.

Golden Dewdrop is often found in gardens and as a hedge. A lovely example is at the cemetery at Leaper's Hill (Sauteurs) in Grenada, and there are also fine specimens in some of the gardens around Ste. Anne, Martinique.

THE VOICE OF THE CARIBBEAN

Congratulations for the anniversary of your wonderful magazine, which is the voice of the Caribbean sailing scene.

Well done and good luck for the next 25 years!

Detlef Jens, Editor
Magazine Goose
Germany

SILVER JUBILEE RECIPES

Celebrations call for food, and to celebrate Compass's Silver Jubilee Year, throughout 2020 we'll be sharing some of our favorite recipes from the past quarter century.

To begin, here are two fresh, simple and delicious ideas from chef Owen Belmar's popular "Menu of the Month" column, which ran from 1995 to 1999.

Fresh Tuna Wrapped in Bacon
Cut 2 pounds of fresh tuna into finger-sized strips.
Wrap each finger in a slice of bacon and grill to perfection.
Serve with ripened Brie and crackers.
May 1977

Fresh Mango Slices with Orange Sauce
2 large Imperial mangoes
3 fresh oranges
2 Tablespoons sugar
2 Tablespoons unsalted butter
1 ounce Grand Marnier or Cointreau
Peel mangoes and slice away from seed in bite-size slices. Chill.
Juice and zest oranges.
In a heavy skillet, melt butter and add sugar until lightly caramelized.
Add orange juice and zest and simmer until reduced by half.
Serve warm sauce over chilled mango slices.
June 1996





The Food Fair

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WE JOIN THE WELL-WISHERS!
Team IGY Rodney Bay Marina joins all the well-wishing marina partners and loyal readers in congratulating *Caribbean Compass* on reaching its 25th year of publication.
It has been a pleasure working with the *Caribbean Compass* team over the years.
Shane Macauldy
Marketing,
Sales & Events Manager
Rodney Bay Marina, St. Lucia
Island Global Yachting
Advertising since Issue Number Two, May 1995

HAPPY TO BE PART OF THIS JOURNEY
Caribbean Compass has completed 25 years as the voice of the Caribbean sailing community! I am happy to be part of this journey in one form or another — over the years, I have contributed with artwork and collaborated with other contributors, and more recently I have shared my passion for birds with other readers.
Thank you to the committed people who made this milestone possible, I am sure there are many more great years to come!
Bela Brown
Freelance illustrator and
"Our Seaboard Birds" columnist



MY GOAL IN LIFE IS TO SPREAD JOY
Hey *Compass,* congratulations on a wonderful milestone!
My goal in life is to spread joy wherever I go, and through my articles in this magazine I was able to do so more than I ever thought imaginable. And to support the Bequia Youth Sailing program by taking the opportunity to donate the check for every article I write adds even more joy to those around us.
Mark Denebeim
Freelance feature writer
Formerly *S/V Sanctuary*

Read in Next Month's *Compass*:

Shipping Chocolate Under Sail
Don Street: Alive and Racing!
Kitefoiling into the Future

…and much, much more!

Don't Miss It!

MARINE ISSUES AND HAPPENINGS

The *Caribbean Compass* has grown to be a highly valued partner of local and regional Caribbean environmental groups. The *Compass* is always on top of the latest news and credible science, from emerging marine issues to local environmental happenings.

We're pleased to work with the *Compass* to help share information and reliably inform cruising readers, and we're forever grateful to the *Compass* for working with us to help to build communications capacity among Caribbean marine protected area managers.

Emma Doyle
MPA Connect Coordinator
Gulf and Caribbean Fisheries Institute

MY GUIDING LIGHT

Caribbean Compass has been my guiding light for over a decade. First, I gobbled up all the articles and learned about the ins and outs of the Caribbean as a reader on our 35-foot catamaran, *Irie*. Since 2010, I enjoyed adding my thoughts, stories, and experiences aboard to the magazine's content as a writer and photographer. And now, I'm still involved with the sailing scene and staff as Editorial Assistant.

It's easy to see how the *Compass* has affected my cruising, creative, and writing life like no other magazine. Congratulations on 25 years of excellence!

Liesbet Collaert
Editorial Assistant
R/V Zesty

CONGRATULATIONS COMPASS!



Nan and Mike Hatch

For twenty-five years you survived,
Struggled, blossomed, flourished, vied
For accuracy, interest, news,
Information, points of view,
Jokes and stories, or complaints,
With good will, good sense and constraint
Told of triumph, told of failures,
Tales that stimulated sailors
To share adventures, vent their spleen,
What they would do, where they had been
Reported the regatta fun
What boats took part, and what boats won,
Praised or discouraged, you abided,
Published every month, and guided
Racers, cruisers, folks like me
Who love the blue Caribbean Sea,
You increased knowledge and good sense,
And replaced fear with confidence
To sail to north, south, east or west.
Please keep it up you are the best!

— Nan Hatch

Nominate Your Top 25 Agents of Change!

Who are the top 25 agents of change in the Caribbean sailing scene — people who have made a positive difference?

We're taking a poll to find out who those in the sailing community think are the 25 most influential people in all facets of Caribbean sailing — cruising, racing, the yacht service industry, writing, youth sailing development, environmentalism, whatever floats your boat!

Nominate your picks (any number up to 25) and tell us why you think they have made a positive difference in the Caribbean sailing scene.

Send your nominations to sally@caribbeancompass.com by Wednesday, April 8th.
We'll share the results in the May issue of *Caribbean Compass*!



CALENDAR

MARCH

1	25th Anniversary of *Caribbean Compass*. www.caribbeancompass.com
1	Dominican Republic Carnival in Santo Domingo
4	Public holiday in BVI (HL Stoutt's Birthday observed)
5 - 8	St. Maarten Heineken Regatta, SMYC, info@heinekenregatta.com
6 – 8	St. Croix International Regatta. SCYC, www.stcroixyc.com
7	Fishing for Cruisers seminar, Island Water World, Cole Bay, St. Maarten
7 – 9	Dark & Stormy Regatta, BVI. WEYC, www.westendyachtclubbvi.com
8	International Women's Day
9	FULL MOON
9	Public holiday in some places (Commonwealth Day) and in Guyana and Suriname (Holi observed)
11	Public holiday in Belize (National Heroes' Day)
11 - 15	Superyacht Challenge Antigua. www.superyachtchallengeantigua.com
12	Talk on history of Antigua's Forts. Antigua Yacht Club event center
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 – 22	Yachtie Appreciation Week, Portsmouth, Dominica. **See ad on page 9.**
17	Public holiday in Montserrat (St. Patrick's Day)
	St. Patrick's Day Festival, Grenada
18	Public holiday in Aruba (Flag Day)
19 – 22	St. Barths Bucket Regatta, St. Barths. www.BucketRegatta.com
19 - 23	World ARC arrival, Grenada. WCC, www.worldcruising.com
20	Vernal Equinox
22	Public holiday in Puerto Rico (Emancipation Day)
26	Round the Rocks Race, St. Thomas, USVI. STYC, stthomasyachtclub.org
27 – 29	St. Thomas International Regatta. STYC, stthomasyachtclub.org
28	Engine Maintenance seminar, Island Water World, Cole Bay, St. Maarten
28 - 29	Antigua Optimist Open & Antigua Laser Open. AYC, www.antiguayachtclub.com
30	Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day)
30 – 5 April	BVI Spring Regatta & Sailing Fest, Tortola. RBVIYC, royal bviyc.org
31	Nanny Cay Round Tortola Race. RBVIYC, royal bviyc.org
TBA	Foxy's Music Fest, Jost Van Dyke, BVI. https://foxysbvi.com
TBA	Pam Pepin Intl. Opti Regatta, Puerto Rico. www.nauticodesanjuan.com

APRIL

1 – 7	Antigua Classic Yacht Regatta. www.antiguaclassics.com
3	Girl Pat Race (Trinidad to Grenada). TTSA, www.ttsailing.org
4 – 5	St. Maarten Multiclass Regatta. SMYC, www.smyc.com
7	FULL MOON
9 – 11	Colombia Náutica boat show, Cartagena, Colombia
10 – 13	Bequia Easter Regatta, BSC, www.bequiaregatta.com
12 – 18	Les Voiles de St. Barths. SBYC, www.stbarthyachtclub.com
15	Public holiday in Puerto Rico (Birthday of José de Diego)
15 – 22	Antigua Cruiser's Week, Nelson's Dockyard, Antigua
16 - 19	Carnival in Jamaica
18	Safety & Security seminar, Island Water World, Cole Bay, St. Maarten
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
24 – 26	Carriacou Maroon String Band Music Festival www.carriacoumaroon.com
24 – 31	St. Barth Theatre Festival. www.festivaldetheatredesaintbarthelemy.com
25	Round Antigua Race. AYC, www.antiguayachtclub.com
25	Lowell Wheatley Anegada Pursuit Race, BVI. RBVIYC
25 – 28	The Tobago Jazz Experience. www.carnifest.com
25 – 2 May	Conch Republic Cup Regatta, Florida to Cuba www.keywestyachtclub.com
26 – 28	500th Anniversary of Havana Dinghy Regatta, Cuba CNIH, yachtclub@cnih.mh.tur.cu
26 – 28	West Indies Regatta, St. Barth. http://westindiesregatta.com
26 – 1 May	Antigua Sailing Week, AYC, www.sailingweek.com
28	Public holiday in Barbados (National Heroes' Day)
28 – 3 May	St. Barth Film Festival
30	Public holiday in Bonaire (Rincon Day)
TBA	Curaçao Regatta

All information was correct to the best of our knowledge at the time this issue of Compass *went to press — but plans change, so please contact event organizers directly for confirmation. If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to* sally@caribbeancompass.com

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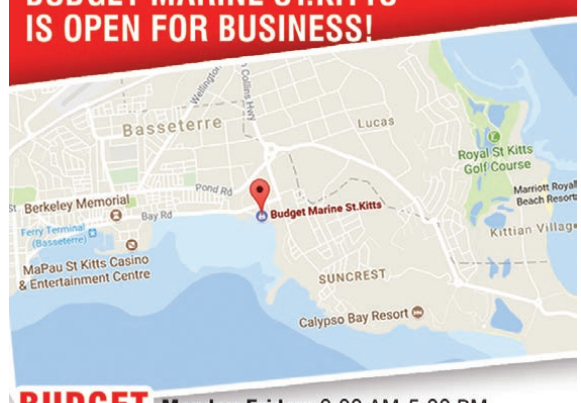
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EVEN US FAR-FLUNG READERS
Thank you to the *Caribbean Compass* team for so many years of dedication to the sailing community throughout the region and for keeping even us far-flung readers informed and entertained.
25 years is quite the accomplishment!
Congrats!
Jennifer Brett, Senior Editor
***Cruising World* , USA**

continued on next page ⟶

Caribbean Compass Market Place

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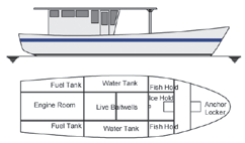
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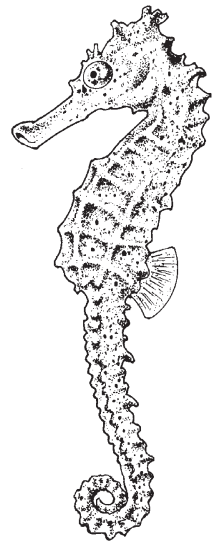


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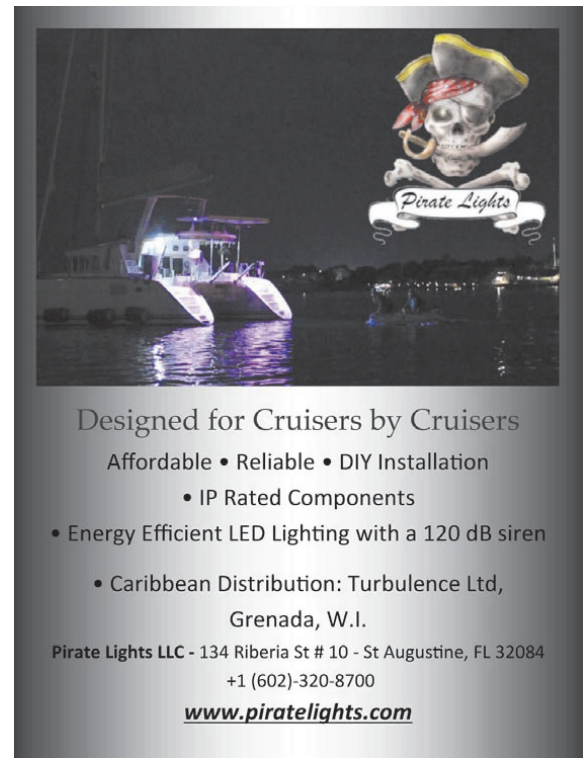
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C comic relief
O over the rainbow
M mega marine media
P publication extraordinaire
A awesome authors
S smashing super content
S sailors' trials and triumphs

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MP = Market Place pages 44 - 45
C/W = Caribbean-wide

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