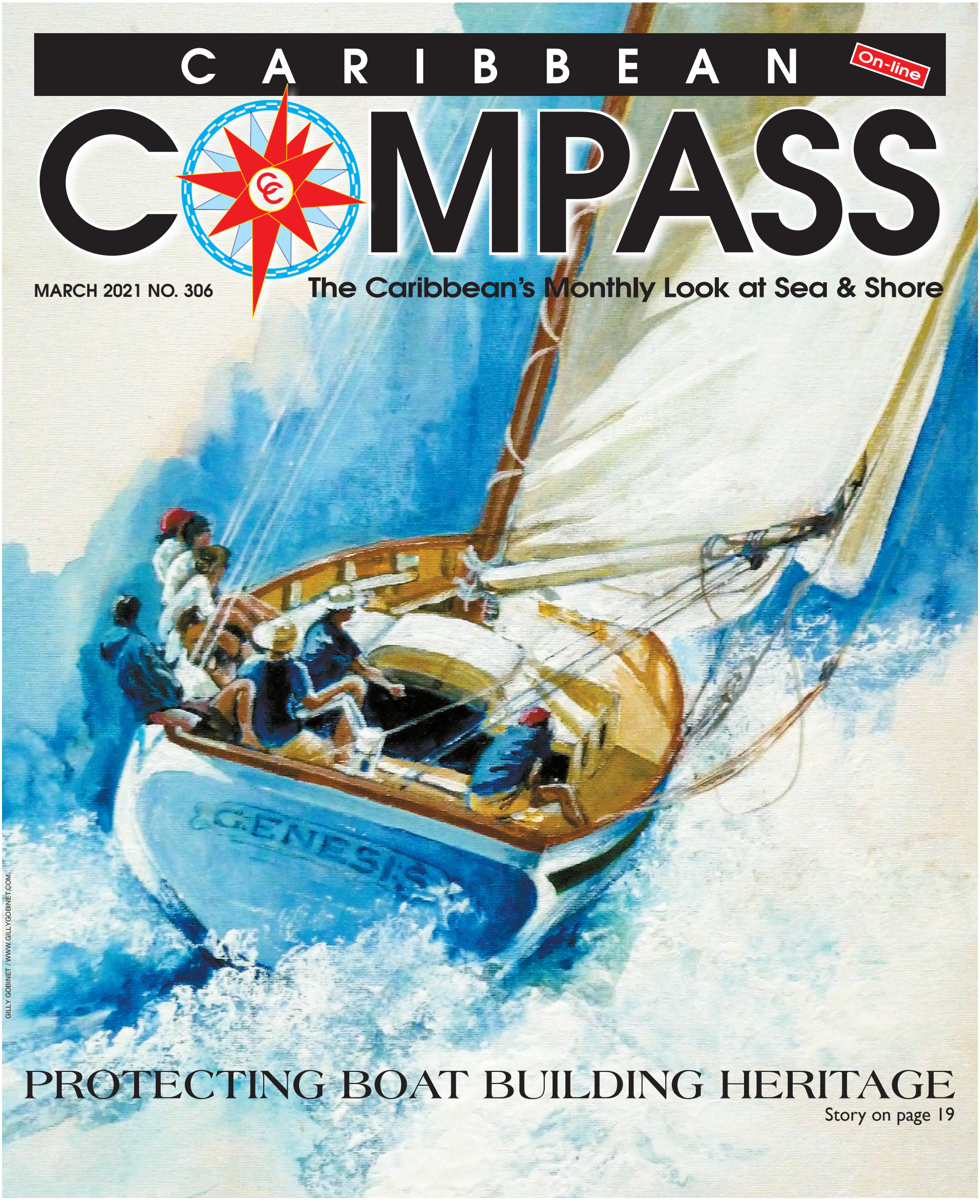
CARIBBEAN On-line
COMPASS
MARCH 2021 NO. 306
The Caribbean's Monthly Look at Sea & Shore



GILLY GOBINET / WWW.GILLYGOBINET.COM

PROTECTING BOAT BUILDING HERITAGE

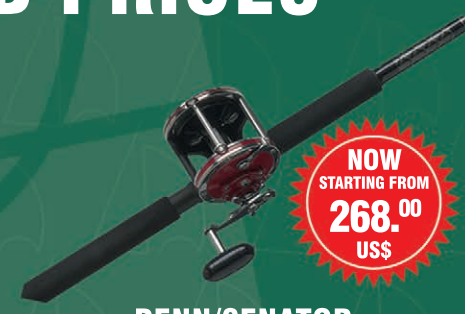
Story on page 19

CRUISING
AT UNMATCHED PRICES



NOW STARTING FROM 8.90 US$

DAVIS INSTRUMENTS
TELL TALE, AIR-FLOW
7 GREEN & 7 RED WITH STICK-DISCS
Show the air flow across the sails-allowing you to trim sails for maximum performance.
Always good to get new ones in hi-wind season!



NOW STARTING FROM 268.00 US$

PENN/SENATOR
ROD/REEL, TROLLING COMBO 50LB 6'6"
This combo needs no introduction.
Great for trolling or bottom fishing.
Also available in 30Lb.



NOW STARTING FROM 10.75 US$

CRC
BELT DRESSING, FOR DRIVE BELTS 10OZ
A food grade belt dressing to extend the life of drive belts by improving traction & allowing runs under reduced belt tension.

Prices shown are based on St Maarten Retail Price List - Prices may vary per location areas. You can now see product's pricing by locations in local currency on website.



NOW STARTING FROM 109.95 US$

COMFORT SEAT
REGULAR 100X48X8CM
DARK SAND
Multiple colors available.



NOW STARTING FROM 1698.00 US$

FORCE10
COOKING WITHOUT COMPROMISE

FORCE 10
STOVE 3 BURNERS THERMAL
OVEN BROILER PROPANE
Most common configuration for medium size galleys with lots of options from which to choose.
Plenty of cooktop area to cook a full meal with large oven to match.
Comes in five sizes.



NOW STARTING FROM 25.25 US$

ALLIED INTERNATIONAL
RETRIEVAL MAGNET,
110LB HOLDING POWER
Can be used for hundreds of uses.
Holds up to 50 lbs. For underwater recovery.
Can find lost gear and tools.
Durable and long lasting.
.



NOW STARTING FROM 16.95 US$

MR. CLEAN
MAGIC ERASER ORIGINAL OR SHEETS
Acting like super-fine sandpaper on stains.
No chemicals! The original cleans imposible messes easily! The sheets, the thin eraser that cleans everywhere.



NOW STARTING FROM 28.25 US$

DAVIS INSTRUMENTS
RIGGING KNIFE DELUXE
Made entirely of top quality stainless steel with dura-edged blades.
Comes with a marlin spike, shackle key, and screwdriver.



NOW STARTING FROM 27.50 US$

DAKINE
NEW HATS, LEASH, BAGS SPLIT ROLLER,
CARRY ON, SURF PAD...
More products available.
Check out in store or website!

BUDGET MARINE

The Caribbean's Leading Chandlery

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

www.budgetmarine.com

Scan me to see all products on website and prices by location

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

MARCH 2021 • ISSUE 306

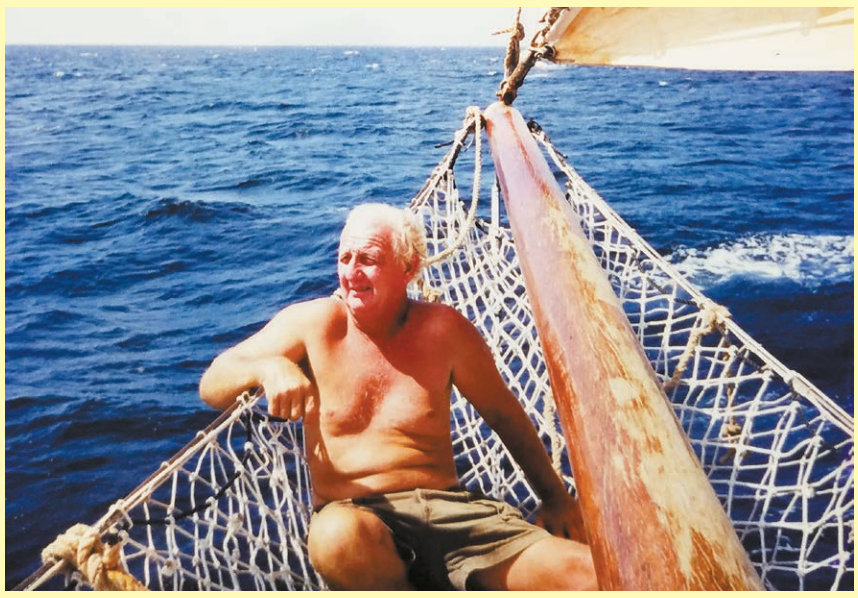


Challenge Met! Multihull regatta 2021 ...18
Boat Building Intangible cultural heritage ...19



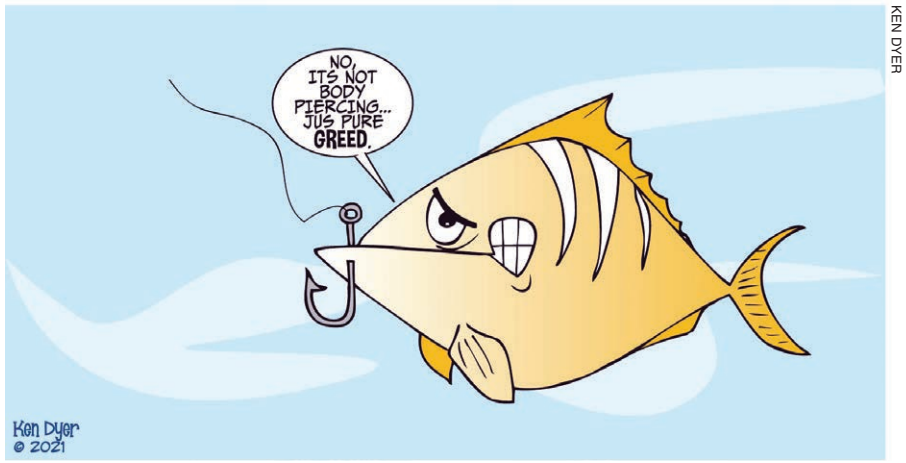
DISCOVERPUERTORICO.COM

Puerto Rico Sailing the south coast ...20
Helping Hands Cruisers and communities ...22, 23



Don Hanson A life well lived ...24
Sea Flowers Meet the anemones ...31

seaweed



KEN DYER

ON THE COVER:
Gilly Gobinet's painting of *Genesis* captures the beauty of the Carriacou sloop as Carriacou & Petite Martinique Wooden Boat Building heads for inscription on the UNESCO List of the Intangible Cultural Heritage of Humanity. Story on page 19

DEPARTMENTS

Info & Updates 5
Business Briefs 8
Eco-News 11
Regatta News 15
Book Reviews 27
The Caribbean Sky 28
Our Island Birds 30
Look Out For 32
Readers' Forum 33
What's on My Mind 34
Calendar of Events 35
Caribbean Market Place 36
Classified Ads 38
Advertisers Index 38

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



'I keep being impressed by what a good magazine this is and what a good balance you keep — valuable information, ripping yarns, important ecological stuff, and fascinating nature stuff.'
— Constant Reader

CARIBBEAN COMPASS

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, Anguilla, British West Indies.
Tel: (784) 457-3409, Fax: (784) 457-3410, compass@caribbeancompass.com, www.caribbeancompass.com

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

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.
We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity. ©2021 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.
ISSN 1605 - 1998

See each new issue of the magazine on our website at www.caribbeancompass.com

SPICE ISLAND
MARINE SERVICES



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







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

Info & Updates

KPK now able to receive AIS

Glenn Tothill reports: The Seven Seas Cruising Association (SSCA) HF Radio Service Net, FCC call sign KPK, has announced a new service. We have always taken float plans of vessels making offshore passages, and tracked them using the HF Radio and/or a satellite GPS tracker such as a Garmin In Reach or Iridium Go. We now have the capability to receive AIS signals from the MarineTraffic satellite feed, giving us the ability to track any vessel transmitting an AIS signal from almost anywhere in the world.

Class A AIS Units are more powerful and reliable than Class B units. There are new two varieties for Class B AIS units:

Class B CSTDMA 2-watt: These transponders are the traditional Class B units, have a transmit range of five to seven miles, and use the carrier sense system for getting a transmission slot.

Class B SOTDMA 5-watt: This is a new type of Class B transponder. These units have a typical transmit range of ten to 15 miles. They use the same self-organized slot management system as the commercial Class A transponders.

If you desire to have KPK keep a float plan for your vessel, download a PDF of a USCG Auxiliary Float Plan at https://floatplancentral.cgaux.org and e-mail it to KPK@ssca.org.

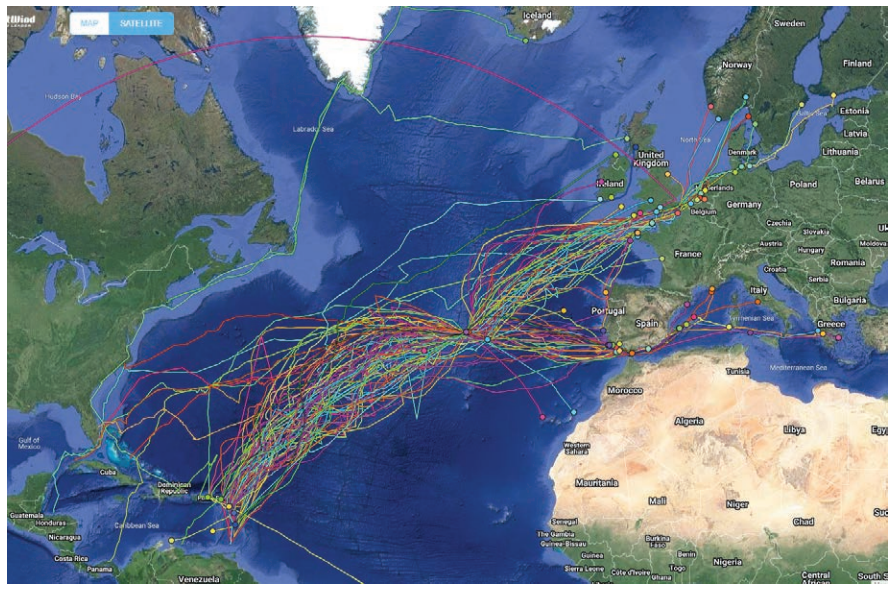
Although we always appreciate membership in the SSCA, membership is not required to participate in the SSCA HF Radio Service Net. All vessels are welcome.

Ocean Cruising Club awards for 2020

Daria Blackwell reports: The international Ocean Cruising Club (OCC) exists to encourage long-distance sailing in small boats. We have 45 nationalities represented among more than 3,100 members, and Port Officers around the world. A full member must have completed a qualifying voyage of a non-stop port-to-port ocean passage, where the distance between the two ports is not less than 1,000 nautical miles, in a vessel of not more than 70 feet (21.36 metres) LOA; associate members are committed to achieving that goal.

Despite a pandemic raging throughout 2020, the OCC Awards Subcommittee found numerous achievements to recognize in the cruising world.

The Club's premier award, The OCC Barton Cup, which salutes an exceptional or challenging voyage or series of voyages, goes to Bert ter Hart, *S/V Seaburban*. His non-stop, unsponsored, solo circumnavigation via the five Capes was conducted entirely without the use of GPS or other electronic aids to navigation. The seven-month voyage is believed to be a world record for the longest duration in quarantine during the Covid-19 pandemic. Bert's navigational skill and seamanship set a magnificent example to all long-distance sailors. Bert was the recipient of an OCC Challenge Grant, which was instituted to help support particularly adventurous or environmentally conscious endeavours.



The OCC Award for 2020 went to a group that tracked and assisted hundreds of sailors who were undertaking hazardous voyages during the pandemic.

The OCC Award has two components — one rewards members who contribute valuable services to the OCC and the other is for anyone who contributes extraordinary service to the cruising community at large. For 2020, the OCC Award recognised a group of members who collectively provided immensely valuable services to both members and the cruising community as a whole in response to the novel Coronavirus pandemic. The following individuals jumped in to assist cruisers around the world as borders closed and restrictions were imposed, often without warning, while cruisers were on passage: Vice Commodore Daria Blackwell, Regional Rear Commodore Alex Blackwell, Regional Rear Commodore Moira Bentzel, Member Tim Goodyear, Global Network Support Coordinator Fiona Jones and Roving Rear Commodore Guy Chester.

—Continued on next page



—*Continued from previous page*

They coordinated, monitored, tracked, assisted virtually and arranged real time assistance to hundreds of sailors who were undertaking hazardous voyages because of the pandemic, often with hurricane or cyclone seasons threatening. These sailors included many OCC members but also many non-members, some of whom have incidentally joined the Club since. It cannot be too highly emphasized what a tremendous and often life-saving job they did, coordinating with national rescue services in the USA, UK and the Azores. On January 9th, 2021, The Royal Cruising Club recognised their efforts by awarding the OCC their Medal for Services to Cruising.

The OCC Seamanship Award went to OCC member Garry Crothers of Northern Ireland. Garry, who lost an arm in a motorcycle accident, found himself as a literally single-handed sailor in St. Martin when Covid-19 struck last summer. He wanted to get back to Northern Ireland for his daughter's wedding in September. With no flights and no possible crew, he sailed solo non-stop directly to Northern Ireland, taking 37 days. Garry was one of the sailors assisted by the group receiving the OCC Award, who were checking in with him daily.

The OCC Lifetime Cruising Award 2020 is presented to Nick Skeates, who has been an almost permanent liveaboard since leaving the UK in 1975 aboard his first *Wylo*, a Morgan Giles-designed 28-footer, at the age of 28. Two years later, having sailed to New Zealand and back into the Pacific, he lost her on a reef near Fiji in poor visibility. Back in NZ with almost no money, he decided to design and build his next boat, *Wylo II*, a 32-foot gaff cutter with steel hull and wooden deck, which he launched in 1980. He did nearly all the work himself, including making her sails. At least 160 sets of *Wylo II* plans — some of a slightly extended 35-foot version — have been sold since then, with more than 50 boats built. Nick still prefers to navigate by sextant, though he admits to carrying a GPS in reserve. In these days of ever-larger cruising yachts with all the bells and whistles, Nick remains true to the philosophy that has served him well for nearly 50 years.

The Vasey Vase recognises "an unusual or exploratory voyage made by an OCC member or members" and, in an age of speedy circumnavigations, Graham and Avril Johnson's 18-year circumnavigation certainly merits this award.

Additional awards included an OCC Port Officer Service Award to Victor Langerwerf of Curaçao.

For all awards and more information visit https://oceancruisingclub.org

Covid regulation updates

• ANTIGUA & BARBUDA: As of February 10th, all arriving passengers by air must have a negative Covid-19 RT-PCR (real time polymerase chain reaction) test for SARS-CoV-2 using a nasopharyngeal or oropharyngeal swab taken within seven days of their flight. Passengers arriving by yacht are subject to quarantine according to guidelines issued by Port Health.

All arriving passengers must complete a health declaration form and will be subject to screening and temperature checks upon arrival. All yachts entering the waters of Antigua & Barbuda should contact the Antigua Port Authority, using VHF Channel 16, at least six hours prior to arrival. Instructions will be given to guide you to either the Nevis Street Pier or to a holding area.

The wearing of face masks in public spaces is mandatory throughout Antigua & Barbuda and all arriving passengers must wear a face mask on disembarkation. The

CHRIS DOYLE



Extensions of stay in Antigua can now be issued at English Harbour.

Antigua & Barbuda Marine Association is greatly concerned to receive reports that yacht workers have been requested to board yachts where those on board are not wearing masks. All yacht owners are reminded that all on board who may come into contact with a worker must wear a mask at all times. This includes crew picking up workers by dinghy to take them to boats at anchor. Yacht workers should refuse to go onboard unless crews are wearing masks. In addition, it is imperative that boatowners do not allow any people, whether guests or workers, on board if there are cases of Covid-19 or if any crew are self-isolating due to a potential infection on board. If the boat has been put in quarantine a Q-flag must be flown.

These restrictions for maritime traffic, and the consequent Antigua Port Authority guidelines issued during the State of Emergency, shall not restrict vessels engaged in innocent passage and/or transit passage, within the territorial seas and/or archipelagic waters of Antigua & Barbuda, under the 1982 United Nations Convention on Law of the Sea (UNCLOS).

The Immigration Department office at English Harbour is now issuing extensions of stay. Contact ndharbour268@outlook.com to make an appointment.

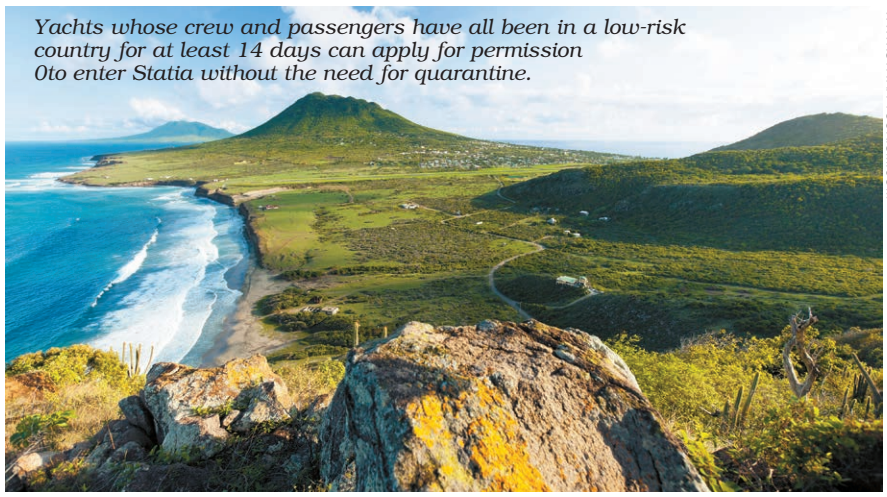
Look for updates at https://abma.ag/2020/12/update-on-antigua-barbuda-travel-entry-protocols-and-procedures-due-to-the-coronavirus and www.visitantiguabarbuda.org

—*Continued on next page*



—*Continued from previous page*

• STATIA: As of February 1st, yachts whose crew and passengers have all been in a low-risk country for at least 14 consecutive calendar days can apply for permission to enter Statia without the need for quarantine. Low-risk Caribbean countries include Anguilla, Dominica, Grenada, Montserrat, St. Kitts & Nevis and Saba.



Yachts whose crew and passengers have all been in a low-risk country for at least 14 days can apply for permission 0to enter Statia without the need for quarantine.

WWW.STATIA-TOURISM.COM

Everyone who wants to enter St. Eustatius must register by email to info.covid19@statiagov.com. Your email must include motivation, planned date of entry, name, date of birth, nationality, which country or countries you stayed during the last 14 days and (if applicable) your preferred place to stay during the quarantine period. Entry requests should be received at least 72 hours before the planned date of arrival. Approval will be within 48 hours after receiving the request.

Everybody entering Statia needs to fill in a travel questionnaire, which can be found at www.statiagovernment.com/documents/forms/2021/01/25/health-application-form. The form has to be filled in between 48 and 12 hours before arrival.

All persons on yachts that visited a high-risk country during the last 14 days must stay in quarantine on board the yacht for 12 days and receive a negative test result taken on day ten before being allowed to go on shore. If incoming persons on a flight or vessel are from different risk categories, the government can decide to treat them all as being from the highest risk category present.

Diving schools on the island can visit the yachts from high-risk countries and organize diving trips directly from the yacht. The divers on these yachts must possess a PADI certificate.

All yachts in transit are allowed to anchor in Statia waters without going onshore.

Visit www.statiagovernment.com for details and updates.

• ST. VINCENT & THE GRENADINES: As of February 8th, SVG has a new category of Very High Risk countries, which includes Brazil and South Africa. Mandatory quarantine for arrivals from these countries is 21 days.

In addition, the use of masks for all persons in public spaces or private spaces to which the public has access is now mandatory throughout SVG under the Public Health Act.

For more information visit http://health.gov.vc/health/index.php/covid-19-protocols-documents. Direct any questions to coronavirustaskforcesvg@gmail.com.

• BELIZE: As of February 10th, Belize has reopened its maritime borders for yachts. It is mandatory to engage a licensed shipping agent for a yacht to enter the country. Specialized agents will be authorized to deal with non-commercial vessels and maximum tariffs have been set. Authorized ports of entry are San Pedro, Belize City and Placencia. A 72-hour notice is required for entry.

All yachts may utilize VHF Ch16 to make contact with the Belize Port Authority.

For more information contact the Belize ports commissioner at bzportauth@btl.net

• HORTA, AZORES: All arrivals to Horta by sea are currently under the following Covid regulations, which are subject to change without notice: Upon arrival at the harbor entrance contact "Horta Marina" on VHF Ch16 or 10 for arrival formalities and guidance on a position to anchor. All crew are obligated to have a PCR test done as soon as possible after arrival. Arrangements can be made with the marina office, which will schedule the weekday PCR tests. Until the tests are returned negative everyone will be confined to the vessel in the anchorage with results normally available within 24 to 36 hours of testing. All crew are then welcome ashore without restriction other than adhering to all WHO guidelines regarding masks, social distancing and hand hygiene. A marina berth will be made available as space allows. If the crew does not wish to take the PCR tests there will be a small quarantine area available for a limited time for provisions and fueling, but all crew will be confined to this quarantine area.

Mid Atlantic Yacht Services is able to do local provisioning for vessels at anchor or in the quarantine area as well as making urgently required repairs when you are alongside a marina berth.

For more information contact mays@mail.telepac.pt or +351 (292) 39-16-16.

Island destination videos

• Maria Blackman reports: Antigua & Barbuda's harbours, marinas and iconic landmarks are on full display in the Antigua and Barbuda Tourism Authority's latest destination video created for travellers in need of a safe yachting destination offering seclusion and space.

The video, which can be viewed on the Antigua & Barbuda Tourism Authority's YouTube (www.youtube.com/goantiguabarbuda) and social media pages, features remarks from the Antigua & Barbuda Minister of Tourism, the Honourable Charles H. Fernandez, who comments that the government remains committed to the development of the yachting sector. "We can assure you that working together with our partners in the yachting sector, we have put guidelines and measures in place throughout our marinas to allow for the safe resumption of the yachting industry, and the safe return of visitors in the best way possible." The Tourism Minister adds that the government and stakeholders continue to work together to make nautical events on the 2021 calendar more socially responsible.

• Nikoyan Roberts reports: Visit Grenada's marinas with the Grenada Tourism Authority as they distribute Pure Grenada boat flags to our yachting visitors by downloading the video at https://we.tl/t-e6Qjsg9ZH9.

Welcome aboard!

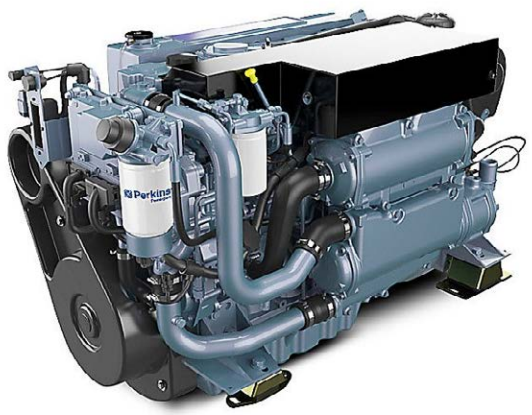
In this issue of *Caribbean Compass* we welcome new advertisers One Man's Sampler, on page 33; Bequia Pizza Hut, on page 36, and Akzo Nobel paints, on page 39.

Good to have you with us!

Perkins®
THE HEART OF EVERY GREAT MACHINE

In Stock!
Perkins M300C Marine Engine

Commercially rated 6.6 liter engine producing 300 hp @ 2400 rpm



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

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

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

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

info@partsandpower.com www.partsandpower.com +1 284-494-2830/440-2830

Your Power Solution Company

BUSINESS BRIEFS

AkzoNobel acquires New Nautical Coatings

AkzoNobel NV has acquired New Nautical Coatings, owner of the Sea Hawk yacht coatings brand.

New Nautical Coatings is one of the top players in yacht coatings in North America. Operating a specialized production facility out of Clearwater Beach, Florida, the business is active in North America, with sales being generated in the Caribbean and Australasia. The Sea Hawk brand enjoys high customer loyalty among yacht owners, shipyards, and maintenance service providers because of its premium quality and product performance.

Recently recognized as one of North America's top coating manufacturers, New Nautical Coatings was established in 1978. The business mainly supplies premium antifouling coatings, as well as several other products, such as primers and varnishes.

AkzoNobel's portfolio of brands includes Dulux, International, Sikkens, and Interpon. Headquartered in the Netherlands, the company is represented in over 150 countries.

For more information about AkzoNobel's yacht coatings visit www.yachtpaint.com and see ad on page 39.

Budget Marine supports youth sailors

Staunch supporters of youth sailing in the Caribbean, Budget Marine and the Ferron family have donated ten life vests to the junior sail-training program of the Club de Voile de Friars Bay, St. Martin.

Visit www.facebook.com/Club-de-voile-de-friar-s-bay-389396075246367 for more information on Club de Voile de Friars Bay.

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



Junior sailors in St. Martin sporting their new life vests from Budget Marine.

Explore Panama before and after your Canal transit

Erick Galvez of Centenario Consulting reports: I take this opportunity to encourage sailors to come to Panama and visit our San Blas Islands, which are now open. Afterwards, we will process your Panama Canal transit request and once you complete your transit, you can explore our Las Perlas Islands before continuing your adventure into the vast Pacific Ocean.

Although we are all concerned about the current situation worldwide, we confirm that the Panama Canal authorities never sleep and don't intend to do so.

Prepare your rigs, engine, and stores and come on down! We are here to help you with the Panama Canal authorities.

For those who are part of the Panama Posse Rally, we are the official agent. For those who are not, we are among the most popular and well-respected agents.

For more information visit www.centenarioconsulting.com and see ad on page 28.

Sail Windjammer, Inc closes operations

In 2014, Sail Windjammer, Inc began operating *S/V Mandalay,* which was part of the original Windjammer Barefoot Cruises fleet that ceased operations after the loss of one of its fleet, the *S/V Fantome,* in Hurricane Mitch in 1998. Built in 1923 for EF Hutton and Marjorie Merriweather Post, *S/V Mandalay* is a 236-foot tall ship that carries 58 passengers. The three-masted schooner most recently sailed out of Grenada for one- and two-week cruises in the Grenadines.



S/V Mandalay *was built in 1923 for EF Hutton and Marjorie Merriweather Post.*

On January 28th, the Sail Windjammer company reported: "With sadness in our hearts, we share that Sail Windjammer, Inc. will be closing operations. Recently, there was damage to our *S/V Mandalay*. We gathered all repair and maintenance estimates, costs, and our financial position to evaluate how we could move forward. We tried everything possible to figure out how to continue, financially. Ultimately, we cannot see a path forward. Covid-19 has been devastating to our business, which we don't see a way to recover from. Not qualifying for any small business loans along with ten months of no income has crippled our operations.

"There aren't words to describe what our Sail Windjammer family is feeling. We are heartbroken and crushed. What you felt when stepping foot on *Mandalay* is how we all felt arranging each cruise. The serenity and peace while sailing on her is a feeling unmatched and will be cherished forever. The past eight years have been a life-changing journey for so many and we thank you for accompanying us on that journey."

Buying or selling a boat?

"Top of the morning' to ya!"

Chrystal Young reports: The Multihull Company - Grenada, located in Secret Harbor, Mt. Hartman Bay, would like to invite all boat owners to stop by or send an email for a no-obligation market analysis. Experienced brokers Chris and Chrystal offer complimentary photography services and video with every central listing. Off-site buyers can request virtual walk-through tours.

Contact us by phone (473-457-3245), email Chris@multihullcompany.com, or stop by the office — the coffee is hot and the beer is cold!



Chris and Chrystal offer complimentary photography services and video with every central listing.

Happy St. Patrick's Day!

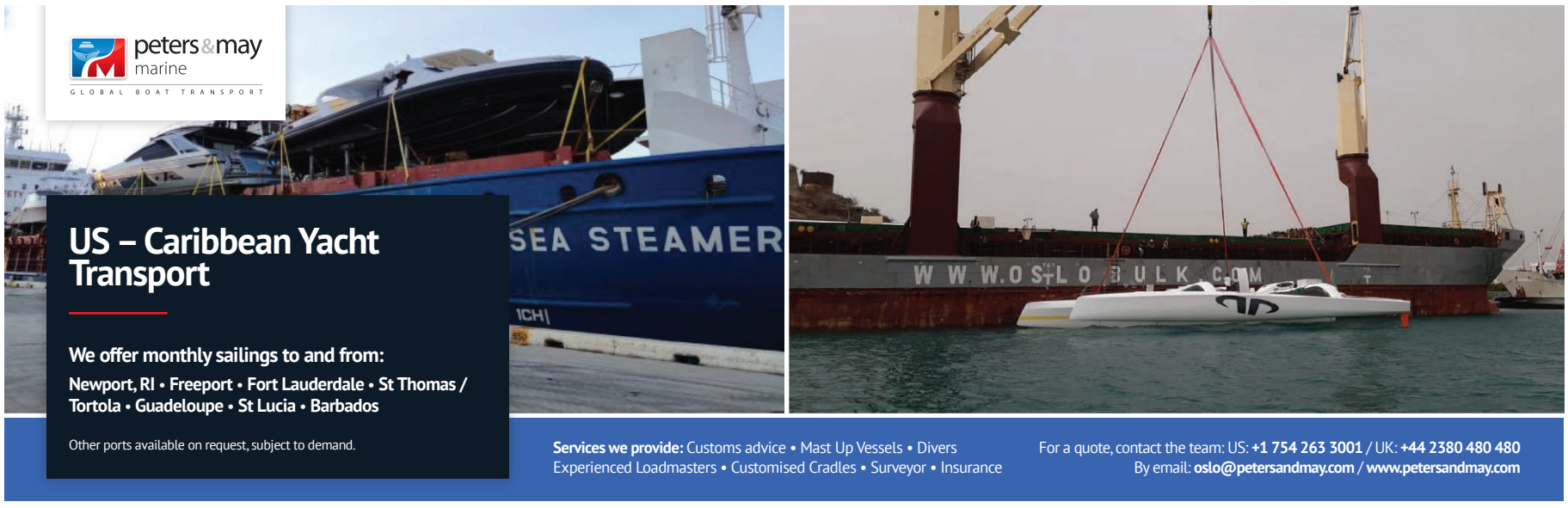
Visit www.multihullcompany.com/about-us/offices/grenada for more information on The Multihull Company – Grenada.

Shawina Jacobs: Parts & Power Employee of the Quarter

Robin Hales reports: Shawina Jacobs was unanimously elected as Parts & Power's Employee of the Quarter for the last quarter of 2020. She was presented with the Perpetual Plaque and received a gift certificate for her achievement.

Shawina has worked at Parts & Power for nine years. She joined us as a parts sales associate, coming from the automotive industry. Her sales skills were quickly realized and she was transferred to equipment sales in 2015. Shawina is our Eaton power quality expert and is also well accomplished in power generation, automatic transfer switches, and heavy equipment.

—Continued on next page



—Continued from previous page

She has been Parts & Power's leading sales associate on many occasions. Her product knowledge is only exceeded by her customer service and she has a loyal following of customers. We want to extend our congratulations to Shawina Jacobs, Employee of the Quarter!

Located in Tortola, BVI, Parts & Power is a leader in sales of marine engines and much more.

For more information on Parts & Power visit www.partsandpower.com and see ad on page 7.



TONY TUCKETT

Parts & Power's Employee of the Quarter Shawina Jacobs (at right) and her supervisor, Ingrid Penn.

Port Louis Marina welcomed Viking Explorers Rally

Camper & Nicholsons Port Louis Marina was pleased to welcome the intrepid transatlantic sailors of the Viking Explorers Rally, who left the Canary Islands on January 9th bound for Grenada.

The Viking Explorers Rally is a fun, friendly, and family-orientated rally encouraging a group of sailors to safely cross the Atlantic.

Carlota Texeira of Viking Explorers commented, "We are thrilled to have been able to keep this event on the calendar in 2021 and for all participants to safely leave the Canary Islands and arrive in Grenada. Many thanks to our sponsors, including the Grenada Tourism Authority, Port Louis Marina, and Westerhall Estate Rum for their help to make this rally happen!"



The Viking Explorers Rally 2021 received a warm welcome at Grenada's Port Louis Marina.

Charlotte Fairhead, Marina Manager at Port Louis Marina, said, "We are delighted to welcome the Viking Explorers Rally to Port Louis Marina. Their fun and friendly attitude and encouragement towards sailing around the Caribbean is very much in tune with our own ethos at the marina. We worked hard in agreeing on arrival protocols to ensure the safety of all participants, visitors, and our staff at Port Louis Marina. Welcome, and enjoy your stay!"

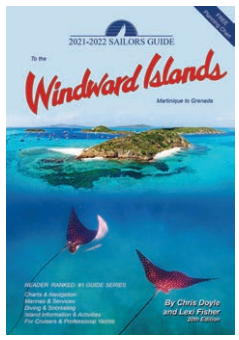
Visit www.cnmarinas.com for more information on Port Louis Marina.

Free sample chapter of Windwards Guide

Chris Doyle reports: To celebrate the 20th edition of the *Sailors Guide to the Windward Islands* (that's 40 years of writing!) we're giving away a FREE sample chapter from the newest edition, which is available from your local chandlery, or online from Amazon or Cruising Guide Publications.

Visit http://doyleguides.com to download a free PDF of the Grenada chapter. That's 67 pages of information on anchorages, marinas, regulations, technical and general yacht services, shopping, attractions, and restaurants, plus charts, photos, and town maps!

Visit http://doyleguides.com for updates and more information on all of Chris Doyle's guides, and see ad on page 32.



Caribbean to Europe yacht transport

Laurien Hoving reports: Where would you like to go? Sevenstar Yacht Transport is moving yachts around the world.

Our ships aren't on lockdown, so we are ready when you are. Safe and reliable.

Sevenstar Yacht Transport is the world's leading provider of yacht shipping services on a lift-on, lift-off basis. Sevenstar has access to the Spliethoff Group's fleet of 120 vessels. Our ships are designed especially for yacht transport and we believe in constantly developing our staff and tools to perfect skills and technologies.

Our global spread of destinations provides access to the world's premier ports and cruising grounds. You can check our sailing schedules on our website and we also offer customized itineraries. We have multiple shipments from the Caribbean available for you, and our agent in Le Marin, Martinique, is more then happy to advise you.

*Ports with an * are subject to demand.*

• MARCH DEPARTURES FROM:
St. John's, Antigua: March 10th – 30th
Le Marin, Martinique*: March 10th – 30th
St. Thomas, USVI*: March 10th – 30th
*Bound for Southampton, UK – we can add The Netherlands**



• APRIL DEPARTURES FROM:
Le Marin, Martinique: April 5th – 25th
St. Thomas, USVI: April 5th – 25th
Pointe-à-Pitre, Guadeloupe*: April 5th – 25th
Bound for Southampton, UK, and Ijmuiden, the Netherlands, or any other Dutch port. We can add Brest, France**

• MAY/JUNE DEPARTURES FROM:
St. John's, Antigua*: May 5th – 25th
St. Thomas, USVI: May 5th – 25th
Freeport, Bahamas: May 9th – 29th
Newport, Rhode Island, USA: May 15th – June 5th
*Bound for Southampton, UK, and Ijmuiden, the Netherlands, or any other Dutch port**

• MARCH/APRIL DEPARTURES FROM:
Palm Beach, FL, USA: March 25th – April 10th
St. Thomas, USVI, and/or Le Marin, Martinique*: March 25th – April 10th
Bound for Palma de Mallorca, Spain; Genoa, Italy (both to be confirmed)

• APRIL DEPARTURES FROM:
Palm Beach, FL, USA: April 5th – 25th
Le Marin, Martinique: April 5th – 25th
St. Thomas, USVI: April 5th – 25th
Bound for Las Palmas, Spain; Palma de Mallorca, Spain; Genoa, Italy; Tivat, Montenegro (all to be confirmed)

* MAY DEPARTURES FROM:
Palm Beach, FL, USA: May 5th – 25th
Le Marin, Martinique: May 5th – 25th
St. Thomas, USVI: May 5th – 25th
Bound for Palma de Mallorca, Spain; Genoa, Italy; Tivat, Montenegro (all to be confirmed)

For more information visit www.sevenstar-yacht-transport.com, or contact our agent Douglas Yacht Services at marie-eugenie@douglasyachtservices.fr and see ad on page 11.

New ShoreView app for coastal boating

ShoreView is a digital nautical guide with augmented reality. By simply using your mobile device, you are able to locate yourself on the sea, explore the coast safely, and discover places of interest without having to invest hundreds of euros or dollars in a marine GPS.

Get the app for free and enjoy boating the coast as you have never imagined before.

For more information on ShoreView see ad on page 5.





This paradise is worth defending.

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

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

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

@caribbeanTNC

@nature_caribbean

The Nature Conservancy

Caribbean ECO-News

Action Plan set for Regional Ecosystem Recovery


SONIA JIND

The regional plan is part of an effort to reverse the degradation of ecosystems worldwide.

On February 2nd, 2021, Latin America and the Caribbean adopted a regional plan containing ten actions to promote the recovery of terrestrial, marine and coastal ecosystems in the next decade.

The Action Plan for the Decade on Ecosystem Restoration was agreed to at the XXII Meeting of the Forum of Ministers of Environment of Latin America and the Caribbean, as part of a decision to prevent future pandemics and accelerate sustainable recovery in the region through the conservation, restoration and sustainable use of biodiversity and ecosystems.

This collaborative effort, aimed at reversing the negative impacts of degradation that are already underway, as well as those that are likely to emerge in the near future, is in line with the UN Decade on Ecosystem restoration (2021-2030), a global initiative to prevent, halt and reverse the degradation of ecosystems worldwide.

"Healthy ecosystems underpin sustainable development. With the adoption of this Action Plan, Latin American and Caribbean countries will have better conditions and more effective cooperation mechanisms to recover their ecosystems, halt biodiversity loss, and to advance regionally towards the 2050 vision of living in harmony with nature," said Leo Heileman, UNEP Regional Director for Latin America and the Caribbean.

Ecosystem restoration encompasses a wide continuum of activities that contribute to protecting intact ecosystems and repairing those that are already degraded. Such activities include enhancing organic carbon in agricultural soils, increasing fish stocks in overfished zones, remediating polluted sites, restoring ecological processes, restoring biodiversity, and conserving fauna and flora that can assist in the restoration process.

The Action Plan launched focuses on cooperation mechanisms and outlines ten actions following three pathways:

• Regional movement will be achieved by promoting public awareness, giving visibility to ecosystem restoration champions and bringing ecosystem restoration to schools.

• Political engagement will be pursued by supporting leadership in ecosystem restoration, developing an innovative financing strategy, and promoting high-level regional dialogues.

• Technical capacity will be built by encouraging investment in long-term scientific research, ensuring access to knowledge, promoting collaboration, and training professionals in ecosystem restoration.

The overarching vision is that, by 2030, the countries of Latin America and the Caribbean will have significantly advanced in defining policies and plans and implementing projects to restore marine, terrestrial and inland water ecosystems at a spatial scale that is relevant to revert the negative impacts of degradation.

Read the full story at www.unep.org/news-and-stories/press-release/latin-america-and-caribbean-region-launches-10-year-action-plan

New Caribbean Centre for Oceanography and Blue Economy

The Commonwealth Secretary-General has welcomed plans to establish a new Centre of Excellence in Oceanography and the Blue Economy at the University of West Indies' Five Islands Campus in Antigua.

The Government of Antigua & Barbuda, which co-chairs the Commonwealth Blue Charter Action Group on Sustainable Blue Economy, the University of the West Indies, and the Association of Commonwealth Universities agreed to work together towards this goal, with a memorandum of understanding signed in January.

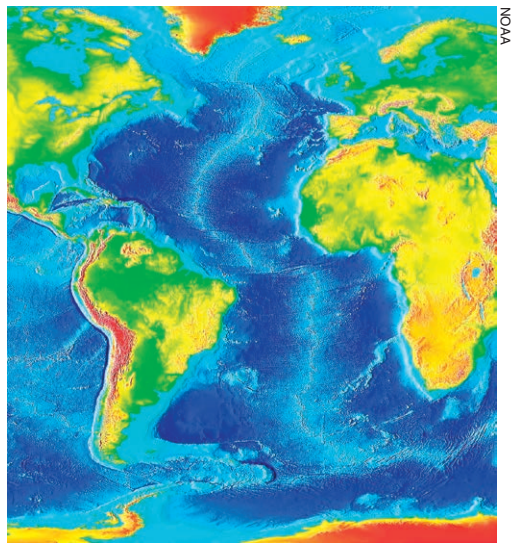
The Centre aims to advance intellectual progress and strengthen institutional capacity in the areas of marine science and the blue economy for the Caribbean region. The memorandum also allows the three parties to develop joint research, training and capacity-building programmes, as well as share academic and educational content.

As part of the Commonwealth Blue Charter, Antigua & Barbuda (alongside Kenya) co-champions member-driven actions that encourage better stewardship of the ocean's resources and environment.

Launched in 2018, the Commonwealth Blue Charter is a commitment by leaders of the organization's 54 member countries to actively collaborate on solving ocean-related challenges.

Read the full story at https://thecommonwealth.org/media/news/new-caribbean-centre-oceanography-blue-economy-welcomed

Why the Atlantic Ocean is getting wider


NOAA

Do transatlantic passages feel like they're getting longer?

Scientists have long known that the tectonic plates beneath North and South America are moving apart from those beneath Africa and Asia, widening the Atlantic Ocean at a rate of about an inch and a half per year.

A team of scientists led by the University of Southampton (UK) finally think they know why. They detected an upwelling of matter from much deeper below Earth's crust than is usually observed.

"This was completely unexpected," Dr. Kate Rychert from the University of Southampton said. "It has broad implications for our understanding of Earth's evolution and habitability."

Rychert is a coauthor of a study published in the journal *Nature* in January that details the new findings, which provide a new window into how plate tectonics work beneath the Atlantic.

Plate tectonics is the theory that Earth's shell moves over its inner mantle as a series of divided plates. Their movements are the forces behind volcanic eruptions, tsunamis and earthquakes. The tectonic plates are moving apart at the Mid-Atlantic Ridge, an undersea mountain range that separates the North American and South American plates on the Western side from the Eurasian and African plates to the East. But, until recently, scientists were not sure how.

Plates tend to move as gravity pulls the denser parts of plates into the Earth. But the Atlantic Ocean is not surrounded by dense plates. Instead, the researchers discovered that material from Earth's mantle is swelling up beneath the ridge and pushing the plates apart from below. What's more, this material is coming from depths of more than 600 kilometers (approximately 371 miles). Usually, upwellings of this sort are much shallower, originating from depths of 60 kilometers (approximately 37 miles.). When they are deeper in origin, they tend to occur in more isolated areas. Upwelling from the lower to the upper mantle and all the way up to the surface is typically associated with localized places such as Iceland, Hawaii and Yellowstone, and not with mid-ocean ridges. To find it along the Mid-Atlantic Ridge was completely unexpected.

To achieve this finding, researchers placed 39 seismometers several miles deep along the Mid-Atlantic Ridge. They left them there for a full year, from 2016 to 2017. This gave the scientists with a wealth of data, allowing them to image variations in Earth's mantle at depths of around 410 to 660 kilometers (approximately 255 to 410 miles). It also provided them with the first high-resolution and large-scale imaging of the mantle beneath the Mid-Atlantic Ridge.

—Continued on next page

DYS
Douglas Yacht Services
La Martinique

Service Team

« A to Z » SERVICE AGENT

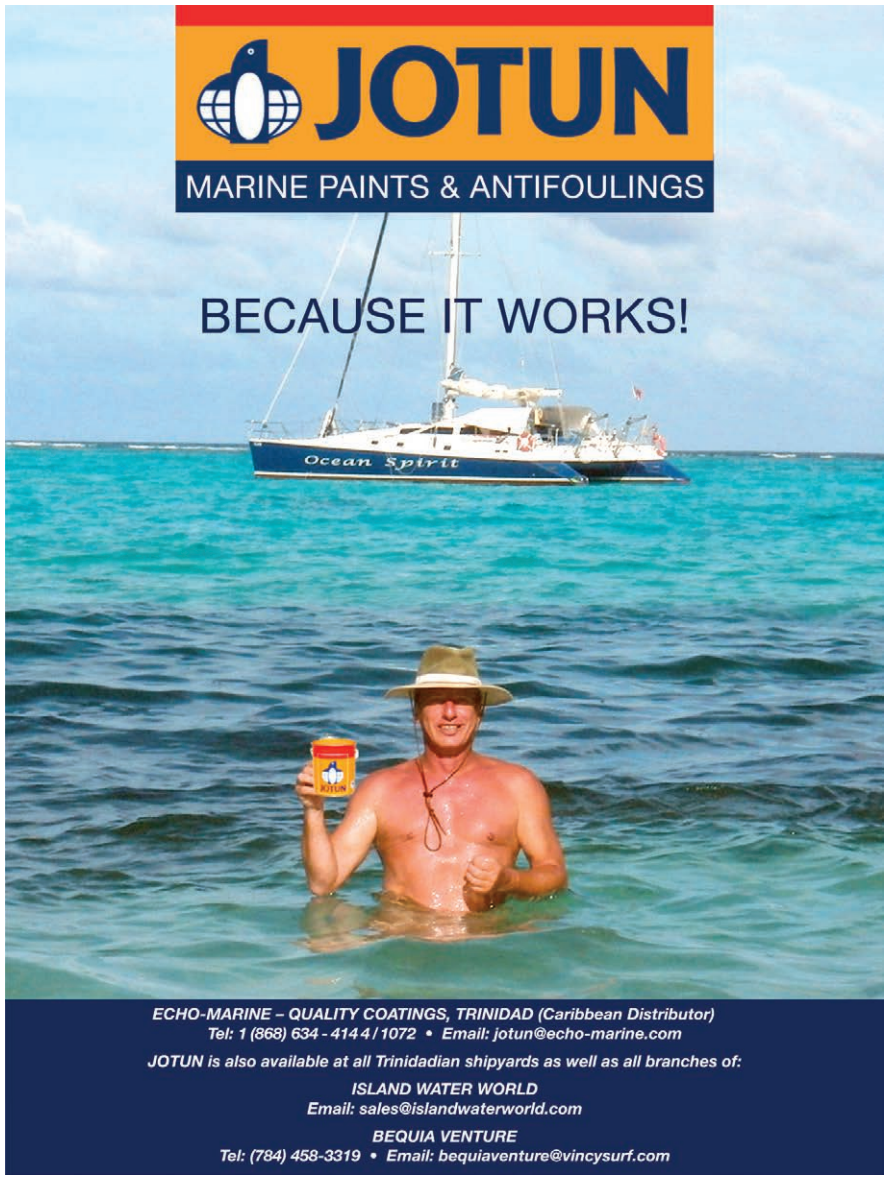


DUTY FREE PROCEDURES

- Yacht Concierge 24/24 - 7/7
- Electronic Clearance via Email
- 4G/LTE & TVRO products & services
- Project Management: Haul-Out, Maintenance
- Gourmet provisions
- Medical Turnkey Assistance & MEDEVAC

Cell : +596 696 45 89 75 / Office : + 596 596 52 14 28 / mail : douglas@yachtservices.fr

www.douglasyachtservices.fr





—Continued from previous page

Understanding plate tectonics is important for helping to predict disasters such as earthquakes, the press release explained. It can also help with climate change estimates across deep time, since plate tectonics impact sea level.

Read the full story at www.southampton.ac.uk/news/2021/01/atlantic-plate-tectonics.page

New lava dome expanding at St. Vincent's Soufriere

A new lava dome with fresh magma adjacent to the existing dome in the crater at La Soufriere volcano, St. Vincent, has been growing since late December 2020. Fresh magma has made its way to the surface without the associated volcanic earthquakes typically found in the Lesser Antilles. This is an "effusive" rather than explosive eruption. Soufriere erupted explosively on April 13th, 1979. No lives were lost.

UWI SEISMIC RESEARCH CENTRE



On January 6, 2021, St. Vincent's Soufriere's new dome could be seen reaching the crater wall, where heat and gases have damaged vegetation. The old dome, from the 1979 eruption, is at the right.

The University of the West Indies Seismic Research Centre (UWI-SRC), in collaboration with geologists Richard Robertson, Dr. Thomas Christopher and Dr. Adam Stinton, is studying the volcano and observing the actively growing lava dome. The UWI-SRC and St. Vincent & the Grenadines' National Emergency Management Organisation (NEMO) reported that the new dome was an estimated 428 metres long, 217 metres wide and 80 metres high, and had a volume of 4.45 million cubic meters by January 27th. The actively extruding lava dome, which is located on the edge of the dome from the 1979 eruption, continues to grow higher and wider.

On flights, the scientists were able to take thermal images of heat distribution, gas emission and dimension measurements. A plume rising from the lava dome contains sulfur dioxide and carbon dioxide. During a field visit on February 1st, scientists observed that gas and steam continued to rise from the top of the dome as well as along the contact of the old and new domes. Gas-and-steam plumes are often visible.

The UWI-SRC and NEMO St. Vincent and the Grenadines are continuing to monitor this event and provide updates to the public. The effusive eruption may or may not escalate to an explosive eruption. The public is advised not to visit the volcano at this time. The Alert Level remains at Orange (the second highest level on a four-color scale).

Visit http://uwiseismic.com for more information.

New worms discovered in lobsters

A new species of nemertean worm belonging to the genus Carcinonemertes has been found in egg masses of the Caribbean spiny lobster *Panulirus argus*. This is the first species of Carcinonemertes reported to infect any lobster species in the greater Caribbean and western Atlantic Ocean.

Carcinonemertes are voracious egg predators and have been tied to the collapse of various crustacean fisheries. The formal description of this new species represents the first step toward understanding putative impacts of this worm on the population health of one of the most lucrative yet already depressed crustacean fisheries.

Caribbean spiny lobster landings have decreased over the past decade. Scientists are uncertain of the reasons, although they have suggested several possibilities including overfishing, declining water quality, global climate change and environmental degradation. Caribbean spiny lobsters live in coral reefs, and scientists know that many coral reefs in the area are dying at dramatic rates.

Caribbean spiny lobsters are vital for the marine ecosystem because they are prey for many predators, including sharks, large fish such as grouper and snapper, turtles and octopuses. They are predators, too, and eat snails, crabs and clams. The clams are part of a different tropic chain, so when lobsters eat them, they link tropic networks and the flow of energy through the entire ecosystem.

A Clemson University researcher, Antonio Baeza, an associate professor with the College of Science's Department of Biological Sciences, discovered the new species of nemertean worm while researching parental behaviors and reproductive performance of the Caribbean spiny lobster in the Florida Keys. He is now studying how this parasitic worm affects reproduction in the Caribbean spiny lobster.

Researchers had tried to identify the worm based on published studies but found no information. "That was surprising because there have been more than 50 years of intensive research given that the Caribbean spiny lobster is such an important species," he said.

Baeza named the new parasite *Carcinonemertes conanobrieni* because its physical characteristics — a long body and pale color with slight tints of orange — reminded him of TV host Conan O'Brien. The worm is about the size of a dog's hair.

Since Baeza discovered the worm, they have reportedly been found near Colombia, the U.S. Virgin Islands and Costa Rica.

The US National Oceanic and Atmospheric Administration awarded Baeza a two-year grant to continue his research.

Addressing the fiberglass waste problem

The problem of what to do with unwanted fiberglass boats continues. A comprehensive article at designedconscious.com notes that while fiberglass can be recycled, it's not as simple as recycling other plastics because of the glass fiber content. Shredding or grinding fiberglass destroys many of the glass fibers, reducing their size, strength, and therefore the usefulness for future applications.

The equipment used to recycle fiberglass without damaging the glass fibers is expensive and the demand for recycled fiberglass isn't high. But with the increase of products made from fiberglass, it is becoming a larger source of waste that must be dealt with.

—Continued on next page

—*Continued from previous page*

Since the 1960s the boating industry has been a big producer of fiberglass. But now many old boats cost more to get rid of than they are worth. The most common method for the end of life of one of these boats is to remove the good parts and send the fiberglass hull to the landfill. Increasing environmental awareness requires us to identify sustainable disposal methods. Some recent initiatives include the following:

• The Rhode Island Marine Trades Association is leading the way in the United States with a pilot project that repurposes end-of-life fiberglass hulls into a resource for cement manufacturers. The process begins by stripping vessels of non-ferrous metals, engines, electronics, tanks, and interior fabrics, then sending those materials to existing recyclers. The fiberglass hull is cut up and reduced by industrial shredding equipment, and the shredded material can be used as a resource in cement products.

Evan Ridley, the project manager at RIMTA, believes the environmental aspect, and sheer ugliness of derelicts, will drive boat recycling more than the economics. "I think it's going to be a price that we have to pay to preserve our environment," he says. RITMA is also actively cleaning their marinas and harbors of floating plastic and trash, and putting a spotlight on their efforts to raise awareness of the issue.

• Eco-Wolf is a small company from Florida, USA that produces fiberglass grinders. In the 1960s Wolfgang Unger saw much waste and scrap going into landfills and knew if something wasn't done, there would be a big problem. As a chemist, he researched how to grind and reincorporate scrap fiberglass, and in 1973 he developed a method. He designed a machine for "harvesting" fibers that would be optimal for reincorporating into almost every production method — hand layup, spray-up, RTM, spin casting, and filament winding.

• France was the first European country to adopt an official national recycling and dismantling network for boats. APER a non-profit organization established in 2009 by the French Nautical Industries Federation, has established the first boat-dismantling network in Europe. A 2017 European Commission study found that 80,000 boats less than 72 feet in length are reaching the end of life annually. France's national recycling network involves 20 coastal companies and 52 dismantling sites. Its goal, aided by tax dollars, is to deconstruct as many as 25,000 boats by the end of 2023.

• The Japan Marine Industry Association developed a recycling program in 2005, as the country was faced with a large number of illegally dumped fiberglass boats. The program uses existing vehicle and boat dismantlers and cement plants as recycling facilities. It has 414 boat dealers and marinas, 36 dismantlers, nine processing companies, and five cement plants in its network.

The program has recycled more than 8,000 vessels since 2005 and reportedly sends only 12 or 13 percent of the material to landfills. The cost to transport and recycle the vessels falls on the boat owner, and many opt for cheaper dismantling because of the high cost of landfill dumping. The government support is promising in a country with limited space for landfills and a marine-reliant economy.

• Ryds Båtar is a Swedish boatbuilder, producing about 3,600 small powerboats each year in 36 models ranging in size from 11 to 20 feet. About six years ago, with the help of the Swedish Institute of Composites, Ryds began development on manufacturing boats with closed-loop recycled scrap, which accounted for about ten percent of its layup production. The result was a 15.5-foot concept boat, containing about 20 percent recycled fiberglass by weight.

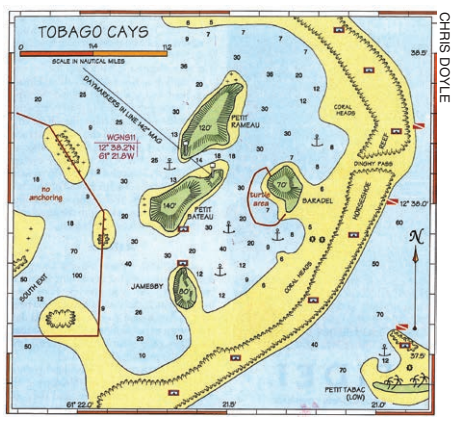
The original single-skin laminates of sprayed-polyester fiberglass in the hull and deck were cut back by 50 percent and replaced with a sprayable polyester mixture containing 33 to 40 percent ground scrap. Core materials, such as plywood, Coremat, and Divinycell, were replaced with the scrap mixture. The boat's laminates had equal or better strength in all respects and, where the recycled compound replaced plywood, screw-holding power improved significantly.

In the end, the goal of increasing innovation towards additional use applications for retired fiberglass boats requires having enough market demand to incentivize the creation of facilities that can recycle the material.

Read the full story at https://designedconscious.com/plastics-in-the-ocean/sustainability-news-stories/is-fiberglass-recyclable-who-is-recycling-fiberglass

Tobago Cays Marine Park builds on-water capacity

As part of the second phase of the project Enhancement of Resource Management Capacity within the Tobago Cays Marine Park (TCMP), in St. Vincent & the Grenadines, the park has acquired two four-stroke, 60-horsepower outboard engines and four sets of dive equipment (tanks, BCDs, fins, masks, weights and dive computers), which will enable Park Rangers to independently conduct monitoring of biophysical resources such as conch, coral reef and sea turtles. The staff also conducted routine maintenance of TCMP in-water infrastructure including moorings and demarcation buoys.



CHRIS DOYLE

They have secured other materials and equipment that will enable them to establish a comprehensive biophysical monitoring program to provide the scientific underpinning for the adaptive management process of the TCMP and to conduct regular and consistent monitoring of living marine resources within the park.

Training courses, both classroom and in-water, were conducted late last year by instructor Brad Fagan under Grenadines Dive. Park Rangers Keithron Deroche, Verronie Pope and D'Vern Allen are all now PADI Certified Advanced Open Water Divers. Senior Park Ranger Benjamin Wilson completed the PADI Rescue Diver course. Under the project, they procured critical safety and emergency equipment that will be used by their divers. The Park Rangers are now well equipped to conduct continuous biophysical monitoring at the Park.

See more at https://svgcf.org/wp-content/uploads/2021/02/SVGCF-Newsletter-Volume-2-Issue-2.1.pdf

Bequia Group awarded grant to archive bush medicine

The Hub Collective, a grass-roots community development group in Bequia, has been awarded a cultural grant from The Prince Claus Fund and the Goethe-Institut under the theme "Cultural and Artistic Responses to Environmental Change." The Hub will endeavour, over the course of 12 months, to focus on the intergenerational archiving and re-activation project "Bush Medicine Revival," aimed at safeguarding the traditional bush medicines, elders' stories and traditional ecological knowledge across all Bequia communities.

In the coming months, The Hub will be rolling out the aspects of the project and calls for action, and will be regularly communicating with the public. The group says, "We look forward to igniting Bequia's collective community spirit with old-time stories, traditions, lore and rituals."

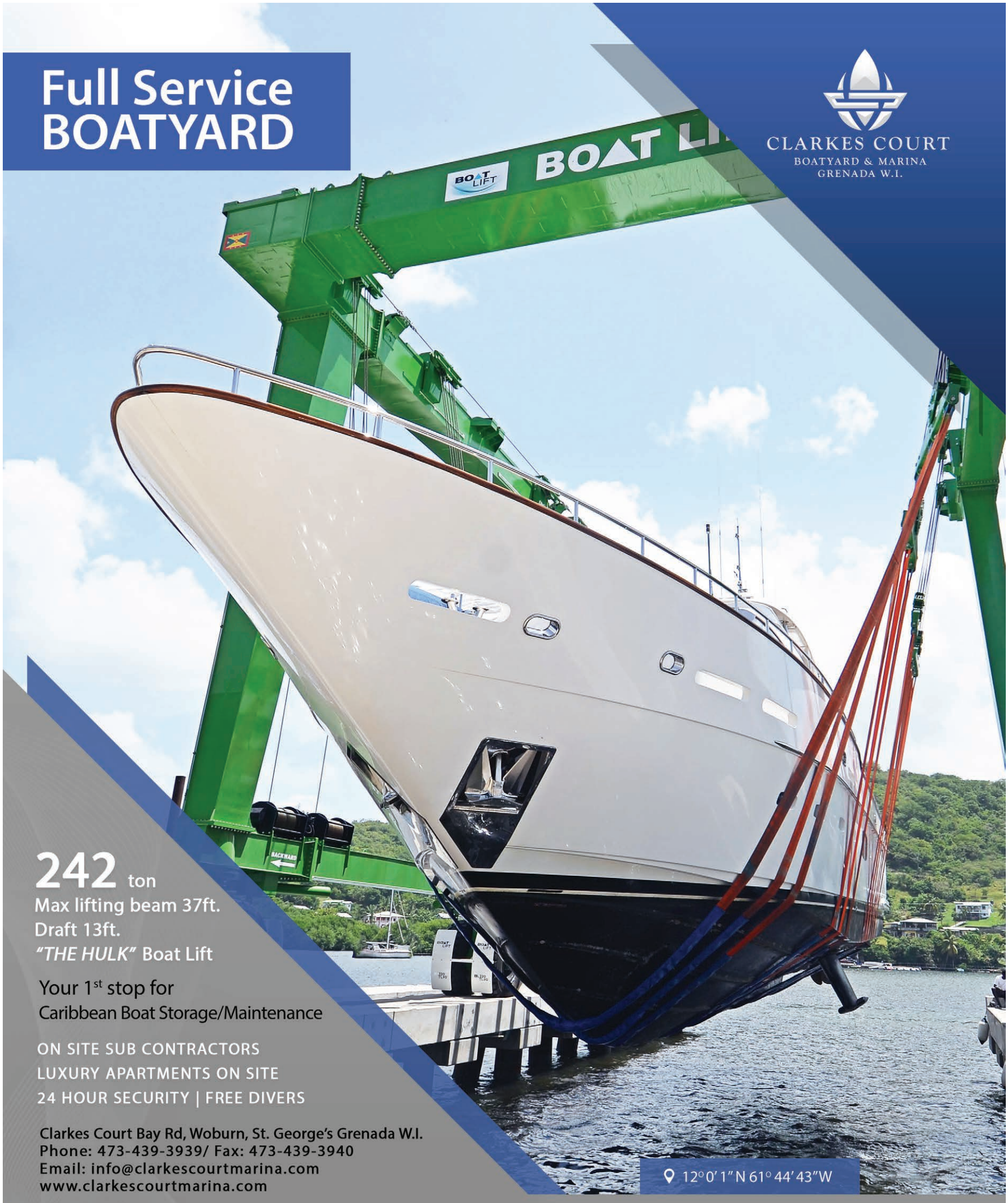
TURBULENCE LTD. GRENADA
SAILMAKING
RIGGING
ELECTRONICS
TURBULENCE Ltd.

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


GRENADA MARINE
BOATYARD | MARINA | RESTAURANT
SPECIALTY STORAGE
One-piece steel cradles // Tiedown Anchors throughout // Storage areas by boat type
REPAIRS, REFITS & MAINTENANCE
Fiberglass & Exotic composite // AwlGrip-AwlCraft Painting // Electrical & Electronic // HVAC
Mechanical // Rigging & Canvas // Sail Loft // Woodwork & Carpentry
Metalwork & Fabrication // Antifouling Application // Hull Polishing // Brightwork
OTHER AMENITIES
LAURA'S Restaurant // Island Water World Onsite // Diesel Onsite // Free WiFi
SALES & SERVICE AGENTS FOR:
VOLVO PENTA YANMAR GMPCS Ultra Sonic Dometic
Raymarine MASTERVOLT NORTHERN LIGHTS CRISTEC Frigoboat watt&sea
grenadamarine.com // info@grenadamarine.com
St. David's Harbour: (473) 443-1667
Port Louis Marina, St. George's: (473) 444-16674

Full Service BOATYARD

CLARKES COURT
BOATYARD & MARINA
GRENADA W.I.



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

Your 1st stop for
Caribbean Boat Storage/Maintenance

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

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

12° 0' 1" N 61° 44' 43"W

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

REGATTA NEWS

CSA's Club Class: a Covid-era option

The Caribbean Sailing Association (CSA) reports: We are all ready to escape the pain and suffering brought by the Covid-19 pandemic. What better way to do so than by racing your boat in the warm waters and brisk tradewinds of the Caribbean?

Last year, after regatta organizers in the Caribbean had to cancel several events to prevent the spread of Covid-19, they came together to plan for a racing future incorporating the challenges imposed by the pandemic. Although many 2021 regattas, such as Grenada Sailing Week, the St. Marten Heineken, the St. Barth's Bucket, Les Voiles de St. Barth, and Antigua Sailing Week have had to cancel, organizers have devised methods to make participating in yacht racing safe and fun while abiding by the particular island's health requirements.

The Caribbean Multihull Challenge ran successfully last month (see story on page 18), and, as of this writing, the Superyacht Challenge Antigua, St. Thomas International Regatta, BVI Spring Regatta and Sailing Festival, and Antigua Classic Yacht Regatta are all still on the calendar.

The need for social distancing may keep partying to a minimum, if at all, but will not significantly impact action on the water for many of our most popular classes. Club Class, Island Times Class, Double-Handed, IC24, and other cruising classes that cater to small family crews are options to bring back the joy of sailboat racing while keeping health risks to a minimum.

Chief Measurer Bastien Pouthier says, "Club Class is the CSA's entry level regatta system, where owners are encouraged to race their cruising and liveaboard boats, racing boats are outlawed, and everybody gets a chance to finish on the podium with our daily-changing ratings. We offer contactless and inexpensive boat measurements, low entry fees, and easy courses with lots of reaching, little upwind sailing, and short distances."

Many Caribbean events are now providing double-handed racing, placing a premium on boat handling skills and favoring boats that are easy to sail with smaller sail plans. The racing can be intense, but the satisfaction of finishing is immense!

The Caribbean's largest keelboat one-design class is the IC24. With over 30 boats built and distributed all over Puerto Rico and the Virgin Islands, this popular class attracts top racing teams. The Quantum PR group, led by Fraito Lugo, has developed a smaller headsail, appropriately called Covid jib, to facilitate lightweight three-person crews instead of the regular five. This allows teams to be kept to the family nucleus and live together in a mothership or apartment. But more importantly, it will enable easy, inexpensive travel to IC24 events.

The CSA asks everyone to check with the event organizers to explore how they handle their island's entry requirements and what unique protocols may be in place at their regattas.

Visit www.caribbean-sailing.com for more information on all Caribbean sailboat racing.

Petite Calivigny Yacht Club's new commodore

The new commodore of Grenada's Petite Calivigny Yacht Club (PCYC), Carol Gorvett, says, "I am very excited about the year ahead, not just because it looks like Covid might be on the decline, but also by the prospect of much PCYC fun on land and sea for our members. But first, a little about myself for those who don't know me. My husband, Mike, and I sailed our Southerly 42 from the UK with the 2013 ARC. The plan was to sail up and down the Caribbean for a few years, maybe do the ICW in US, and then sail back to the Med for a while. But we hadn't factored in the 'Grenada effect.' Having arrived on the island in January 2014, we decided to take a rest before heading off again and that was the start of our love affair with Grenada. We did sail up and down for a year, but then decided we wanted to settle in Grenada permanently. So, we sold the boat and bought a house! We have been members of PCYC for several years and became actively involved two years ago. I am privileged to take on the role of Commodore and hope that I can continue to promote and support the club in the same fashion as Mr. PCYC himself, John Whitsett."



She continued, "Our sailing program for this year includes monthly Hobie and Laser races, the reintroduction of a J/24 race series, our three signature races — the Mott Memorial Hobie Cat Challenge, the Round the Island Regatta, and the Yay Ray Laser Challenge — and the development of a Junior Sailing program. Our social calendar is equally as busy with monthly limes at different venues across the island, a monthly quiz, weekly club nights and a Christmas party. More will surely be added. I look forward to catching up with you all at some of these events."

Visit www.pcycgrenada.com and www.facebook.com/PCYCGrenada for more information.

Record-breaking RORC Transat

The first monohull to complete the RORC Transatlantic Race in less than ten days, Johannes Schwarz's Volvo 70, *Green Dragon*, crossed the finish line in the seventh edition of the RORC Transatlantic Race on January 19th in an elapsed time of 9 days, 18 hours, 53 minutes, and 40 seconds. The 2021 Royal Ocean Racing Club event started in Lanzarote, Canary Islands, and finished in Antigua. *Green Dragon* won the IMA Trophy and took monohull line honors.

Olivier Magre's Class40, *Palanad 3*, was less than five hours behind, completing the 2,735-mile race in a phenomenal elapsed time of 10 days, 1 hour, 43 minutes, and 18 seconds, scoring the best corrected time under IRC for the RORC Transatlantic Race Trophy.

"It is an honor to win the IMA Trophy, as so many famous boats have done, but to finish the race in such a fast time is incredible. Although we finished in Antigua and not Grenada, the route we took was to the south, so there is not much difference in the miles we raced," commented Schwarz. "When we arrived in Antigua, it was impossible for the RORC team to meet us due to the curfew, but as if by magic, there was a cooler of cold beer on the dock!"

Palanad 3 showed blistering pace in the RORC Transatlantic Race, as owner Olivier Magre was racing with two of the best Class40 sailors in the world: Corentin Douguet and Luke Berry. "We pushed the boat hard, maybe at times a bit too much," admitted Berry. "We had the smaller spinnaker up in 38 knots, for example."



JAMES MITCHELL

Luke Berry, Corentin Douguet and Olivier Magre leaving Lanzarote aboard the Class40 Palanad 3 *in the 2021 RORC Transatlantic Race. They arrived in Antigua ten days later.*

Enjoying a cold beer dockside, Magre commented: "We are overjoyed to arrive in Antigua to such a great welcome. It has been a super race. The boat performed really well: very quick but also very safe, with tremendous acceleration. If it wasn't for the sargassum weed, we would have finished within ten days — it is a superb boat! I would like to say a big 'thank you' to Lanzarote, Antigua, and the RORC. This has been a fantastic, well-organized race."

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

Viking Explorers Rally 2021

Seven boats departed the Canary Islands bound for Grenada on January 9th in the fourth Viking Explorers Rally, arriving 18 to 20 days later. Crews were from Sweden, Norway, Australia, Spain, New Zealand, England, Italy, Canada, Bermuda and Argentina.

Organizer Oliver Solanas Heinrichs says, "This event has been very special this year, with a pandemic, a named storm just before the departure, and canceled flights that affected not only participants but also the organization, which had to be as flexible as possible." Tracking the boats this year was crucial to provide proof to authorities that no boat had stopped on its way. Boats were monitored not only by the onshore tracking team, but also by the Seven Seas Cruising Association and Boat Watch. Sailors experienced a fast crossing with tradewinds of 18 to 25 knots most of the time and, to the surprise of many, no boat experienced any squalls or other adverse weather.



After arriving in Grenada, crews enjoyed the island's rainforests, waterfalls and anchorages before the traditional welcome ceremony and the fun prizegiving organized within the latest existing health protocols.

Visit www.vikingexplorersrally.com for more information.

***Team Island Water World* wins Grant Thornton Day Four**

Nine enthusiastic crews competed in another round of the Grant Thornton Keelboat series in Simpson Bay, St. Maarten, on January 31st to complete races 16 to 19 of the Season Championship. This day produced some interesting developments.

The first race was won by the Sunfast 20 *FKG* with a 12-second margin, squeezing out *IGY Racing*, a J/70 that might have taken its first race win. Race Two was won by 29 seconds by *Caraibes Diesel* sailed by Erwan Le Normand, who has been working hard at developing his speed. In races three and four, the Melges 24 *Team Island Water World*, sailed by Frits Bus, woke up and took firsts with the biggest margins of the day (1 minute 10 seconds, and 1 minute 25 seconds) and thereby proceeded to emphatically and deservedly win the day's prize.

—Continued on next page

—*Continued from previous page*

The second place went to *FKG* and the third place to the Esse 850 *Wanna Be*, who managed greater consistency than the rest of the fleet.

Team Island Water World 2, the youth team helmed by Justin Pieterse aboard the other Melges 24, took two fourth places.

Visit www.smyc.com for more information.

ON THE HORIZON

St. Thomas International Regatta this month

Carol Bareuther reports: The St. Thomas International Regatta (STIR) will run from March 26th to 28th offering highly competitive yacht racing, with Covid-19 protocols in place on land and sea to protect the health and safety of sailors and island residents alike. The warm-up distance-style Round the Rocks Race is on March 25th.

Nearly 30 yachts were registered for STIR 2021 at the beginning of February, with several more expected to enter.

Every traveler age five and older entering the USVI by air or sea is required to use the USVI Travel Screening Portal (https://usvitravelportal.com) and submit a Covid-19 test result before travel.

Visit www.stthomasinternationalregatta.com for more information.

49th BVI Spring Regatta is a go

Sailing in the waters of the British Virgin Islands as part of the 49th BVI Spring Regatta and Sailing Festival (BVISR) is now possible in accordance with government protocols. Entry and travel details are listed at https://bvigateway.bviaa.com/#tab2.



BVISPRINGREGATTA.ORG

CANCELLED

The BVISR is scheduled for March 29th through April 4th, starting with the Sailing Festival, a warm-up to the regatta and an opportunity for visitors arriving by flight to quarantine, followed by the traditional three-day racing series.

Under current protocols, visitors flying into the BVI will be tested upon arrival and must quarantine for four days prior to being re-tested. Since sailors in quarantine can anchor or moor at any number of stunning bays, race organizers are proposing an alternate racing schedule for the Sailing Festival, to allow those quarantined on their boats to enjoy day racing to various islands. Organizers are hopeful that with careful planning, they could also include the traditional Round Tortola Race for the Nanny Cay Cup or a full race around the islands, depending on the weather.

"The Sailing Festival gives crews an opportunity to test their boat, BVI waters, and their crew," Bob Phillips, Race Chairman, says. "Making the best of unusual circumstances, we are reviewing different possibilities. Ideally, sailors will see more of the islands, safely complete their quarantine, and be ready for the three days of racing starting with Mount Gay Race Day."

Regatta Director Judy Petz adds, "As with all events being held in the Caribbean, online registration, an electronic official notice board, an online international jury, and social-distanced shoreside activities will be a primary focus. We will ensure that the spirit of camaraderie, cold beers, and rum will be safely available."

The Race Committee will create challenging races each day for every competitive class including Racing, Cruising, Bareboat, Multihull, and Sports Multihull. Contact info@bvispringregatta.org with any questions.

Visit www.bvispringregatta.org for more information.

New restrictions cancel two more St. Barth events

The 2021 edition of the St. Barths Bucket announced its cancellation in late January. Due to recently announced travel restrictions, two more regattas that usually take place annually in St. Barth have been cancelled for 2021.

On February 3rd, the organizers of Les Voiles de St. Barth Richard Mille announced, after conferring with the Collectivité de St. Barthélemy and their sponsors, that the regatta scheduled for April 11th through April 17th will not be held for the second consecutive year, due to the global coronavirus pandemic.

The return to "business as usual" in St. Barth as of June 2020 had given much hope that the 2021 edition of Les Voiles could have been held, while respecting Covid-19 regulations. But new protocols for entering and leaving the island, with a seven-day quarantine upon arrival, as well as an obligatory reason for travel and the need to get PCR testing, made an international regatta such as Les Voiles impossible to organize in terms of logistics.

The next Les Voiles de St. Barth is scheduled for April 17th through 23rd, 2022.

Visit www.lesvoilesdestbarthrichardmille.com for more information.

And on February 1st, the organizers of the West Indies Regatta announced: "We have been informed by our partners at Saint-Barth Tourisme that our event, originally scheduled from April 29th through May 2nd, will not take place. We are in full agreement with this decision, given the current uncertainty surrounding the Covid situation in our islands. In the meantime, we wish you safe sailing and look forward to better times ahead."

Since 2009, the West Indies Regatta has invited the last remaining beach-built wooden schooners and sloops from all over the Caribbean to the port of Gustavia, St. Barth, to commemorate the great days of trading by sail between the islands.

Visit www.facebook.com/westindiesregatta for more information.



The West Indies Regatta was among the St. Barths events scuttled for 2021 by Covid restrictions.

YOUTH SAILING NEWS

Thad Lettsome in action at US Laser Open

The BVI's top Laser sailor, Thad Lettsome, raced at his first Youth World Championships in 2017 when he was just 15 years old, and finished as the top-ranked sailor from the Caribbean. At the following editions, in 2018 and 2019, he continued to lead the way for Caribbean sailors and was also ranked in the top five of all sailors from the PanAm region.

In 2019, Lettsome received an invitation to attend the PanAm Games in Lima, Peru, where he finished in 19th place.

Now 19, Thad was back in action in January at the West Marine US Open Sailing Series in Fort Lauderdale, Florida. He placed fourth in the under-21 fleet. A total of 140 Laser sailors across three fleets took to the water from January 15th through January 18th for the first major race of 2021.

Lettsome, who challenged 41 other sailors from 12 nations, was part of this "stiffest competition that the western hemisphere has seen in over 14 months." With the Tokyo Olympics looming, the event was to be a test of skills for some of the region's top athletes. Four days of racing and a total of ten races were scheduled, but with challenging, fickle conditions, the Race Committee was forced to call off racing on day one and send the sailors back ashore.



After seven races, Lettsome finished 27th overall and 4th in the under-21 division. While the final result may not have met his goal of top 15 overall, he did execute his process goals, one of which was creating world-class starts in each race.

Guatemalan sailor and three-time Olympian Juan Mageli took the win in this first competition of 2021. Second was Olympian Pancho Guanavara from Argentina and third prize went to two-time Olympian Charlie Buckingham from the USA.

Visit www.floridaocr.org/en/default/races/race-resultsall/text/locr-lauderdale-yacht-club-en for full results.

With lots to build on, Thad Lettsome looks forward to the next major competitions, including the 2021 Junior PanAms, scheduled to take place from September 8th through 19th in Cali, Colombia.

Learning Unlimited tops Interschool Dinghy Champs

The fourth edition of the Domino's Interschool Dinghy Sailing Championship took place on January 16th in St. Maarten. A total of 26 sailors on 22 boats representing ten schools participated in six races in Simpson Bay Lagoon. Excellent sailing was performed in five classes: RS Quest, Laser, Laser Pico, Optimist, and the overall school trophy.

In the Laser class, St. Dominic grabbed third place with Lucas Disch on a Laser Radial. Kai Henriquez from Milton Peters College (MPC) took second place, sailing a Laser Standard. The undisputed winner was Emma Lennox from Learning Unlimited (LU) with all bullets in a Laser 4.7.

In the RS Quest class, Mathijs Detering and Delhon Hewitt from Kidz at Sea arrived in second place, while trying to beat Summer Jean Morton and Sahil Khatnani. Summer and Sahil sailed six bullets — another big win for LU.

The Optimist class saw eight competitors from four schools. Adriaan Coppelmans, sailing for Sint Maarten Montessori (SMM), Caii Banting, from LU, and Chris de Wilde, also representing SMM each did great. Adriaan took third place, with Caii and Chris tied for points. Chris took the win in the Optimist class with three first places.

The Laser Pico class contained six boats, mainly raced by children who started sailing only six months prior. Terrence Agard competed for the very first time. His persistence and admirable attitude won him the Sportsmanship Award.

—*Continued on next page*

—*Continued from previous page*

Third place went to Jayden Aventurin for the Sister Magda School, newcomer to the program Boo Faustin from Sundial School arrived second, and Alex Speetjens took first place for MPC.



Team Learning Unlimited, *from top left to right: John Caputo (Domino's Pizza), Ajani Blake, Summer Jean Morton, Sahil Khatnani. From bottom left to right: Param Jessani, Caii Banting, Feline Oosterhof, James Lennox and Emma Lennox.*

John Caputo, representing title sponsor Domino's, offered Terrence Agard the Sportsmanship Award and explained how important this quality is in sailing. Afterwards he said, "It was wonderful to see 26 children on the water having fun, while competing in a sport they love. You could see the smiles on their faces. Therefore, Domino's wants to make sure this event keeps happening."

For the overall school trophies, the results of the three best-performing boats per school were tallied and compared. MPC took home the third-place trophy, while SMM ended in second place. The overall winner was Learning Unlimited, thanks to podium finishes in three different classes.

Visit www.smyc.com/interschool-championship for more information.

Register now for International Opti Regatta

Registration is open! The 28th annual International Optimist Regatta (IOR), the TOTE Maritime Clinic, and the TOTE Team Race will take place from June 14th through June 20th at the St. Thomas Yacht Club, US Virgin Islands.

Holly Jenkins, Clinic and Regatta Director, says, "Like many events, the 2020 IOR was canceled due to the Covid-19 pandemic. This year, we worked closely with the Virgin Islands Department of Health and the Virgin Islands Department of Tourism to plan a safe regatta. We look forward to welcoming sailors, their friends, and their families to St. Thomas."

For decades, the IOR has been recognized throughout the Caribbean and world for providing a skill sharpening ground for top sailors and an excellent entry-level platform for juniors. The 2021 IOR accepts only 125 sailors. Therefore, register early at www.regattanetwork.com/event/21742. The registration fee of US$275 for the IOR increases to US$300 after May 15th. To enter the IOR and Clinic, the cost is $675, or $400 for just the Clinic. A full refund on registration will be available if the IOR, Clinic, and Team Race are canceled on or after May 14th, due to Covid-19.



DEAN BARNES

Racers can compete in Advanced Red (ages 13-15), Blue (ages 11-12), and White (ages 10 and under) as well as the beginners' Green Fleet. Trophies will be awarded to the top five finishers in the Red, Blue, and White classes and the top three overall, as well as the top-place female. Participation awards will go to all Green Fleet sailors. Additional prizes include the Peter Ives Perpetual Trophy (superb sailor/individual) and the Chuck Fuller Sportsmanship Perpetual Trophy.

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

For charter boats, request and confirm online at www.optistuff.com. The deadline for reserving charter boats is May 14th. For coach boat charters, contact Jenkins via internationaloptiregatta@gmail.com.

Currently, there is a requirement for every traveler aged five or older to submit a Covid-19 test result through the secure online USVI Travel Screening Portal (www.usvitravelportal.com). For the latest updates or changes to Covid-19 protocols for travelers to the USVI, visit www.usviupdate.com and www.covid19usvi.com.



RESILIENCE AND GREAT RACING!



CARIBBEAN-MULTIHULLS.COM / PHOTO: EDWARD PENAGOS (2)

Above: Le Tri *took second place in Racing class.*

Bottom right: The Overall Winner was Aravilla/Maritime School West Indies.

The third annual Caribbean Multihull Challenge (CMC) took place successfully on February 6th and 7th. The event, open to all multihull racing sailors as well as those on chartered cats and cruising multis, was the first international regatta of the 2021 Caribbean regatta circuit to take place. In a year when many regattas either were forced to cancel due to government restrictions or chose to do so out of justifiable caution, the Sint Maarten Yacht Club (SMYC) chose to go ahead with this unique event.

Michele Korteweg, general manager of the Sint Maarten Yacht Club, tells *Compass*, "It has been a complicated year. Many events have cancelled and there are many reasons to do so; however we were motivated to keep the sailing going. Ever since the lockdown ended in St. Maarten last year, the SMYC started back sailing as quickly as possible, first by restarting the youth sailing program within the guidelines, followed by club racing in the weekends.

"We had a very successful summer and lots of interest from people that wanted to start sailing lessons, or simply rent boats. The club racing was also very well attended and we had a race almost every other week. Because of this interest and also because we could safely make it happen, our motivation increased to make bigger sailing events, like the Multihull Challenge, happen.

"We also worked closely with the Caribbean Sailing Association to stay connected with the other islands, and to reach out to sailors and boat owners internationally, showing that we all wanted the events to happen and to see what their challenges were about coming to the Caribbean. On an international level there was definitely an interest to come and race in our events.

"However, the uncertainty remained and a lot of boat owners were going to wait to make a last minute decision whether or not to bring the boat down. Many others had already decided to skip a year, especially if coming from Europe.

"Although some sponsors were hesitant, most stuck with us and some new ones joined. They appreciated our drive and also believed that consistency is key, so by having the event you show resilience and persistence. Obviously this was all with the condition that it would be safe and with reduced social events.

"So," Michele concludes, "if you ask about our motivation, I think it was first and foremost to accommodate those sailors that were already here or came here specifically to race in our regattas. However, another big reason was to show that it is actually possible to have a sailing event. Yes it was adjusted, without any parties and a very conservative prizegiving, but the participants had such a great time racing against each other — the focus was really on performance and how to improve during the course of the event. We sometimes forget that regattas are first and foremost an outdoor sporting event. We hope it offers perspective and confidence for other regattas in the Caribbean and worldwide."

And Day One of the CMC, sponsored by Yacht Club Port de Plaisance, was one for the books. Starting with lighter conditions than expected, the second race was sailed in a steady breeze. While everyone was looking at a win from one of the big fast racing machines such as the HH66 *Nemo*, the custom Joubert/Nivelt 52 *Arawak* and the Peter Wormwood Ocean 55 *Jetwave Avalon*, the smaller local boats stole the show in the Racing class, with *Enola*, a KL28, taking the day's win with two second places. *Tryst*, a Dick Newick designed Trice II, came in second place, followed by the 42-foot *Le Tri* in third.

In the Cruising class there was spectacularly tight racing between *Aravilla/Maritime School West Indies* and *Seaduction*, a Leopard 46 and Leopard 47. Dana Clark purchased *Aravilla* only a month before the regatta and met Garth Steyn, owner of the Maritime School West Indies, who not only convinced him to race in the CMC, but also offered to sponsor him and help him with crew through his Kidz at Sea Program. Three newly graduated sailors got the opportunity to race for the very first time on a catamaran and were put to work alongside veterans of the St. Maarten sailing community Rien Korteknie and Jon Westmoreland. With two bullets, *Aravilla/Maritime School West Indies* took the overall win on Day One.

Race Day Two, sponsored by Oris Swiss watches, was full of action, with lots of tactical decisions. The wind was on, with gusts up to the mid-20s. The race committee kept the whole fleet on the leeward side for the first race, sending both classes to Marigot Bay and back. A second race was only sailed by the racing class, taking them to Proselyte Reef off Philipsburg, up to Plum Point and back to Simpson Bay.

The first leg of the race saw a marvelous start by *Le Tri*, but she was no match for the 20 knots that *Nemo* produced in mere minutes and quickly was overtaken. The first mark was quickly rounded by *Nemo* and *Arawak*, followed by *Le Tri* and *Jetwave Avalon*. *Enola* had to put in an extra tack to make the mark before setting off for Plum Bay, giving *Tryst* a chance to close the gap.

In these windy conditions the boat to watch was *Nemo*. She came straight from the production factory to St. Maarten and sailed her first race in the CMC. With a fastest recorded speed of 27 knots, this boat is designed to outperform anything of equivalent size and class. Owner Todd Slyngstad explained: "After two days of trials, we started *Nemo's* very first race on Saturday morning. I am working with a new crew and it needs to become a solid team to be able to race the Caribbean circuit. The highlight this weekend was being able to race a regatta… sailing in these beautiful waters is just such fun."

While *Nemo* and *Arawak* were flying around the course, *Jetwave Avalon* and *Le Tri* kept up a game of cat and mouse for the second day, with *Jetwave Avalon* crossing the finish less than a minute ahead of *Le Tri*. *Enola* experienced some breakages and retired from Race 2. Although *Tryst* suffered its own challenges with the jib halyard, skipper Appie Stoutenbeek says, "The trick to sailing in heavy winds with *Tryst* is upwind pinching: it puts us about ten degrees higher, giving us a real benefit. Of course, sailing this way takes great focus because it quickly goes wrong. I didn't know I had it in me, but it definitely paid off this weekend." Paid off it did, making *Tryst* the winner of the Racing class, sailing with four kids from the youth sailing program: Caii Banting, Emma Lennox, Skylar Peterson and Justin Pieterse. *Le Tri* took second place and *Arawak* third.

In Cruising class, *Seaduction* took the finish, but *Aravilla/Maritime School West Indies* took the win on corrected time, placing her first overall.



Prizegiving took place at SMYC. The owners of *Jetwave Avalon* and *Nemo* were both awarded for making the effort to bring their boats to St. Maarten and compete. *Nemo* took line honours in all four races. The Overall Winner was *Aravilla/Maritime School West Indies* with all bullets and overall great performance: it was truly a well-deserved win.

The Caribbean Multihull Challenge organizers have shown resilience and are ready to come back with more spectacular racing next year February 4th through 6th, 2022.

Visit www.smyc.com/caribbean-multihull-challenge for full results, photos and much more.

DOYLE CARIBBEAN

OCEAN PLUS

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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

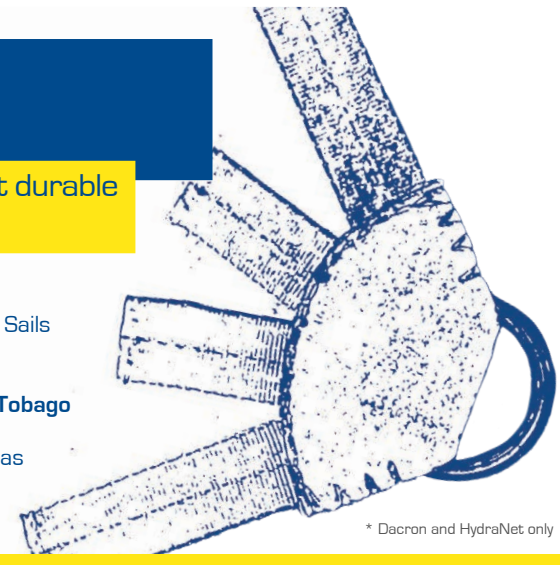
Grenada
Turbulence Sails
True Blue St George

Martinique
Voilerie Du Marin
30 Bld Allegre

St Lucia
Rodney Bay Sails
Rodney Bay

Trinidad & Tobago
AMD
Chaguaramas

www.DOYLECARIBBEAN.com



* Dacron and HydraNet only



WWW.JUSSAIL.COM

Carriacou & Petite Martinique Boatbuilding Aims for UNESCO Status

by Nikoyan Roberts

Smelling sea brine. Hearing the call of wild seabirds carried on cool wind currents. Feeling the exhilarating salt spray on your face flung high into the air as a ship's pointed bow cuts through the water. Is this Paradise? I truly believe this is as close as you can get to it while sailing through the Caribbean's amazingly blue waters on wooden sloops and schooners built using traditional craftmanship in Carriacou and Petite Martinique.



KENMORE HENVILLE

Carricou sloops make strong showings in today's regattas. Here Exodus *races in the Bequia Easter Regatta.*

The first Carriacou sloops and schooners were built in 1886. Thus began the legacy of boatbuilding traditions passed on from fathers to sons on two small Grenadine islands: Carriacou and Petite Martinique. These smaller islands are dependencies of Grenada. Carriacou is 12 square miles in size with a population of approximately 10,000 people, while Petite Martinique is 586 square miles with a population of approximately 900 people.

Over the years, families practiced building these wooden boats using the power of their minds, the dexterity of their hands and simple tools like the adze. This rudimentary cutting tool is similar to an axe, with an arched blade at right angles to the handle, used for cutting or shaping large pieces of wood. It is recognized as being used since the Stone Age to smooth and carve wood by hand and is integral to the art of wooden boat building on these Grenadine islands. Initially these wooden sloops and schooners were used to facilitate inter-island trade between other Caribbean islands including St. Barts, St. Maarten, Anguilla, Antigua, Barbuda, Martinique, Guadeloupe, St. Lucia and Dominica to the north and Trinidad, Tobago and Venezuela to the south.

Moving with current trends and changing economic conditions, their use morphed over the years from marine trading into competitive, specialized racing or pleasure sailing. The Carriacou Regatta Festival was born in 1965 and is currently the longest-running regatta in the Caribbean for wooden boats, or any others for that matter. One dozen vessels skimmed across the sea's surface during the Round de Island Race in 2019. Most of the sloops in that race were built by a globally recognized master boatbuilder from the village of Windward, Carriacou, Alwyn Enoe, and his sons. Many of the wooden boats built by hand in Carriacou and Petite Martinique have been purchased by mariners living in the USA, UK, Europe and other parts of the world.

How are we protecting this ancient and most unique heritage, you ask? By having Carriacou & Petite Martinique Wooden Boat Building inscribed on the United Nations Educational, Scientific and Cultural Organization (UNESCO) Representative List of the Intangible Cultural Heritage of Humanity.

The seed that gave life to this project was the consistent and compelling feedback received from Carriacou and Petite Martinique stakeholders at various engagements centered around conservation, culture, heritage, and sustainable development. The actual conceptualization was carried through by the Carriacou Grenada Tourism Authority (GTA) team. With the support of Kirl Grant-Hoschtialek, Manager of Product Development & Research, this idea was placed on the action agenda for 2020. Due to Covid-19 and the ensuing challenges of working through various state mandated restrictions, the project did not fully take flight until late 2020. However, working with the various stakeholders on island as easements permitted has brought us to the home stretch, as we prepare final documents for submission to UNESCO this month.

Every department at the GTA was engaged in efforts to make this project a success. Most importantly, the people of Carriacou and Petite Martinique, particularly the shipwright communities, individual boatbuilders, cultural stalwarts, the business stakeholders within the yachting sector, and owners of traditionally built sloops and schooners across the globe have made significant and invaluable contributions towards the inventory process and documentation of this timeless legacy. Deep appreciation is expressed to all and with special thanks to our consultant, Margaret Snagg, for her diligent research and contribution to planning and executing the project scope of works, and the Carriacou Tourism Office.



HOPE MCLAWRENCE

Above: The schooner Jambalaya *in timbers, with master builder Alwin Enoe within her hull.*

Bottom: Baldwin DeRoche, the oldest living shipwright in Petite Martinique, built beloved wooden boats like Beauty *and* Savvy.

Videos, documented interviews, signed consent forms and a wooden boat inventory list have been collated. Our inventory list, formulated from the memories of persons within the communities, has captured 124 traditionally built sloops and schooners across the two islands.

This UNESCO recognition will protect Grenada's unique cultural heritage for generations to come when it inscribes Carriacou and Petite Martinique Wooden Boat Building on the UNESCO Representative List of the Intangible Cultural Heritage of Humanity; it will assure protection and continuation of this legacy for the benefit of the people who practice this cultural tradition; as well as owning and growing the existing Wooden Boat Inventory.

Team Pure Grenada, Carriacou and Petite Martinique invites you to visit us soon and be a part of this legacy tradition to race wooden boats built by hand at the Carriacou Regatta Festival and the GSF Westerhall White Jack Workboat Regatta when protocols permit. During your trip you may even get to see a wooden boat being launched by the hands of hard-working men and women in Carriacou and Petite Martinique. Be assured that this unique Wooden Boat Building culture in Carriacou and Petite Martinique will be well protected and preserved for the future by being inscribed on the UNESCO Representative List of Intangible Cultural Heritage of Humanity. Our wooden boat builders are actively involved in documenting the age-old process and in passing on their skills and valuable asset inventory to the younger generation.

Nikoyan Roberts is the Manager of Nautical Development in the Grenada Tourism Authority. Visit www.puregrenada.com for more information.



JERRY JOHNSON

Built by Zepherine McLaren in the early 1960s, Mermaid of Carriacou *has been owned by John Smith for decades, and is currently waiting in Honduras to be relaunched.*



A PERFECT PASSAGE:

DESTINATIONS

Take time to get off the boat for a little exploration.

Inset: Salinas Bay comprises a large natural harbor with nearby waterways.



ROSIE BURR

DISCOVERPUERTORICO.COM

SOUTHERN PUERTO RICO

by Joan Conover and José Mendez

Since the start of more active hurricane seasons, cruisers have found many changes in their favorite anchorages. In 2017-2018 the islands from Cuba to St. Barths, and also Dominica, suffered badly from Hurricanes Irma and Maria. Recovering from these disasters and from the pandemic and its restrictions, we find the eastern, southern and western coastlines of Puerto Rico an increasingly attractive cruising area, part of the northern Caribbean sailing triangle composed of St. Thomas and St. John, southern mainland Puerto Rico and St. Croix. Although a less traveled route for boaters, this cruising area provides an excellent opportunity for hopping along a coastline during the annual spring migration out of hurricane-prone areas. Destinations are all within easy day sails, or in some cases, overnight sails, with comfortable passages and stopovers.

This article features stops along the southern and western coastline of Puerto Rico, as of 2021. We plan to cover other areas such as Puerto Rico's east coast in a series of articles. As always, with the new Covid requirements, contact locals, and see www.noonsite.com for the most up to date entry requirements for all the islands.

For boats sailing the northern side of Puerto Rico, it's wise to watch weather patterns, as finding good places to stop and anchor is more difficult compared to the more sheltered southern coastline. The northern side of the island can experience increased winds from the east, and becomes a lee shore during north winds caused by fronts.

Plan your trip

Plan your trip by reviewing harbors, learning the weather patterns, and establishing a passage plan with easy legs within day sails (or overnights) to wonderful areas of south and southwest Puerto Rico. Day/night hops, with quiet anchorages found at the end of each passage, make shorthanded sailing very feasible.

All boaters need to take the mountain wind (katabatic) effects into consideration on the coastlines of all large, mountainous Caribbean islands. A katabatic wind carries high-density air from a higher elevation down a slope under the force of gravity. It occurs mainly at night, when the highlands radiate heat and are cooled. The air in contact with these highlands is thus also cooled, and it becomes denser than the air at the same elevation but away from the slope; it therefore begins to flow downhill and create an offshore breeze. Using these katabatic winds, sailors can find good lifts during light wind patterns. Chris Parker (Marine Weather Center/www.mwxc.com) suggests deliberately catching them to sail, or at least being aware they can impact your voyage. In fact, these winds may also allow eastward passage along southern shorelines even during tradewinds.

Be advised that adverse current is possible in the channels between islands such as mainland Puerto Rico and Vieques, and in the Mona Passage. We observe there are a lot of fishing vessels in these areas, small and without AIS. For visibility, a full moon helps, as does radar. But due to the size of some of the vessels, there is not much difference between daylight or night vision for identification: as elsewhere in the Caribbean, local fishing boats are small and often hidden by waves.

The southern coastal areas of most of the northern Caribbean islands are made up of coral reefs. Some have behind-reef cruising areas with significant depths. You have to watch your charts and plot waypoints carefully, but the rewards are there. Similar to the geography of Cuba, the south coast of Puerto Rico boasts offshore reefs and cays with white sand beaches, with the mainland rising up to mountains. As with most of the northern Caribbean islands, Puerto Rico's rainforests offer hiking and climbing opportunities. Puerto Rico has tremendous kite and surfing opportunities on the northwest and western coasts. Passages under sail can be day-hops, and a vessel can go from port to port, anchoring in good holding. There are more cruisers than charterers here. Harbors are quiet, mostly fishing villages with strong family traditions.

The Seven Seas Cruising Association (www.ssca.org) has identified several excellent contacts for Puerto Rico cruising. These local experts, when contacted, provide current situation information as part of the SSCA Cruising Host program. Information is critical as destinations never seem to quite match the cruising guides, and updates can be slightly delayed. (This article's co-author, José Mendez of Marina Pescaderia, continues to be an excellent contact and provides timely inputs to many sailors.)

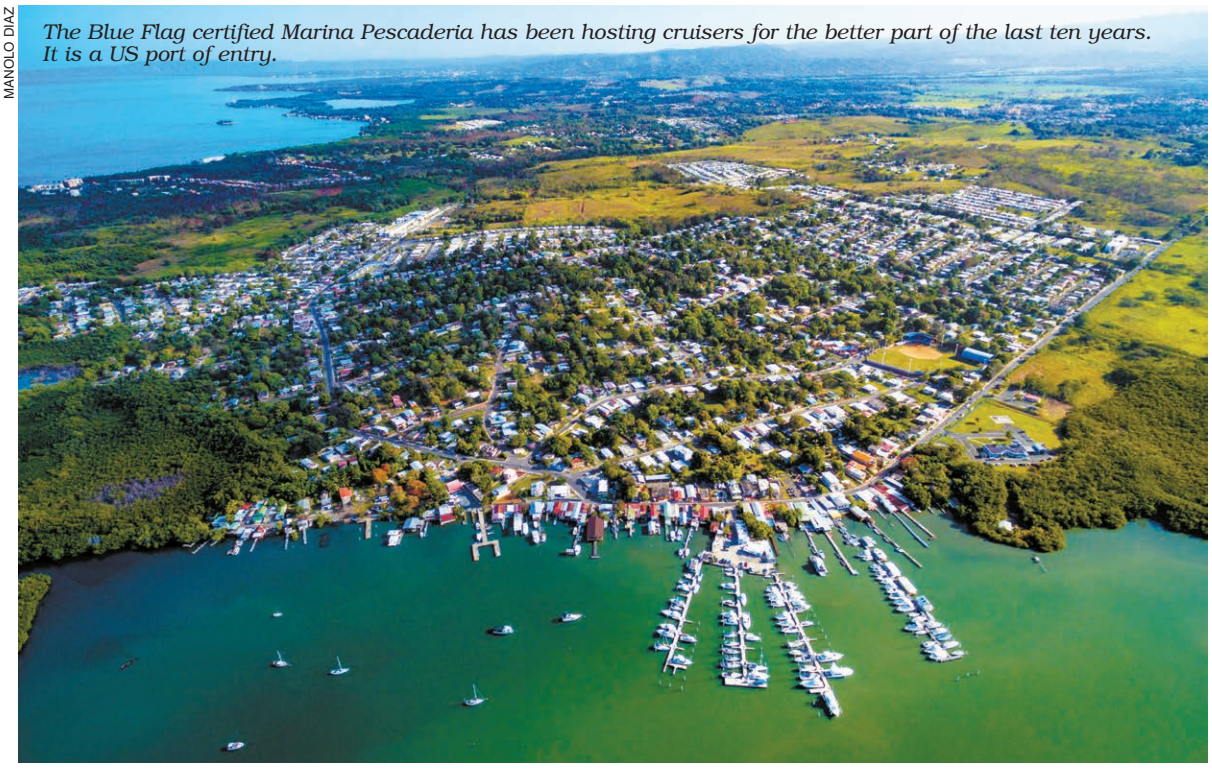
On the way

For those planning to island-hop north from the Windwards and Leewards, note that reports from the US Virgin Islands suggest a rather full house. Normally empty anchorages have become more used by charter vessels as they cruise St. Thomas and St. John, staying within the US territory. There is still room in marinas, but favorites may be difficult to get into immediately. Check in with Crown Bay Marina (www.crownbay.com/the-marina), a favorite cruiser stop with good facilities, dinghy dock and nearby grocery, located to the west of the harbor at Charlotte Amalie. Crown Bay Marina has room on a case-by-case basis, and an easy-access fuel dock right on the starboard side of the entry channel. Call VHF 16 prior to entry.

Sailing westward from St. Thomas or St. John, stops in Culebra are possible. Again, check carefully for the most recent situation reports. Sailing westward along Puerto Rico's southern coast, a natural stopping point is Salinas.

From St. Croix, transit along the coastline of Vieques to the southern mainland of Puerto Rico. An overnight allows a morning arrival at Salinas with the tides. (Roosevelt Roads, the former US Navy base, seems to be still in a "construction" stage. It's not clear, talking with locals, what will become of Roosevelt Roads; plans mentioned condos and marinas, but no major progress was seen when we sailed by. As of 2021 no work has been done, even though it has been almost ten years since the Navy left.)

→



MANOLO DIAZ

The Blue Flag certified Marina Pescaderia has been hosting cruisers for the better part of the last ten years. It is a US port of entry.

—*Continued from previous page*

Salinas

Salinas Bay is a good stop. It comprises a large natural harbor with nearby waterways. Access is around Cayo Matías, a large mangrove-covered island; approach on the east side of the island. From mangrove swamps and small coral cays, the bay opens up to the harbor. During our cruise, we followed charts (paper and electronic) and found good depths into the harbor itself. The channel into Salinas averages 9- to 11-foot depths.

Facilities restored since the hurricanes of 2017 are open, such as Marina de Salinas ([787] 824-3185). In January 2021, SSCA host Tom Cordero sailed and drove around the area, and has confirmed the success of restoration. The marina has slips available, fuel service, a pool, restaurant, and a newly built deck with live music throughout the weekend. El Dorado restaurant, a typical local seafood place with fresh catch every day, has its own dock where you can tie up for lunch or dinner, and even stay when empty. Full Moon is a small hotel with a nice restaurant and a shallow dock where you can tie up your dinghy. Cayo Matías is the local boaters' hangout anchorage during weekends, although you can also spend the day on the many islands south of Salinas. For land transportation you can contact Sidney at (787) 473-7037.

Cruisers can easily drive from Marina de Salinas to explore areas such as San Juan, as the pandemic situation allows. Over the years many transients have anchored at the bay, some even using the mangrove areas as shelter during adverse weather.

Ponce, San Jacinto and La Parguera

After Salinas, take a short hop to Ponce Bay, with the anchorage at Coffin Island. You can either anchor in the bay or get a slip at the Ponce Yacht and Fishing Club [(787) 842-9003], a very good marina with all services and a boatyard with a high capacity traveling lift. There are many food kiosks in La Guancha and easy access to the Historic District of San Jacinto and "Gilligan's Island" (Cayo Aurora), part of the Biosphere Reserve of Guánica.

Past Ponce and before you reach La Parguera, the next stop will be at San Jacinto. There's nothing really facility-wise and no restaurants nearby, but a nice anchorage with crystal clear water and a great "hop in the water spot" near Gilligan's.

Farther west is La Parguera Lajas. As you near the Cabo Rojo lighthouse corner, find La Parguera. Take care navigating past several visible reefs until you reach the entrance marked with red markers. Be on the lookout both visually and with the aid of your GPS, since the area is very treacherous. After passing the first pair of buoys, look for the free mooring buoys on both sides: at Caracoles Cay and Enrique Cay. Both are great places to tie up and/or anchor during your stay, again realizing the challenge presented by reef structures. Plan a daylight entry, and only during settled weather. Feel free to leave your vessel at the cay and hop in your dinghy to the Club Náutico de La Parguera restaurant, El Turrumote. To access the mainland there is a dinghy dock right beside the Porlamar Hotel. The owner of the dock is Frank Torres [(787) 224-0752]. He is also a licensed captain with both fishing and diving trips available on his boat. The dock is located in coordinates 17°58.410'N, 67°3.078'W.

Finally turning the corner of western Puerto Rico, this attractive migration path north offers some excellent sport, sightseeing and more. This location is a good positioning point for a cruise to the Dominican



MARY AMARCE

Republic (Luperón or Samaná) or directly up the Old Bahama Channel to Great Inagua and the Bahamas and then the USA.

Puerto Real

At the west coast town of Cabo Rojo, overlooking the Mona Channel and the protected Puerto Real Bay, you will find Blue Flag certified Marina Pescaderia (https://marinapescaderia.com), which has been hosting cruisers for the better part of the last ten years. Marina Pescaderia is also a US port of entry so you can do both your check-in as well as your check-out from marina facilities. The staff has knowledge of the most recent rules and regulations, and even the Covid testing situation.

The neighborhood of Puerto Real is very local and picturesque, with a fishermen's village in Cabo Rojo. In Puerto Real, you will find very good seafood restaurants, several fisheries, lively neighborhood bars, a brick oven pizzeria restaurant, bakeries and mini markets, among other facilities. Boaters use the marina as a hub, and visit an array of interesting spots along the southwest and central regions of Puerto Rico such as the surfing beaches of Rincón and Aguadilla, the coffee-growing haciendas of Adjuntas and Jayuya, the lively nightlife of La Parguera and Boquerón, and the historical district of San Germán.

From Puerto Real, cruisers can transit north via the Mona Passage to the Turks & Caicos, Dominican Republic or Bahamas, and points north for hurricane season — but wait for good weather windows.

For the autumn migration south after hurricane season, sail this same route in reverse, using the katabalic winds to head eastward toward the Virgin Islands and onward.

This is just a small part of the Puerto Rico harbors and anchorages found in the north Caribbean sailing triangle. It is a passage route to sail, savor and enjoy. Sailing both west and east, we found this southern route undeveloped, or maybe just not discovered yet!

Joan notes, "My co-author, José, of Marina Pescaderia (https://marinapescaderia.com), has really taken time and effort to support transient and long-term sailing visitors to this area. He shares his knowledge of the area, has created a welcome package with maps for visitors, and for many rally and cruising boats has helped with paperwork, repairs and provisioning. His staff is available at all times to help cruising visitors with all their needs, be it fuel and pump-out stations, mechanics, technicians, rental cars (located right at the marina), and even doctors, and anchorage recommendations. He shares what-to-do photographs of the area; he is a long-term resident and sailor."

Joan Conover is the Vice President and Cruising Host Coordinator of the international Seven Seas Cruising Association, and José Mendez is the owner and manager of Puerto Rico's Marina Pescaderia.

Above: At Ponce, there's easy access from the marina to the historic district.

Bottom: Quiet anchorages can be found at the end of each passage.

Inset: In Puerto Real, you will find open-air cafés, good seafood restaurants and lively neighborhood bars.



Photo: JOSE MENDEZ

JOSE MENDEZ

Rolling Out Relief in Roatan

by JoAnne and Bill Harris

The Seven Seas Cruising Association (SSCA) has a Clean Wake Program through which members all over the world identify ways they can benefit the communities they visit. With cruisers helping cruisers and cruisers helping communities, these are unique chapters of the cruising life.

The two of us arrived for our fourth visit to the Bay Islands of Honduras aboard our trimaran, S/V *Ultra*, in January 2020. During past visits, we helped raise funds to help local families in need on the island of Roatan, and for the local fire station to purchase safety equipment and medical supplies.

We have been on Roatan since March 2020, when the pandemic quarantine lockdown went into effect.



The Bay Islands consist of eight islands and 53 cays surrounded by the Mesoamerican Barrier Reef — the world's second largest barrier reef after Australia's Great Barrier Reef. Here, as well as elsewhere, many families regularly struggle to make ends, and conditions have been made worse by a pandemic that shut down tourism for almost a year. The Bay Islands' economy is based almost entirely on tourism.

Just before coming to Roatan this time, we had spent six months fundraising and volunteering for community projects in Rio Dulce, Guatemala. (*See "Our Cruising Life is Child's Play" by JoAnne and Bill Harris in the January 2020 issue of* Compass *at www.caribbeancompass.com/online/january21compass_online.pdf.*) As soon as the Bay Islands were put into lockdown, we got right back in gear and began fundraising again, since so many here had become unemployed. Since March 2020, thanks to generous donations from family and friends around the globe, one extended family of 30 people in the Bay Islands has continued to receive food, cash to pay home and medical bills, Covid-19 testing fees and so much more. Due to social distancing, we have only have met one member of the family. However, they have shared photos that we have in turn shared with the many generous contributors.



Throughout the pandemic, we have also been providing food, school supplies, personal care products, toys, masks and more to other families in need. After eight months of helping these families, we planned last November to go one step further and make Christmas bags for families in need. More generous donations were received and used to purchase food, cleaning products, first aid supplies, personal care products and holiday treats. Our friends and family were so generous and we were able to fill the bags to the brim and bring 65 more families loads of Christmas joy.

Mrs. Cynthia, a local friend, took us shopping and drove us around the community to help us deliver the Christmas bags and to experience once again the pure joy of giving. We followed the strict measures of wearing masks, sanitizing our hands, and social distancing while distributing the Christmas fun. Due to the pandemic, our deliveries are always drive-bys rather than visits. The most difficult part of all of this is we are not able to give or receive any treasured hugs or kisses.

As of this writing Honduras's maritime borders are still closed and tourism is shut down, but people continue to try their best to support their families. We feel truly blessed to be here to facilitate the fundraising and the distribution of goods to help all of them during this critical time. The islanders are resilient and we know in our hearts they sincerely appreciate everyone for being so generous to help them in their time of need.

Although people on mainland Honduras are also in need, we have been advised by medical professionals there that currently volunteers can be a double-edged sword: along with more people comes more risk of spreading the virus. The hospitals are full up with Covid patients at the moment. Therefore, for now, we continue to work on Roatan.

If you wish to donate to our efforts, please do so via Paypal at www.paypal.me/SVULTRAHARRIS. If everyone who reads this article donates the equivalent of just US$1, it would provide so many basic items. Our current plan is to make 50 bags of food and school supplies to distribute throughout the community. We sincerely appreciate your consideration in donating. Please note that no amount is ever too small.







Top left: Generous donations allowed us to purchase food for families in need.

Top right: Donations ready to go.
At Christmas time we included some holiday treats.

Left: Bill loading food into Mrs. Cynthia's car for delivery.

Above & below: We were able to fill bags to the brim and bring many families loads of Christmas joy.

In January 2021, we were thrilled to become the Seven Seas Cruising Association's Cruising Hosts for all of the Bay Islands and mainland Honduras. We were further delighted to have our worldwide community projects be recognized on a global scale by the highly respected SSCA. We are excited to announce that our community projects in Roatan, as well as on the other Bay Islands and mainland Honduras, have been chosen to be Clean Wake Projects.

As truly proud cruising ambassadors for this area, we are looking forward to welcoming private yachts and organizing fun social events some time in the future. We have a variety of community projects planned for the Bay Islands and mainland Honduras.

To see more about our community projects and adventures, subscribe to our YouTube channel at www.youtube.com/user/yachtultra1. If you wish to participate in any of our community projects, please contact us on either by Facebook Messenger at Bill N JoAnne Harris or on Instagram: #yachtultraadventures



HELPING FLOOD VICTIMS IN RIO DULCE, GUATEMALA

by Joan Conover

The Seven Seas Cruising Association (SSCA) has a Clean Wake Program through which members all over the world identify ways they can benefit the communities they visit. With cruisers helping cruisers and cruisers helping communities, these are unique chapters of the cruising life.

Powerful Hurricane Iota — only the second Category 5 Atlantic hurricane to occur within the month of November on record — made landfall on the Caribbean coast of Central America on November 16th, 2020. In the Rio Dulce, Guatemala, the resultant flooding created a disaster.

As the impact of Iota, which followed hot on the heels of Hurricane Eta, and the subsequent needs of this part of Guatemala came to the surface, the Friends of Rio Dulce was formed to provide help to the local community. With the support of Hotel Catamaran's dockmaster Steve Elliott and with major efforts by Tutty and Muriel Lee of *S/V Mistress*, this volunteer team of Seven Seas Cruising Association members,



Above: At the village of Sebol, hard hit by flooding, the group provided shovels and cleaning supplies to help villagers dig out and move back into their homes and workplaces.

Below: This woman, who came with her children from one of the outlying areas looking for work, was just one recipient of food and supplies donated by the group.



other cruisers and visitors, families and friends joined forces and coordinated with other organizations to provide assistance where needed — a humanitarian effort which is truly cruiser led.

This article and photos are current as of January 2021, and the need for help is ongoing.

Friends of Rio Dulce members report, "More than two months after the storms dumped tons of rain on the countryside, small villages are still digging themselves out. Houses, schools, and churches need to be cleaned. The donations we have received are being put to good use, getting people back into their homes. Far from the main road, about two-and-a-half hours over a flooded road, we handed out shovels. It is important that we get their houses cleaned out, so they can get back their homes. The mud that filled them contained dirt, bugs, and bacteria. We need to help them move back in, knowing they will be safe." The group delivered 150 shovels to the village of Sebol, one of the areas hardest hit by the flood.

Tutty Lee writes, "In the hills and mountainsides around Rio Dulce's town of Fronteras the villages are still flooded or covered in mud that the storms left behind. It has been estimated that there are 9,000 families affected, around 40,000 persons in this area alone. We need to help them dig out their houses, and get them back to their homes. We will be providing them with shovels and cleaning supplies. Initially, there are 80 families ready to return home. We will be giving them tool kits — a five-gallon bucket to cart away dirt and double as a pail for cleaning, a shovel, bleach to be used for cleaning and disinfecting, and powdered soap. The cost is around US$20 and we recently purchased 100 units."

Along with the one-two punch of back-to-back hurricanes, the country also is experiencing all the issues of a pandemic and loss of tourism, the major income for many businesses. Several other projects are supported by Friends of Rio Dulce, such as providing salaries for schoolteachers. About an hour and a half's drive from Fronteras, in the small village of Ensenada, is an orphanage called Aqua Azul. The children range in age from babies to 13 years of age. Most of the kids have never been to formal school; it was discovered that even the older ones read at about a Grade 1 level, if at all. Friends of Rio Dulce are providing funds so that a teacher from a public school that is currently closed because of the pandemic can teach a variety subjects at the orphanage twice a week. She will work alongside an in-house teacher. Friends of Rio Dulce outfitted the classroom, and provided supplies. The teacher's wage is approximately US$22 per day, plus bus fare. These are planned to be ongoing projects even after schools reopen.

Since the outbreak of the Covid pandemic and the floods, there have been many hungry people. Donations have been providing food bags including rice, beans, corn flour, pasta and sugar — enough for a family for a week. The Lees have the use of a car and deliver food to outlying areas. Other cruisers are doing food delivery by small boat.

The need for donations to help relief efforts in Guatemala is ongoing.
Contact Friends of Rio Dulce, Guatemala via
www.facebook.com/Friends-of-Rio-Dulce-Guatemala-101650871925009

How We Got to Help

by Muriel and Tutty Lee

We left the Great Lakes, and our home dock at Port Credit, Ontario, Canada, in August 2012 to fulfill our dream of sailing south. Both of us worked as operators for the Toronto Transit Commission, retiring with more than 25 years service.

After raising four children, who were now grown and had kids of their own, we set out with no chosen destination other than to see the Caribbean. Our first learning experience was waiting in the Dismal Swamp, while Hurricane Sandy passed by.

We spent seven months in the Dominican Republic, playing baseball against the locals, and travelling throughout the country. We made a slow journey through the Leeward Islands, then on to the Windwards, making another extended stop, in Carriacou, before turning west to the ABCs and then Colombia where we spent five weeks travelling by bus to many historic cities. Continuing our circle we sailed to San Blas, Panama, and San Andres and Providencia, Colombia, before getting to the Bay Islands of Honduras, spending a year in Roatan repairing an engine problem. We arrived in the Rio Dulce, Guatemala, in October of 2019. *Mistress*, our 1979 Tayana 37, is having some needed upgrades done here in the Sweet River.

The Guatemalan people are the nicest you will meet anywhere, friendly and hard working. Life in the villages in the countryside has not changed for the last hundred years. Most either work for a large farm, or attempt to make a living off their own small plot.



Volunteers Steve Elliott, Muriel Lee and Tutty Lee (top row, right) with children and staff at the Aqua Azul orphanage.

During our working life we dreamt of the time when we could untie the dock lines and travel south, never knowing where we would end up. *Mistress* and crew are now going into our ninth year. Time flies! We always had it in our minds that we would like to volunteer and help a small community. Our opportunity became available when we met Steve, on *Slow Flight*, the dockmaster at the Catamaran Hotel and Marina, who had a school project. In this age of "e-begging" YouTube sailors who use Paypal, Patreon and other money-transfer sites to finance their chosen lifestyles it was nice to come across a group of fellow cruisers who choose to give something back. We started building desktops for a classroom that had some kids sitting on upturned pails. (*See "Our Cruising Life is Child's Play" by JoAnne and Bill Harris in the January 2020 issue of* Compass *at www.caribbeancompass.com/online/january21compass_online.pdf.*) Steve introduced us to Janice and Dave, another cruising couple, on *Living Life*, who were fast tracking their project, because they were leaving the Rio.

We volunteered on their project and now have continued to help wherever we are needed.

A Tribute to Don Hanson



Above: One day a gaff-rigged Danish fishing ketch sailed into the harbour. She looked just his kind of vessel. Inset: Don Hanson, sailor, builder, teacher and compassionate friend.

by John Everton

Don Hanson, sailor, builder, teacher and compassionate friend to all who came in contact with him, passed away on January 21st in Florida. He is well remembered and loved by people in Grenada, Carriacou and Petite Martinique.

Don began building boats as a kid in Sturgeon Bay, Wisconsin. He was always fascinated by sailing and crewed on fancy wooden yachts during summer to pay for college, where he majored in English with minors in Math and History. After college Don taught school on Washington Island, Wisconsin. He began building post-and-beam houses and semi-underground ferrocement homes. The only house that Don built that he didn't design was for his parents. He was a visionary artist using homes as a medium and often sacrificed his wages to be able to finish a home as he envisioned it.

Don also built fishing tugboats and did some commercial fishing along with his sons Oscar and Hans. He also built iceboats à la Goudgeon brothers that achieved speeds up to 80 mph. (One crash resulted in a broken leg and concussion for Oscar.)

Don sold everything in Wisconsin to go to La Ceiba, Honduras, with his sons, where they built a wooden sailing cargo vessel that was destroyed in a hurricane just before launching. Relocating to Tortola, BVI, they worked at West End Slipway on a variety of boats including the 1929 Alden ketch *Sirocco*, which had previously been owned by Errol Flynn.

My wife Roni and I first met Don and his sons in Tyrell Bay, Carriacou, after they had sailed down from Tortola with *Ayicanora*, a small square-rigger built as a tour boat, with her owner. After arriving in Carriacou they built a house for *Ayicanora's* owner halfway up the hillside overlooking Tyrell Bay. They had no transport and Hans remembers lugging their tools and drinking water daily as there was no place to lock up their tools on site. It is still the highest house up there.

One day Don saw a gaff-rigged Danish fishing ketch built in the 1930s sail into the harbour. She was named *Marsvinet*, which translates to sea pig (porpoise). She looked just his kind of vessel and when her German owner offered to sell her for five grand Don quickly took him up on it. He found out only later that the vessel was actually owned by a German bank and there was a lien on it, so there could be more to pay in the future.



Above: Don, at right, with his son Hans and their friend Gabi.

Right: Still working — here on a project in Florida in 2019.

Don gave me a job along with three local fellows, Brother, Amon and Rambo, doing demolition down below: taking out all the cabins that had been added for charter work. At about this time Don was also managing the marine railway at Tyrrel Bay and built the workshop with a loft for living quarters. This later became The Slipway Restaurant — complete with bandsaw.

For a while Don and his sons made a living by setting up a workshop on board *Marsvinet* and doing yacht work. Don and Hans took care of the carpentry and Oscar tackled the mechanical and technical jobs. Later the boys moved on and Don continued to live on and work out of his boat, doing occasional charters and cargo runs but spending the bulk of his time doing upgrades and maintenance on *Marsvinet*. These included building a "great cabin" in place of the aft deckhouse. Later on came new decks, bulwarks and cap rails, and a new stem as well as lots of re-planking.

I helped Don and Oscar sail to Cumaná, Venezuela, to haul out at Plaut's Marine Railway, where he had the yard replace several bottom planks with purpleheart. *Marsvinet* was originally framed and planked with oak. Although purpleheart is a difficult wood to work with, due to its hardness and tendency to blunt tools in a hurry, Don liked working with it because of its durability and its colour when freshly cut. Unfortunately, the purpleheart developed teredo worms and had to be replaced when *Marsvinet* was back in Grenada.

Don's most ambitious job was to build a three-storey ferrocement home into the hillside on the western side of Mt. Hartman Bay, Grenada. The house was all open overlooking the bay, and featured a waterfall running down through it. The roof was turfed over and the overall effect was to blend in with the natural landscape. To help him build the house, Don hired several of the shipwrights from Windward, Carriacou, who commuted home on the weekend. Don later built a restaurant for a friend in Grenada as well as an extension at Banana's, which housed a kitchen with a pizza oven and a bar on top.

When Hurricane Ivan was approaching Grenada in 2004, Don felt obligated to prepare a friend's house in Prickly Bay for the storm before attending to *Marsvinet*, which was anchored in Clarkes Court Bay. The morning after Ivan passed Don found *Marsvinet* aground on the reef off the eastern end of Hog Island. For the next several days Don and his friend Nicola, who specialized in salvage, dove and blasted a path with dynamite through the reef to eventually free the boat. After towing her around to Prickly Bay and hauling out, Don built a new stem for the vessel, which involved a lot of moving the massive timber back and forth with block and tackle to fit it.

Moving back to Carriacou, Don built several more ferrocement houses including the Round House in Bogles, a "hobbit house" complete with a wine cellar, overlooking the leeward and windward sides of the island. Severin, a native of Switzerland who lives on *Godthaab*, a sistership to *Marsvinet*, helped Don and did the landscaping.

One of Don's fortés was wining and dining friends. He loved having a bunch of interesting folk around and entertaining them at the purpleheart table on *Marsvinet's* aft deck. The table doubled as a workbench, and sometimes working and entertaining were simultaneous, according to who was there.

In later years Don's health began to fail. After recovering from a heart attack and stroke he moved to the States in 2015 where Hans, by then a commercial airline pilot, had bought a house. Oscar stayed behind on Carriacou; by then pumping out *Marsvinet* two or three times a day was a necessary routine. About a year later, Mick on *Lily Maid*, which had been anchored behind *Marsvinet*, woke up and saw an oil slick in place of the boat, the result of a missed pumping session.

Roni and I were fortunate to be able to spend a couple of weeks staying with Don and Hans a couple of years ago. Roni helped to tame the wild and beautiful garden, which featured two massive wild oak trees complete with trails of Spanish moss. I helped Don with his masonry and carpentry projects around the house, which usually included a trip to Home Depot to buy lumber and a visit to an oyster bar on the way home.

At age 80 Don was diagnosed with Parkinson's disease, which made his hands shake constantly except when sleeping (making an afternoon nap doubly restful) or when he picked up a tool. He could then cut a straight line with a skill-saw or on the table saw, or drill a straight hole with a power drill. Hence working with his hands became doubly important for him.

With much sadness we learned of Don's passing from Hans. It was not a shock, due to his health issues, but still a surprise because someone that strong and stalwart seems like they will continue to soldier on. But the sands of time run out for everyone in this mortal life and so they have for Don. We can only rest in the belief that he has sailed on to a higher plane.

Thanks to Hans Hanson for his assistance with this article.



RONI EVERTON

DON'T LEAVE THE CARIBBEAN YET!

Throughout the more than 60 years I sailed in the Caribbean I heard and read horror stories of boats that left the Caribbean in April heading to the northeast coast of the United States or to Europe, and ran into gales. Leaving the Caribbean before the end of the first week in May is like playing Russian roulette with two or three shells in the cylinder.

This was illustrated well in 2015, when, after departing the Caribbean in April, five yachts were caught in a storm 600 miles west of the Azores during the first days of May. Four of those boats were lost. Two people — one crewmember and a baby — lost their lives. The fifth boat was in trouble and had a ship standing by, but the crew finally decided to stick it out and managed to save the boat.

About 15 years ago a very well equipped Little Harbor crewed by four experienced sailors went missing in April en route from the Caribbean to Newport, Rhode Island. A very short EPIRB message went out, and then silence — no boat or wreckage was ever found.

The Imray Iolaire passage chart 100 (a gnomonic projection where a straight line is a Great Circle course) is a real eye-opener. You will see that before July, if sailing the Great Circle course to Ireland or England, you will be spending two days going through an area where icebergs can be expected. Triangles show the location of icebergs that have been seen well clear of the normal ice area; a few have even been seen south of the Azores.



VAUGHAN CORNISH

A STRONG GALE IN THE NORTH ATLANTIC.

Early spring gales will be much more severe than late spring gales.

On the back of the chart there are wind, gale and wave-height charts for all 12 months of the year. As the late Uffa Fox wisely pointed out in his book *Sailing Seamanship and Yacht Construction*, the weather charts show the frequency of gales, i.e. winds over Force 7 (28 to 33 knots) — but they do not show *how far* over Force 7 those gales might be. Winter and early spring gales will be much more severe than late spring and summer gales.

Similarly, the wave height charts show the areas and frequency of waves over 12 feet — but they do not say *how far* over 12 feet those waves might be. Again, the waves will be bigger in the winter and early spring gales than in the late spring and summer gales. Moreover, waves periodically get in sync and become double the height of the seas that are running. Thus, if the seas are running 15 feet, one must periodically expect a wave or series of waves of 30 feet or more. (A Norwegian crewmember on my last transatlantic trip was once on an oil rig in the North Sea that was 100 feet above sea level, yet it was swept and badly damaged by a wave of 120 feet. Big waves had gotten in sync.)

If you cross-check the information on the back of the Imray Iolaire chart 100 against the NOAA or BA weather and wave-height chart, you will see that they all pretty much agree. When checking the NOAA wave-height charts for March and April, you will see a circle denoting excessive wave heights. That circle moves around a bit each year, because each year storms have different tracks and different intensities, but the circle is always in a prime place to catch the boat that left the Caribbean en route to England before the end of the first week in May. Those who are hot at pulling weather and wave-height charts off the internet will also see that a red circle denotes areas of excessive wave height all winter long and well into the spring.

Aside from the risk of encountering gales, those heading to the East Coast in late March or April can get caught in what is referred to as a sub-tropical hurricane. These spring up southwest of Bermuda, about halfway between Bermuda and the States. They then run up the Gulf Stream for about 36 to 48 hours and then dissipate. They are small and intense, hit no land masses, and do not cross any heavily trafficked lanes. Until they showed up on satellite weather images, no one knew they existed. (The few reports of wind velocities that were way out of line came from ships 50 to 70 miles away, and were discounted as exaggerations or faulty equipment.)

In light of all this, if heading to the northeastern United States or to Europe, wait until the end of the first week in May before departing the Caribbean. You might still run into bad weather, but the chances of being hit by a really bad gale or a sub-tropical hurricane will be reduced.

Epilogue

About 25 years ago, en route from the Caribbean to England in April, a 60-foot sloop was rolled 360 degrees. Two crew were injured and needed to be taken off. The sloop was beyond helicopter range, but the US Air Force said they had a tanker available whose crew was experienced at refuelling helicopters. The rescue services had two helicopters available. (On long overwater flights they must have two, in case one has to ditch.) They flew out to the sloop, air-lifted the two injured crew off and flew them back to England and hospital. The skipper and remaining crew managed to get the sloop into Falmouth with no outside help.

The following May, after I had laid up *Li'l Iolaire*, I was flying home on British Airways and the man seated next to me introduced himself. He was a very experienced sailor. He asked me if I knew of the 60-foot sloop that had problems the previous April. When I said I did, he related the following story.

"I was recently in the Grenadines, having a drink in a makeshift beach bar, and I noticed a big sloop at anchor and its dinghy coming ashore. From the dinghy, two men came to the bar, the younger man wearing a polo shirt with the name of that particular sloop embroidered on it. We struck up a conversation. I discovered he was the skipper of that boat, and a very competent seaman. I congratulated him on getting the sloop into port unaided, despite having been rolled 360 degrees, and then putting her back together and bringing her back to the Caribbean. But I asked him, 'Why, with your experience, did you leave the Caribbean for England in early April, when you knew you would inevitably run into some really heavy weather? Why did you not wait until May?'"

Those heading to the East Coast in April can get caught in what is referred to as a sub-tropical hurricane.

"He gave various little excuses that did not make sense. Finally, I said, 'I'll bet it was an idiot owner who insisted you leave in April so he could have the boat in England in time to enjoy some early May sailing.' His reply was rather mumbled; he got up, paid the bill, and he and the older man left and returned to the sloop. I then discovered from the bartender that the older man was the sloop's owner."

Visit Don Street's website at www.street-iolaire.com.

MY SPACE YACHT

Humor by Hutch

I have been cruising aboard *Limbo*, my Sagittarius SunStreaker 2.7 space yacht, for 17 years now. Sagittarius builds good yachts.

I sailed Earth-Moon space first, followed by some years cruising the Asteroids. Then I took the plunge, a hard dive for Sun, the ultimate mark, a jibe around, and we were flung toward the outer reaches. I circumnavigated… well, not Pluto. Pluto is for masochists — besides, only the Flat Earth Society still regards Pluto as a planet. A swing around Neptune is circumnavigation. The voyage is "the experience of a lifetime" in its genre. I am now a "grit," so named for the space dust one passes through over long years and vast distances. *Limbo* and I have got the proverbial ten billion kilometres under our keel.

I'm back in the Out Islands now, the Asteroids, where my circumnavigation started and has now ended. We're cruising the islands, rocks and shoals of the Belt, mostly visiting out-of-the-way places. The Asteroids have become the most popular cruising grounds in the Solar System, but are not yet crowded — the Belt is a big place. A planet is just one place. The Belt circles the Sun. Such crowd as there is gathers at Ceres (a.k.a. The Big Island) or at clusters like the Sirens, the Virgins, St. Indifference, Omygoda and the Geraldines, spotted around the Belt like islands around the Caribbean. The Geraldines were my first rockfall and I quite enjoyed them. But I also wandered off the beaten path using Street's guide. Don Street VII had been charting the Belt for decades back then and is still at it.

But the Geraldines had changed during my circumnavigation — progress. Most of Street's secret places were being discovered. So I boldly went where even Street had not. I've found some lovely spots, truly away from it all, places to call my own… until someone writes a *Compass* story about them.

I'm a writer, that's what I decided on when I retired. Mostly science fiction, I have rejection slips to prove it. But the first story I actually *sold*, "How On Earth Did I Get Here?" was published in the *Out Islands Compass*.

"The Belt's Continuous Look at Rock and Void." "Oh, I have slipped the surly bonds of Earth," it began, "And danced the sky in sunlight-gilded spheres," after John Gillespie Magee's poem, *High Flight*. Magee flew Spitfires, small airplanes, during humanity's first century of adventuring into three dimensions.

It all began for me nearly two decades ago during my mid-life crisis, which I celebrated early. I had been a mild-mannered account executive, not vice president or big bonus material. I didn't like the job. But it paid well and I made some good investments. I quit, sold it all, and bought a yacht. There is sound advice not to do such things. It's not for everyone. But it *was* for me.

When I began burning out, my attention turned from the *Wall Street Journal* to *Cruising World*. I began dreaming of nautical yachting, of sailing to the antipodes of the city, to the very frontiers of elbowroom, beyond all need for social distancing.

I started spending lunchtimes and evenings in Virtual Rum Shops, of which there are several kinds. There are still thousands of Caribbean rum shops, of course, but not virtual — you have to be there to be there. Virtual Rum Shops (VRS's) can be visited from anywhere… well, anywhere the communication lag is mere seconds — say, within a million kilometers… or you can hang in the Lagger Lounge, where yachties visiting from the Outer System hang out, where lag time is hours. That's often where yachties who seem to live in the Rum Shop are found. For yachties, there are two Rum Shops choices, an NRS (Nautical Rum Shop) or SRS (Space Rum Shop). A rum shop of any kind offers the broadest possible panorama of its genre. They have all of the answers and most of the questions. You begin to learn what "tradeoffs" are, and their alleged consequences. It is an excellent background on which to begin to sketch your dream. But bear in mind that truth is a moving target… and highly circumstantial — tradeoffs. Truth is just another opinion… well, not always.

During the year or two that I thought I might become a nautical yachtie, I read *Cruising World* and hung out in Nautical Rum Shops (NRS). An often topic was the motion aboard a boat on the water, a vast range of experience dependent on conditions and the vessel's size and configuration. Rock and roll, I was assured, could drive you crazy. Countered by a couple of "salts" who said, "You get used to it." An old salt who usually listens quietly added, "If you make passages, you must learn to *love* the rolling."

Motion was also a topic when I switched to reading *Cruising Worlds* and going to Space Rum Shops (SRS's). But space motions manifest differently. If your yacht is a "floater," microgravity is the motion, weightlessness, always falling. Aboard a spinner, simulated gravity and coriolis effect are the culprits, more so in small spinners. There are two components: simulated gravity decreases closer to the axis of spin, thus your feet are heavier than your head. And coriolis effect confuses your equilibrium. You don't notice if you are not in motion. But when you move, you feel "light headed," as we say.

"You get used to it," an old grit said.

"Not me!" a novice spacie complained.

"You must learn to *love* the feeling," another grit advised.

"Hypnotherapy works," someone offered.

"I'll stick with microgravity," a die-hard floater muttered.

… Which brings us to some of the tradeoffs in selecting a yacht. First, floater or spinner? Floaters have serious advantages and spinners have notable disadvantages. But floater yachties live in microgravity, thus they must be jocks who exercise hard and like weightlessness. Spinners create the illusion of gravity. Humans and most of their activities prefer gravity. Most yachts are spinners, most yachties are spinners.

A floater, the vessel, is generally… uh, an oblong spheroid? Maximum volume-to-weight and a host of other advantages.

Spinners come in many configurations, monohull, catamaran, even trimaran (a distinct minority but touted by owners). Catamarans, "dumb-bells," are essentially the skeleton of a monohull. Enclose one in a sphere and you have a monohull — at twice the mass but many times the volume. Racers go for low mass. Cruisers go for volume.

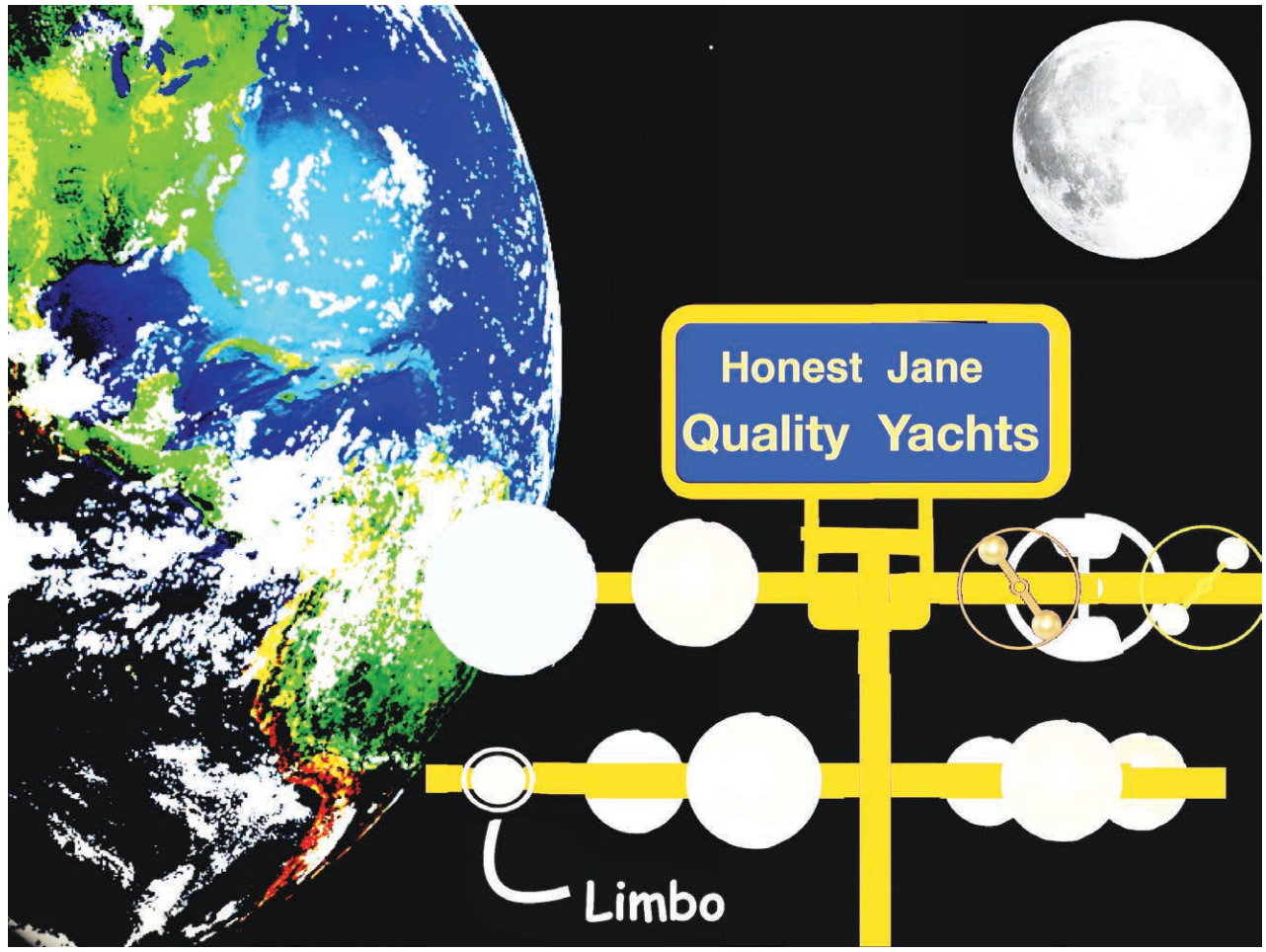
What kind of yachting did I intend to do? Just use it as a home in Earth-Moon space, where provisioning and repairs were close at hand? And where the communication lag was short enough to work from home? No, I'd decided to be a writer in my new life. Writers need solitude. Would I cruise the Asteroids? You bet! Make long distance passages? Who knows? Race? Sail single-handed? Well, yes, for now… who knows?

"What size vessel should I buy?" I'd asked in the SRS.

"How much money do you have?" was the first reply.

"In space," advised M'kumbi, whom I'd come to trust, "your yacht is the whole world. Small worlds make you crazy."

"Overpopulated worlds do the same thing," someone observed.



"Don't forget that air weighs more than a kilo per cubic metre," cautioned Wong, who is a racer. 1.3 kilos per cubic metre for normal yachties, much less aboard Wong's little catamaran, which carries about half pressure to save weight. Wong is a small woman, which also saves mass, and is said to shorten the handle of her toothbrush.

My employer warned me about my long lunches in the Rum Shops. Then they caught me sneaking a brief visit to an SRS during working hours. (I'd supposed their computers had better things to keep track of.) The end was nigh. So I started looking for my dream yacht.

The Asteroids have become the most popular cruising grounds in the Solar System, but are not yet crowded…

How much money did I have? I could have bought a factory-new nautical yacht. I had enough for a used space yacht that was too small for the current market.

When I bought her, *Limbo* was over 30 years old. In her day, the Sagittarius 2.7, at eight metres, had been the queen of the fleet, luxury accommodations for a crew or family of five, and a hydroponic farm to feed them. All on a single deck. But nowadays, even mom-and-pop retirement yachts are double-deckers. At first, double-deckers started at 12 metres, but those soon became known as "cripple-deckers" — an upper deck has less "gravity," thus needs much more headroom. The current queen of the fleet, the Sagittarius 21.4, is 16 metres and contains eight times the volume of little old *Limbo* — you can see why *Limbo* was priced at only one point eight — the broker was happy to take one point six to get it off her dock.

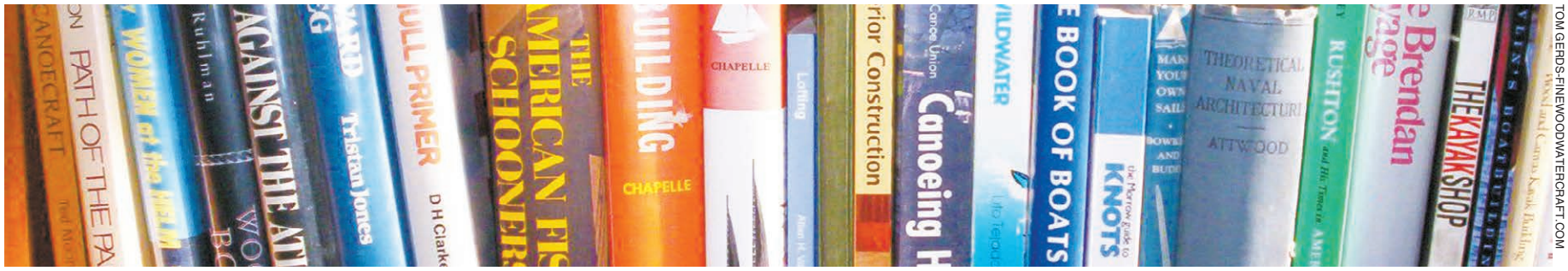
As Jane handed me the keys, she said, "Congratulations, Captain."

Voila! My first command!

Then I did what I have said, learning in Earth-Moon space, some cruising in the Asteroids, and a circumnavigation.

I offered my circumnavigation story to *Cruising Worlds*. No luck — they just gave us a Passage Note. *Compass* is a regional rag, so they didn't want it either. I might freshen it up (though it's pretty tight already) and see if *Latitudes & Attitudes* is interested. I'll try *Compass* on a day-in-the-life piece or maybe an adventure in one of the special places I've found that I don't want anybody else to know about. But what I really want to write is science fiction, adventures in the coming age of transporters, warp drive, artificial gravity and countless alien worlds and peoples, stuff about the *future*. And I think I've got a new twist on time travel. For the time, however, I'll write contemporary stories for *Compass*.

I am trapped in the present — as are we all.

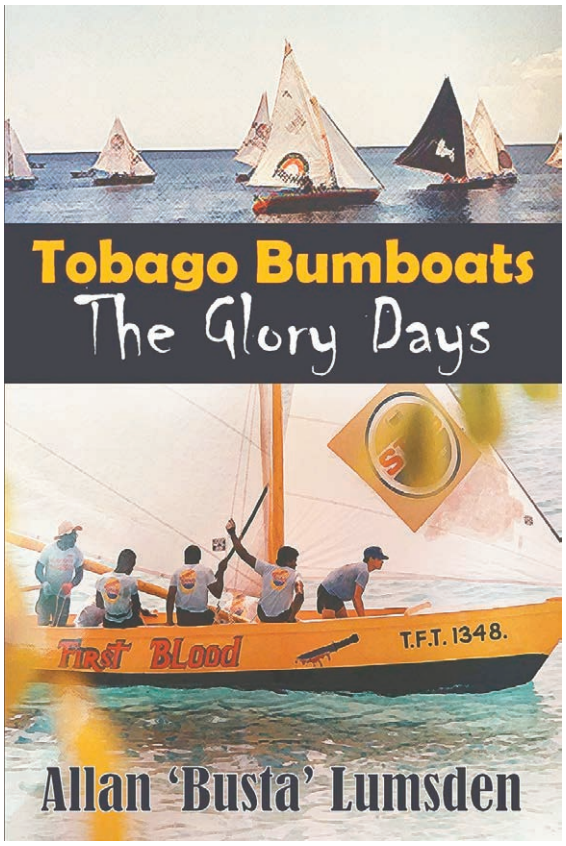


TOM GERDS-FINEWOODWATERCRAFT.COM

SAILORS' BOOKSHELF BY NICOLA CORNWELL

TWO NEW BOOKS AND A FLOATY CLASSIC

Tobago Bumboats: The Glory Days, *by Allan 'Busta' Lumsden. ©2021. 140 pages. ISBN-10 9769657603, ISBN-13 978-9769657601*



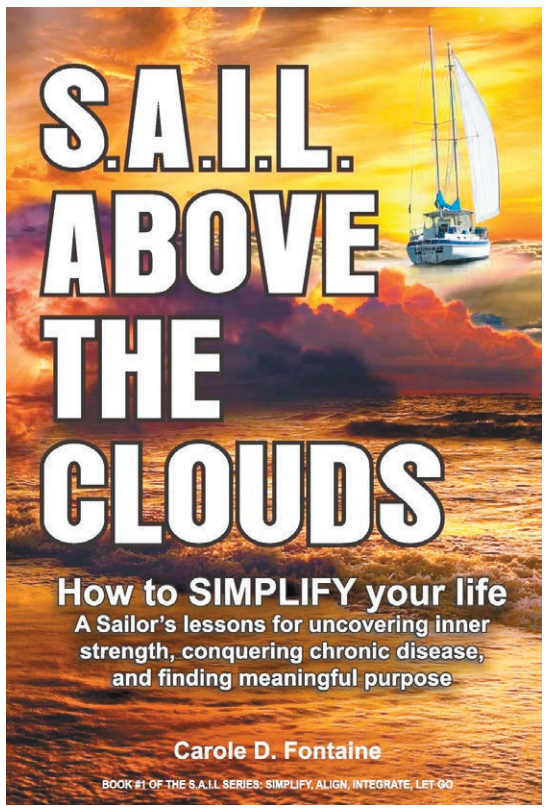
All right, settle down you lot! Like fart jokes, many sailing terms offer plenty of opportunities for a furtive giggle. Poop decks, seacocks, spreaders, snatch blocks, and one of my all-time faves — futtocks. But stop with the schoolboy sniggering.

In Tobago they have Bumboats. The dictionary definition of which is: Any small boat used for ferrying supplies or goods for sale to a ship at anchor or at a mooring. Boatbuilding is a tradition common to almost every Caribbean island. What is usually unique though, is the manifestation of that. Tobago's Bumboats are small double-enders with no daggerboard and large sails, similar but different to the ones known as double-enders built in Bequia. They were used for fishing for a while, but with the advent of motor-powered pirogues they became almost exclusively used for racing in regattas in Tobago and other islands, often in Carriacou and Bequia.

During the 1980s and 1990s, due mostly to the efforts of Carlton Laidlaw, the founder and President of the Roxborough Sailboats Association, the Tobago Bumboats had their heyday. This book chronicles those times in great detail with race records, news reports and some super photos. It's a historical snapshot of the people and boats that participated. Perhaps a little dry in parts, it is nevertheless fascinating for anyone interested in traditional Caribbean boats and the heritage associated with them.

Available as e-book or paperback at Amazon.com.

S.A.I.L. Above the Clouds: How to Simplify Your Life, *by Carole D. Fontaine. ©2020, 260 pages. ISBN-10 173615060X, ISBN-13 978-1736150603*



I'm not gonna lie, self-help books usually want me to help myself by poking my eyes out with a blunt stick. But the fact that this uses the life skills learned by living on board to apply to one's life both mentally and physically had me intrigued.

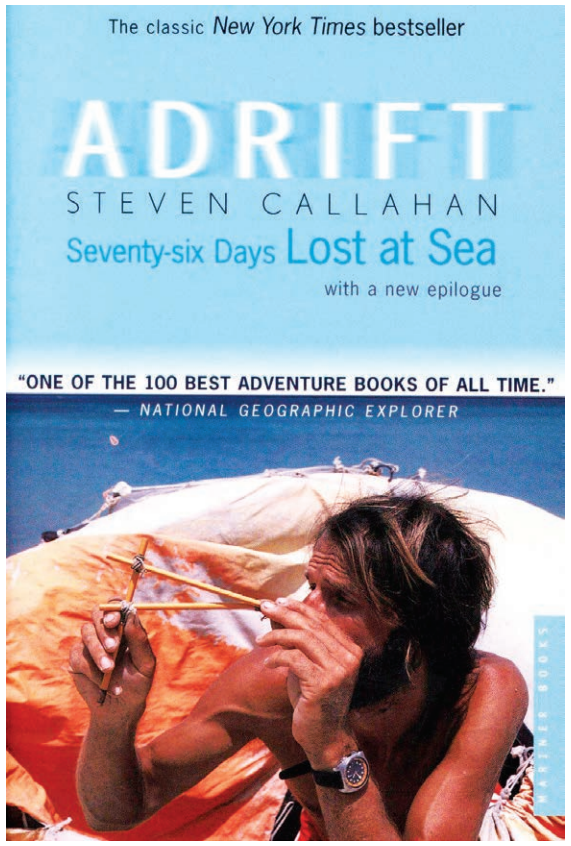
S.A.I.L. is an acronym in this instance for simplify, align, integrate, let go. If dealing with Covid has taught us anything (apart from how to bake bread better and do Zoom video calls), it is that the fragility of our existence is a delicate balance between taking care of our own needs combined with appraising our place in the wider community.

"A working boat reminds me of our bodies. It has all these enclosed systems that need to work in conjunction with each other for optimal sail. If one system fails, it affects another."

Barbara recalls her sailboat experiences and at the end of each chapter lists tasks for you to do in order to examine and hopefully re-align your mental and physical wellbeing. So if you fancy a tune-up for yourself, not just your boat, as you wait for whatever at anchor, maybe give this a try.

Available as e-book or paperback at Amazon.com.

Adrift: Seventy-Six Days Lost at Sea, *by Steven Callahan. ©1986, 237 pages. ISBN-10 0618257322, ISBN-13 978-0618257324*



First published in 1986, this harrowing classic "boaty book with a hook" is about the author's real-life existence in the Atlantic Ocean for 76 days in 1981 in an inflatable life raft after his small sloop sank. What happens is a survival story of epic proportions set in the smallest of arenas. It's a solo journey that precariously sits on the knife edge between life and death, sanity and madness.

"A view of heaven from a seat in hell."

Not only do you pick up handy survival tips (never a bad thing) from Callahan's account, but it also solidifies the realisation that each of us is merely an inconsequential speck in the universe and the world does not revolve around us. Not a bad thing to remember in these troubled times, along with making sure you've got your EPIRB registration up to date!

Available as e-book or paperback at Amazon.com.

EARLY MORNING DOWN DE ISLANDS

Light trembles there behind the hill,
Day is breaking, tranquil, still,
I shake off dreams, anxious and negative,
I use the ocean as a sedative
That drives my lethargy away.
I gaze around the quiet bay
And let peace fill me like a balm,
Dispelling cares; now I am calm.
The little dog curled at my feet
Grumbles and mumbles in his sleep,
No doubt exhausted from his task
Of vessel guarding. Now he basks
In early sunbeams, sneaking through
A wispy cloud, as day dawns new!

A turtle's head appears, no sound,
It checks the scene, and looks around.
Yellow flashes in the trees,
A CaraCara swoops with ease
To find his breakfast. I don't know
How a bird of prey can glow
With such a clear and brilliant yellow
But there he is, bright, brazen fellow!
Seems a little bit absurd
To think he's hunting other birds.
Down the Islands early morning,
All is quiet, new day dawning,
Ripples by the sea, a puff
Of breeze, but now I've had enough!
Coffee calls! The kettle's screaming,
Action beckons! Done with dreaming.

— Nan Hatch

Island Poets

THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

The Sky from Mid-March to Mid-April

by Jim Ulik

Keep an eye on the northern sky. A comet now approaching the inner solar system was discovered in January 2021. The comet was named C/2021 A1. While it may not be as spectacular as some Great Comets, such as the Great Comet of 1577, Comet C/2021 A1 may prove to be the brightest comet of this year.

Then there was the Great Comet of 1811, discovered on March 25th, 1811. That comet was visible to the naked eye for around 260 days. There have been 49 Great Comets between BC 373 and AD 2007. That does not include the 22 times Halley's Comet was viewed as it passed Earth.



A depiction of the Great Comet of 1577. Woodcut by Jiri Daschitzsky (1577)

The three conditions necessary for a comet to be considered a Great Comet are:

• As the comet approaches the sun, the icy cometary surfaces vaporize and throw off large quantities of gas and dust thus forming the enormous atmosphere and tails that are visually striking.

• The comet makes a particularly close approach to the Sun so that it produces enormous quantities of gas and dust.

• The comet makes a close approach to the Earth so that its tail can be easily viewed.

Tuesday, March 16th

Capricornus and Aquarius are rising before dawn. Mercury begins this period located in Aquarius. Mercury will gradually exit Aquarius shifting eastward towards the Sun during the next two weeks. Above Mercury this morning are Saturn and Jupiter maintaining their positions in Capricornus throughout this period.

In the western sky this evening Mars can be seen riding the back of Taurus. Aldebaran can be seen about seven degrees towards the south (or left) of Mars.

Thursday, March 18th and Friday, March 19th

The crescent Moon can be seen next to Pleiades. Currently the Moon is three days away from First Quarter. There is a close approach between Mars and the Moon on March 19th. The pair will be close enough to fit within the field of view with binoculars.

Saturday, March 20th

Today is the March Equinox, when the Sun shines directly on the Equator. There will be nearly equal amounts of day and night throughout the world. This is also the first day of spring or Vernal Equinox in the Northern Hemisphere.

Throughout the night a few meteors can be seen during the peak of the Tau Virginids shower. The meteor shower is active March 10th through April 21st. There will not be moonlight interfering with the ability to see meteors tonight.

Sunday, March 21st

The Moon reaches First Quarter today. The Moon will rise at around noon and set just after midnight. This will be a good time to observe some landmarks on the Moon. The Sun shining across the surface of the Moon will enhance the detail of both craters and mountain ranges. Image 3 (next page) shows Montes Apenninus (Apennine Mountains). This mountain range is about 370 miles (600 km) long with some of the peaks rising as high as 3.1 miles (5 km).

In the western sky Mars is riding the horn of Taurus. A few degrees south of Mars is the "Eye of the Bull," Aldebaran.

Wednesday, March 24th

Comet 10P/Tempel has made its closest approach to the Sun. The comet will be at its brightest for the next few days as it makes its way out to the outer solar system. As shown in Image 4 (next page) the morning comet is located low in the east below Jupiter. The comet will eventually get lost in the Sun's glare. It will become more visible when it returns with a close approach to Earth on August 3rd, 2026.

Saturday, March 27th

Near Earth Asteroid (NEA) 2020 GE will make a near-Earth flyby. The asteroid's orbit (368 days) is very close to Earth's 365 days. The orbits aren't exactly parallel but they do come close to crossing at two separate points. The Earth has been catching up to 2020 GE. Earth's orbital speed is slightly faster so it will cross over the asteroid's orbital path ahead of 2020 GE. Earth orbits the Sun at 67,000 mph (108,000 km/h). Asteroid 2020 GE orbital speed is 66,400 mph (107,000 km/h).

—Continued on next page

CENTENARIO & CO.S.A.

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



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

Best recommended agent in Panama by cruisers!

GRENADINES SAILS & CANVAS • BEQUIA



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

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

—*Continued from previous page*

Sunday, March 28th

The Full Moon rises over the Caribbean tonight. That places it directly opposite the Sun in the sky. In two days (March 30th) the Moon will be at perigee or at its closest orbital point to Earth. It will appear 14 percent larger and 30 percent brighter. Add the optical or Moon illusion when the Moon appears very large at the horizon and it could be an interesting scene for a Full Moon party.

Sunday, April 4th

Today is the last or third quarter Moon. Early this morning the Moon will begin to lead Saturn and Jupiter across the sky. This is a good time to view another segment of the Apennine Mountains that overlook the Sea of Rains. The Sun's rays are hitting the Moon at a 90-degree angle. The side lighting reveals some dimension of the mountains and craters along the terminator line.

Tuesday, April 6th

A close approach between the Moon and Saturn can be seen in the predawn sky. Tomorrow the Moon will rise about 50 minutes later. The Moon's daily procession eastward will place it close to Jupiter.

Monday, April 12th

The Moon has joined Mercury and Venus as it passes close to the Sun. The New Moon will be lost in the Sun's glare for a few days.

Wednesday, April 14th and Thursday, April 15th

The Moon has shifted its position away from the Sun. At 1900 hours on the 14th the Moon is located south (or left) of Pleiades or the Seven Sisters. Tomorrow at this time the Moon will be north and west of Aldebaran.

April 14th is the beginning of the Lyrids meteor shower. Although the peak won't be for a few days, there could be up to 90 meteors radiating out of the northeast from this variable shower.

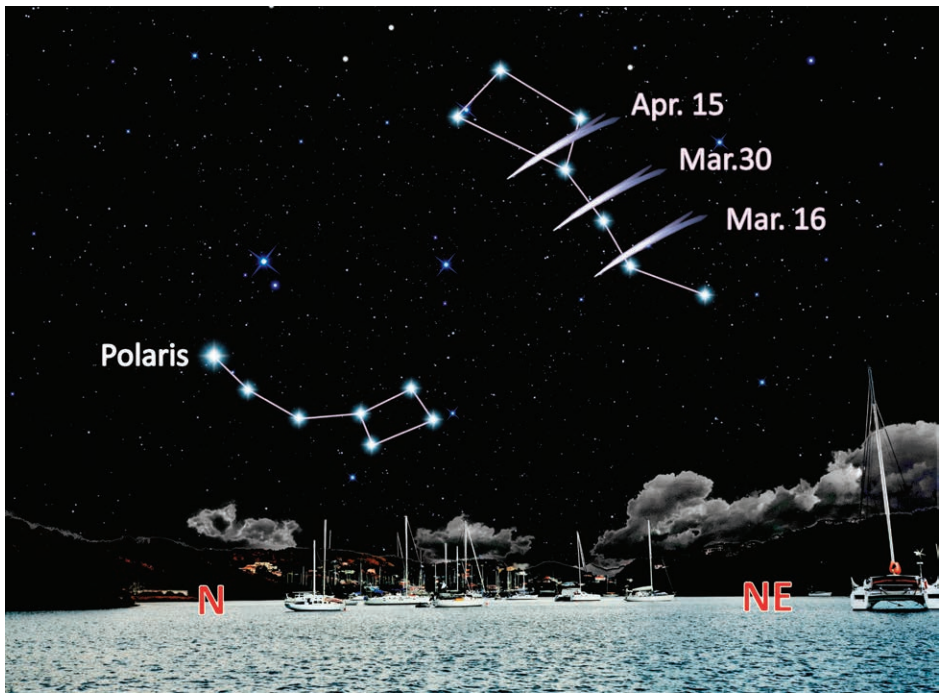


Image 2: The path of comet C/2021 A1 (Leonard) on its way towards the Sun.

In the News

Does anybody really know what time it is (I don't)?
Does anybody really care (care about time)?

— Robert Lamm, Chicago Transit Authority (1969)

If knowing the correct time in some European countries is important to you, take note: European Summer Time takes effect on March 28th. This change may or may not be the last time it happens for the EU. The European Parliament has postponed the end of the seasonal time change. At 0100 UTC clocks are turned forward one hour. Time to rely on the Sun and your circadian rhythm?

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

Jim Ulik sails on S/V Merengue.

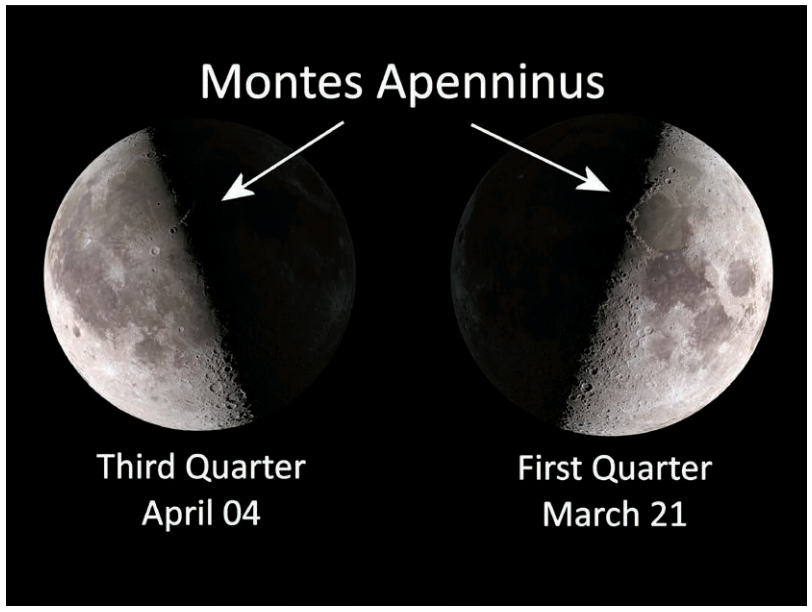
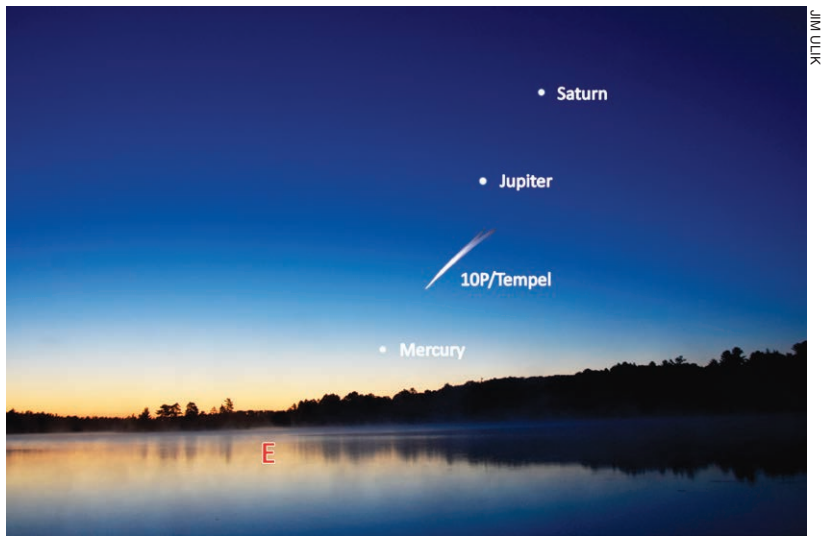


Image 3: Side lighting enhances mountains and craters during First and Third Quarter phases.



JIM ULIK

Image 4: Comet 10P/Tempel can be found low in the eastern sky at 0530 hours throughout this period.

Bocas Marina
Safe Haven in Paradise
"The Undiscovered Caribbean"
Bocas Del Toro, Panama
Full Service Marina • Calypso Cantina
www.bocasmarina.com • bocasyachtclub@yahoo.com
Haul Out Yard • 60-Ton Travelift
www.bocasboatyard.com • bocasyachtservices@yahoo.com
9°20'.05"N, 82°14'.45"W

BOAT PAINT & STUFF
Time Out Boat Yard Saint Martin
Next to the French Bridge
ANTIFOULING SPECIALIST:
PPG Amron COPPERCOAT
Permanent Antifouling
(10 years and more…)
Fiberglass + Epoxy & Polyester Resins
Epoxy primer + Polyurethane Top Coat
Phone: + (590) 690 221 676
info@boatpaintstuff.com
www.boatpaintstuff.com

The House Wren — a Successful Songster

Every morning a Grenada House Wren, *Troglodytes aedon grenadensis*, perches near our window and announces the new day with a most delightful prattle. Its round, ruddy body quivers with emotion as it gushes out a crystalline song that — like a fast-flowing stream — bubbles, overflows and splatters in rapturous delight.

House Wrens are little birds widely known for their songs. Not only because they sing pretty tunes, but because their voices are so loud and exuberant for such tiny creatures that they cannot go unnoticed, or be forgotten. Lasting but a few seconds, each song consists of a series of bubbling whistles and pretty trills sung repeatedly every three or four seconds, over and over like a very charming alarm-clock. Indeed, like any proud, self-assured bird, our resident Grenada House Wren starts its repetitive tune at dawn every morning and continues to repeat the same number countless times throughout the day. House Wrens produce many types of calls depending on the occasion. Couples call out to each other with soft rattles, while predators and intruders are met with a scolding "churrrr," a sound reminiscent of a mechanical clock winding down.



The House Wren is arguably one of the most successful songbirds in the New World. It can be found from Canada to Costa Rica, down to Trinidad and South America, down to Tierra del Fuego and the Falkland Islands.

The House Wren is arguably one of the most successful songbirds in the New World. It can be found from Canada to Costa Rica, down to Trinidad and South America, down to Tierra del Fuego and the Falkland Islands. They are everywhere from sea level to the high mountains, from desert scrubland to the edge of the rainforest. Populations from the colder latitudes migrate to warmer climates for the winter, whereas tropical populations are non-migratory. They are insectivores that feed on anything they can find as long as it's an insect or a bug, and are greatly beneficial to gardens and backyards, as they hunt many insect species that damage vegetables and plants.

House Wrens have a complex taxonomy, with 31 subspecies sorted into five groups occurring across their entire range. In the West Indies, we find the *martinicencis* group, also known as the Antillean House Wren, with six island-endemic subspecies found in Guadeloupe, Martinique, Dominica, St. Lucia, St. Vincent and Grenada. The Guadeloupe and Martinique subspecies are very rare, or perhaps extinct, while the St. Lucia subspecies is endangered but appears to be recovering. The St. Vincent subspecies was close to extinction by mid to late 20th century, but has since recovered. The Dominica and Grenada subspecies are widespread and common throughout their respective islands. In Trinidad and Tobago, we find the *musculus* group, also known as the Southern House Wren. The Trinidadian subspecies is found across northern South America down to Brazil. The main factors behind the decline of some of these subspecies include habitat destruction, predation by the introduced mongoose, and hurricanes.

House Wrens are natural cavity nesters — the species' scientific name, *Troglodytes aedon*, derives from old Greek and roughly means "cave dwelling nightingale." In Greek mythology, Aedon was the daughter of King Pandereus, changed by the gods into a nightingale. House Wrens are unable to create their own cavities, so instead rely on existing ones. Not short of imagination, they'll nest in anything they can find, from tree cavities to small crevices in walls, old machinery, nesting boxes, booms on sailing boats, old boots… heck, they may even nest in your hat if you let them! As their common name implies, they have an affinity for houses, or any building that offers sheltered nooks and holes suitable to raise young.

In the West Indies, House Wrens breed twice a year and remain in their territories year-round. Males remain in their first territory until death, unless evicted by another male. Unpaired males rarely take over vacant territory, but instead become members of a breeding population by either replacing a dead resident or by evicting an existing resident. Likewise, unpaired females gain access to a breeding community by replacing other females through death or eviction. The partners of the evicted birds will accept and breed with the newcomers. Although males from northern populations are known to practice polygyny, southern House Wrens are entirely monogamous and likely to remain with the same mate for several years.

The sexes are identical and both produce songs and calls, but the males sing the loudest and most complex songs, using the lively tunes to claim territory and attract females. An unmated male may sing for about ten minutes with such fervor that his entire body quivers intensely with emotion. Upon establishing territory, the male immediately starts building crude nests in all the empty cavities he comes across, in an attempt to attract the female and deter other males from setting up shop. Sometimes he adds small, soft, light-coloured items to the nests. When reusing a nest, he will first remove all of the old nest lining and occasionally the old sticks as well, to reduce the abundance of nest parasites that may harm the young chicks. He may also carry spider and moth egg sacs to the nest, presumably to help with mite control. Though the female is primarily attracted to his song, ultimately it is the quality of the nesting site that determines her mate selection. Once she chooses her favourite cavity, the pair will mate and start lining the nest with leaves, fur, feathers, cotton-like fibers produced by trees and other soft materials.

Antillean and Southern House Wrens lay about two to four eggs per clutch, which females incubate in short spells for about two weeks. Meanwhile the males guard the nest from predators and intruders, such as domestic cats, rats, opossum, snakes, mongoose, raptors and Shiny Cowbirds. Indeed, even though they are considerably smaller, House Wrens are common hosts of the parasitic Shiny Cowbird, who lays its eggs in other birds' nests. In fact, it is rather peculiar to watch a tiny adult wren feeding a fledged Shiny Cowbird that's almost twice its size — the scene is somewhat incongruous. Cowbird parasitism has a detrimental effect on House Wrens affecting every aspect of the Wrens' reproductive success, from egg survival, to hatching success, to chick development. The chicks grow up on a diet of grasshoppers, crickets and caterpillars and fledge at about 18 to 20 days old, but remain under parental care for at least another two weeks after they leave the nest.

Though relatively friendly towards humans, House Wrens are extremely territorial and can be quite ferocious not only towards other wrens, but also towards other species of cavity nesters. When these cute little birds find a nest in a cavity near their own, they often destroy the eggs inside, or remove them and drop them some distance away. The fierce things use their pointy, slightly curved beaks — made specially to pluck insects — to peck at the offending eggs and if challenged will not hesitate to attack birds two or three times their size! Although this aggressive behaviour doesn't happen very often, it has made the House Wren quite unpopular amongst some people who believe its behaviour to be "unacceptable," "criminal," and "evil." Personally, I think the behaviour of the House Wren is neither acceptable nor unacceptable — it is simply what it does to defend its small territory and avoid competition for limited resources.

In the West Indies, House Wrens are less known for their aggression than for their habit of attaching to our walls. This has earned them a certain admiration, respect and quite a few names, including "Housie" and "Wall Bird." But none show the reverence quite so well as "Oiseau du Bon-Dieu" — "God's Bird." This is of no surprise. Wrens in general have long been loved and considered sacred birds in ancient cultures. In this case, I presume the divinity may have arisen from the House Wrens' long-standing habit of nesting in old churches.

As I bring this article to a close, I can hear our resident Grenada House Wren burst into yet another cheerful song and I can't help but feel charmed by the smallest, yet most charming tenant one could hope to have.



Flowers of the Sea:

THE SEA ANEMONES

by Darelle Snyman



The Sun Anemone's tentacles range in hue from green and yellow to golden brown.

These colorful, graceful sea creatures with their swaying tentacles are often compared to flowers. No wonder they were named after one of the most beautiful terrestrial flowering plant families, the anemones. The ocean is home to over a thousand species of these unique relatives of jellyfish and corals. They contribute greatly to the underwater palette of color and shape that makes coral reefs such wonderful places to explore. These creatures can live up to 80 years, thanks to their great powers of regeneration. Although they have stinging tentacles we have little to fear from them: the toxins of most species are geared toward engaging in combat with each other and stunning prey.

The Giant Caribbean Anemone

Most of you that have dunked your head under the water to explore a Caribbean reef will be familiar with the Giant Caribbean Anemone (*Condylactis gigantea*). This common reef dweller is the largest of the Caribbean anemones and its lovely pink, lavender or green-tipped tentacles provide the whole show. While most adult anemones tend to remain where they settled as larvae, the giant anemone will relocate — albeit at a very slow crawl — when it feels crowded or finds the need to increase its reproduction success.

Giant Caribbean Anemones might not provide Nemo with a home but they do provide a safe harbor for various other small fish and cleaner shrimp species. Inspecting them for their small companions is always a fun activity when I encounter these undersea beauties. This often requires careful searching, as these tiny shrimps are not easy to spot. Critters living within this jungle of stinging tentacles obtain protection from predators while feeding on the detritus and tiny planktonic organisms that get entrapped in the anemone's sticky tentacles. The cleaning activities of these guests contribute towards the overall good health of the anemone. Studies have shown that shrimp species are not stung after about two hours and 40 minutes of gradual familiarization and camouflage with the anemone's mucus, which causes the anemone to disregard the shrimp's presence.

The giant anemone is a predatory species that feeds on unsuspecting fishes, crustaceans and other invertebrates that dare to stray too close to its tentacles. Once entangled, the prey is passed through sticky tentacles to the slit-shaped mouth at the center of the anemone's disc.

When disturbed, they will, like most anemones, pull their tentacles into their gastric cavities and contract their bodies into a tight protective ball.

The Corkscrew Anemone

The Corkscrew Anemone (*Bartholomea annulata*) is another large anemone species that maintains ecologically important symbiotic relationships with a number of crustacean species. Its association with the Red Snapping Shrimp (*Alpheus armatus*) is especially important as the shrimp provides it protection from the very aggressive Bearded Fire-Worm (*Hermodice carunculata*). The Bearded Fire-Worm is known for its ability to completely decimate or severely damage its anemone prey.

The Corkscrew Anemone bears numerous transparent tentacles with spiraling white bands of nematocysts or stinging cells, which gives it a ringed appearance, resulting it also being called the Ringed Anemone. The body color is mostly in hues of brown and grey produced by zooxanthellae symbionts in its tissues that contribute to its nutritional needs.

The Corkscrew Anemone is often found in areas of coral rubble and sand.

The Knobby Anemone

Another Caribbean anemone resident that somewhat resembles the corkscrew anemone is the untidy-looking Knobby Anemone (*Laviactis lucida*). It also bears numerous long transparent tentacles but in this case the stinging cells are not arranged in spiraling bands, but appear as small densely packed knobs.

This much smaller relative of the Corkscrew Anemone is more toxic but less often encountered as it tends to remain hidden in reef recesses and coral rubble. It is more sensitive to disturbances and will retract its tentacles very quickly.

The Sun Anemone

The interesting-looking Sun Anemone (*Stichodactyla helianthus*) is one of my favorites. I encountered it in large numbers on reefs and seagrass beds across Belize. Its flattened oral disc is covered with hundreds of short, nematocyst-coated tentacles in hues that range from green and yellow to golden brown. You will often find them together in dense clusters, hence their other common name, Carpet Anemone. They prefer the shallows in areas with mild to strong surge.

These beauties are known for the variety of toxins they excrete for prey capture and defense against predators. When you next encounter this sun worshipper, take a closer look; you might spot one of its regular residents, the brightly colored Sun Anemone Shrimp (*Periclimenes rathbunae*), a shrimp species known to be aggressively territorial. This critter also takes refuge among the tentacles of the Giant Caribbean Anemone.

The Beaded Anemone

I discovered the beautiful Beaded or Flower Anemone (*Phymanthus crucifer*) in Belize, where it was well hidden from view on the sandy bottom under a rocky ledge. I did not recognize it as an anemone at first — the way it was curled up made identification difficult. It becomes more identifiable when it exposes its flattened oral disc edged with numerous short tentacles.

This anemone species is highly variable in color and design, resulting in no two looking the same. Color ranges from sandy to dull green to even bright red. Its common name relates to the rows of light and dark bumpy stripes that radiate outward from the mouth. The beaded anemone is one of those anemones that are able to produce their own fluorescence as protection against harmful ultraviolet radiation in bright sunlight. This is caused by a protein present inside the flesh of their tentacles.

The Branching Anemone

Another unusual-looking anemone that I encountered in Belize was the Branching Anemone (*Lebrunia neglecta*) with its short, multi-forked tentacles. These frond-like tentacles are actually a ring of six pseudo-tentacles that hide the true, longer tentacles that only come out at night for feeding. The column of this anemone is usually anchored in a crevice, hidden from sight. The false tentacles range in shades of brown to dark gray and have prominent nematocyst-bearing knobs, powerful enough to sting humans. The pseudo-tentacles resemble brown seaweed fronds and it is thought that they might be an adaptation to lure potential prey closer by mimicking harmless alga from the family Dictyotaceae. It pains me to admit that I do not have a decent photo of this species, especially considering its lack of mobility.

For you out there still able to explore the treasures of the underwater world, enjoy looking for these beautiful Caribbean reef residents.



The Giant Caribbean Anemone's lovely pink, lavender or green tipped tentacles provide the whole show.



The Corkscrew Anemone bears numerous transparent tentacles with spiraling white bands of stinging cells.



The Knobby Anemone tends to remain hidden in reef recesses and coral rubble.



I did not recognize the Bearded Anemone at first — the way it was curled up made identification difficult.

GONSALVES LIQUORS LTD. ST. VINCENT



PROVISIONING YOUR YACHT?

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

GONSALVES LIQUORS LTD. Established 1970

The store that offers you more!

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

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



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

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

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

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

The perfect pilotage companion for all the other guides

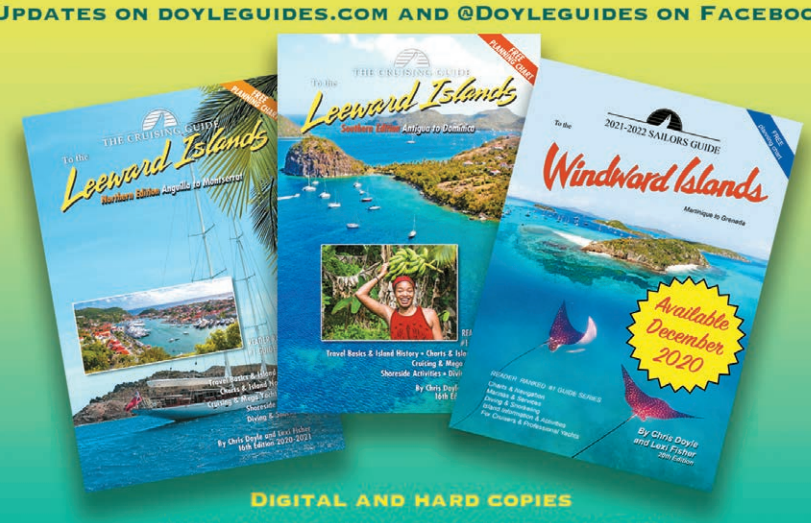
Order online
USA/Caribbean: iUniverse or Amazon
(search Donald M. Street)
UK/Europe: www.imray.com
(search: Don Street)

CARIBBEAN Street CRUISING GUIDES

DOYLE GUIDES
CRUISING THE EASTERN CARIBBEAN

NAVIGATE WITH CONFIDENCE
STAY SAFE. STAY INFORMED.

UPDATES ON DOYLEGUIDES.COM AND @DOYLEGUIDES ON FACEBOOK



DIGITAL AND HARD COPIES
AVAILABLE AT WWW.CRUISINGGUIDES.COM

LOOK OUT FOR…

Bitter Whatsitsface, or Coolie Pawpaw

by Lynn Kaak



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

Momordica charantia has numerous names, and many of the colloquial English names utilise the term "bitter" — as in bitter melon, bitter apple, bitter pear, bitter gourd, and bitter squash. In the Eastern Caribbean, the name coolie pawpaw may be used, as well as bitter cucumber. Seeing as many of the names allude to the taste, one may surmise, correctly, that the fruit of the plant is edible.

The original home of "bitter whatever" is not really known, but educated guesses point to southern Asia. After that, it spread out throughout the tropics and subtropics.

This vine can grow just about anywhere as long as the temperature doesn't get too low. It isn't absolutely adamant that it needs to be in the heat of the tropics, and can do fairly well in temperatures that hover around 13°C (60°F), as long as one isn't looking for bumper crops. While it prefers areas with decent rainfall, it will still survive through the dry season where they occur. Altitude isn't much of a deterrent to its survival, either, so it can be found from sea level to about 1,000 metres (3300 feet).

It likes to climb, making it a decent cover for fences and other stationary objects, but because it can grow quickly, it can also take over the area in an invasive manner. If denied access to something to climb, it will adapt and act as ground cover.

Bitter (choose a name) leaves are multi-lobed and almost lacy in appearance. They line up alternately along the vines. When in bloom, the plant has a multitude of yellow flowers, both male and female.

If a flower is pollinated, it will develop into the edible fruit. The fruit resembles a slightly rounder cucumber with warts, with the size varying from easily fitting into the palm of your hand, to the size of a small cucumber, depending on the availability of water. Some varieties have pointier ends, but the bumps are a constant. Initially green, the fruits turn an orangey-yellow colour as they ripen. It is the green or just-turning-yellow fruits that are normally consumed.



Bitter whatsis is best known as a vegetable in India and recipes have travelled to Trinidad and Tobago (where it is called caraili or karela) along with the Indian diaspora — thus the name "coolie pawpaw." It is often fried and served with saltfish. At the edible stage, bitter whatsitsname has small, flat, white seeds, similar to those of a cucumber. If you choose to eat this fruit, you may want to remove the seeds as they are very bitter.

As the fruit matures, the seeds become enrobed in a sticky red pulp. The fruit will eventually open to expose the seeds.

In many places in the Caribbean this bitter fruit is not well known for eating, but because of its prolific propagation it may be found anywhere where the ground has been torn up. A typical place to find the vine is on fences or other suitable supports by the roadside.



Dear Caribbean *Compass*,

The *Compass* is for the birds these days — kudos again to Bela Brown for her article in the January issue on the stylish-looking Loud-Mouthed Yellow-Bellied Elaenia. (I wonder if it might be related to the One-Eyed, One-Horned Flying Purple People Eater!)



BELA BROWN

Cheers,
Speedy John
S/V Second Star

GOOD WRITING ON SIMPLE THINGS

Dear *Compass*,

I write to congratulate Bela Brown for her beautifully written piece on the Good-Natured Grenada Fly Catcher in the February issue. In these coronavirus times, a good piece of writing on simple things livens up the day and gives the image of a life beyond lockdown when we can be free to enjoy Mother Nature again.

Your review on the progress and plans of our Bequia Museum should generate more enthusiasm. I invite your sailors to tell us where else is there a museum planned for access by boat.

Sir James Mitchell
Bequia
St. Vincent & the Grenadines

ANXIOUS TO RETURN TO CUBA

Dear *Compass*,

Thanks for the February issue! I enjoyed the Cuba article by Carla Fowler, and am anxious to return when travel becomes possible again.

Mary Ann Matter
Florida, USA

READERS IN VENEZUELA

Dear *Compass*,

Thank you very much for such a beautiful and wonderful magazine. I will gladly make it available to the members of the Organización Nacional de Salvamento y Seguridad Marítima of Venezuela (the Venezuelan National Maritime Safety and Security Organization, ONSA), as it has very interesting articles on the different aspects of sailing and marine life.

Best regards,
High Commodore Nicolás Goschenko
President, ONSA AC
Venezuela

KUDOS FROM THE AZORES

Dear *Compass*,

With much love and gratitude for keeping all the *Compass* balls up in the air. The Compass team does a great job! Thank you!

With warmest wishes from this little corner of paradise,
Duncan Sweet
Mid Atlantic Yacht Services
Horta, Faial, Azores
www.midatlanticyachtservices.com

WE WANT TO HEAR FROM YOU!

Dear *Compass* Readers,

We want to hear from YOU!

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

We do not publish individual consumer complaints.

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

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

Send your letters to sally@caribbeancompass.com



The Food Fair

Stock Up

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

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

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

SVG's #1 CASH & CARRY OUTLET

Food Service & Catering Supplies

Take-out Containers
Aluminum Food Boxes
Paper Cups & Bags
Pizza Boxes
Cake Boxes
Smoothie Cups
Plastic Bottles
Drink Bottles
Sauce Bottles
Soup Bowls
Paper Napkins
Cutlery & More...

Condiments & Cleaning Supplies

Restaurant Condiments
Spices & Seasonings
Pizza Toppings
Pizza Sauces
Cleaning Products
Liquid Hand Soap
Hand Sanitizers
Gloves & Masks
And so much more!!

Visit us today!

TRINITY AGENCIES
Paul's Avenue, Kingstown, St. Vincent
Tel: 784-493-7200 trinityst.vincent@gmail.com

One Man's Sampler
by Jim Hutchinson



Favorite little adventures from several decades of live-aboard sailing. Here are sailing dinghies, crazy craft, a dolphin, hurricanes, a concert, assorted characters and some fiction.

Lots of fun photos and drawings.

Click here to read a sample or to order:
https://amzn.to/2ZaLfzw

— Thanks,
"One Man" Hutch

Marine Insurance

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

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

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

Read in Next Month's *Compass*:

Heading to the Azores?

Lessons from Hurricane Season 2020

Choosing a Boat Work Contractor

... and much, much more!

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

SKN MARINE SURVEYING & CONSULTANCY
GRENADA (SAMS, MECAL and ABYC)
PATRICK O'LOUGHLIN
Master Mariner, MSc
1-473-422-2052
CINDY MODESTE
BSc, Naval Piloting
1-473-422-5050
SHELVIN THOMAS
BSc. Nautical Science/
Maritime Operations 1-473-407-0300
CLARKES COURT BAY
Woodlands
St. George's
sknmarinesurveying@gmail.com
www.sknmarinesurveying.com

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


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

Caraïbes Diesel Services
MARINE ENGINEERING PARTS & LUBRICANTS SUPPLY
OFFICIAL DEALER
SAINT MARTIN / SINT MAARTEN
CAT Marine Power
VOLVO PENTA
NORTHERN LIGHTS
SEVEN MARINE
www.caraibesdiesel.com
Route Sandy Ground
97150 Saint Martin
PHONE: (+590) 590 870 373
EMAIL: info@caraibesdiesel.com

WHAT'S ON MY MIND

TROPICAL DOTAGE

by Jim Hutchinson

Dotage – noun, "old and weak." That is the dictionary definition, with a usage note implying "senility." The root word is "dote," a sentimental state implying silly and foolish. So be it. Try to find a comfortable place to practice your dotage. I've found a peaceful island in the Caribbean.

I've had a bent toward silly and foolish all along. Old and weak are recent… new… progressive. It's a matter of degree but the slope is downward.

Eleven sevens. Seventy-seven. Eleven seven-year cycles of life. Who'd have imagined? I hadn't.

Where had I thought that I would be by now? Well, I hadn't. Other than to assume that my little yacht and I would have gone to the bottom, either through reckless misadventure or finally meeting our storm. (I was a bit of a romantic back then; I've matured some since.)

Yet, I wound up where I am, still aboard, somewhere in the Caribbean, in the tropics. The alternative for my second half might have been the Rocky Mountains, high country Colorado, where I grew up, which I loved. But the Rockies have winter — serious.

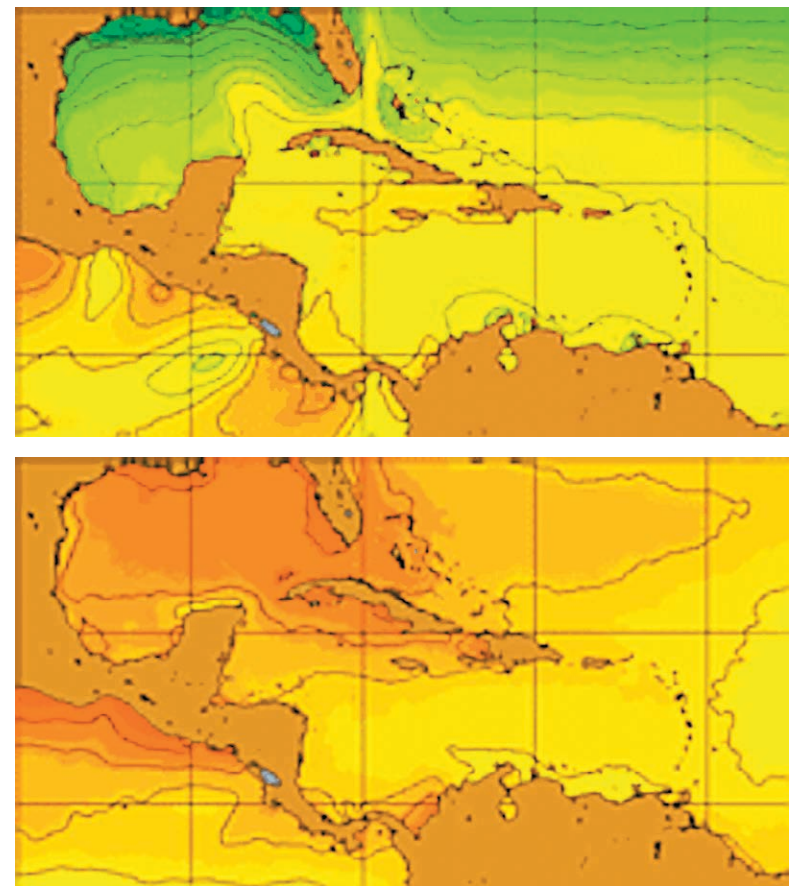
In Earth's Northern Hemisphere, as one goes south the climate warms… in general. However, the higher one's elevation, the colder the air. For instance, the mouth of the Amazon River is much warmer than atop the Andes of Ecuador — even though global warming is melting the glaciers.

But you needn't go that far south. I stopped 750 miles north of the Equator, where there are no poisonous snakes and yacht services are better.

My pact with the devil is that I don't complain about being hot (within reason) if I don't have to be cold.

A thing about the tropics: in theory, it's cheaper to live on a small yacht here than to heat a house that is big enough to avoid cabin fever during winter. Not to mention the cost of such a house in the first place. Not to mention the cost of buying and owning a yacht — think small.

One need not be a numerologist to see that life rolls in seven-year cycles. Zero to seven, acquiring basic skills over body and mind, then seven years of basic indoctrination, then, at 14, adolescence, featuring the boy-girl thing, followed by the fourth cycle, beginning at 21, when one becomes a fully certified adult — whatever that means. The fifth and sixth cycles are typically our physical best, with a mid-life crisis following that peak. Then, at 42, my second half began, the beginning of cycle seven. I sold it all and bought a yacht. In the tropics… well, in the sub-tropics. There is a difference.



The Caribbean and Gulf of Mexico sea surface temperatures, winter and summer. Color code:
Red – Hot, increasingly so.
Yellow – Caribbean warm.
Green – Survivable for folks heartier than I.

In the movie *Spy Game*, when Robert Redford finished training Brad Pitt as a spy, Pitt asked if there was anything else he should know. Redford answered, put enough aside to die someplace warm. Redford had chosen Grand Bahama, in the northern Bahamas. Time was, I'd have thought that a great choice. The Bahamas might be the best cruising ground in the Western Hemisphere: 500 islands strung over 500 miles in the sub-tropics. Sub-tropics. Weather from "temperate latitudes" often invades the sub-tropics during winter. When you come down from high country Colorado, you don't notice at first. Then you do — long sleeves, long pants, often a jacket, even shoes and socks! And the clear, warm water turns cold — not frigid, but cold enough.

Even so, the Bahamas were the most cruising fun I've had: reliable wind, countless places to anchor, amazing snorkeling, sparsely populated islands with friendly people. And the weather was warm during spring, summer and fall. The Turks & Caicos Islands, at the southeast end of the Bahamas archipelago, were okay in winter.

From there I forayed farther south: Haiti, the Dominican Republic, Puerto Rico and the Virgins. (Interesting cruising, other stories.)

At the Virgins, I turned south again and wound up in the Windward Islands, where I hang still, a thousand miles south of Redford's *Spy Game* retirement haven.

"Seven come eleven!" That's a chant in craps, a game of chance. How many sevens should we expect out of life? Seven squared, 49, surely bears special significance. Might that be the halfway point, barring accident, famine and disease? Ninety-eight, two times seven squared? OMG! Even Methuselah only made mid-seventies, which was a ripe old age back then.

Ambia is lying in a bay under the lee of a small island deep in the tropics. We've just had some morning showers. Now Sun is shining brightly between a scatter of scudding clouds. I'm sitting in a well-shaded cockpit, partially sheltered from the winter tradewind, in my shorts. It is January. At night, I pull the sheet over me to sleep. Some evenings are cool enough to put on a shirt when I'm on deck. I can live with that.

Paradise is said to be a myth, whether here or elsewhere. What is paradise? Whatever. There are tradeoffs for sure. We just finished a record hurricane season. And many or most who retire to the Caribbean eventually go home for dotage. That is where medical care that only insurance can afford and the grandchildren are. I've cast my lot here. My theory is that when I encounter medical problems requiring heroic state-of-the-art treatment that might extend my life some, I will, instead, die — here. This is home.

I have found my harbor. Will I eventually have to move ashore? Would that be when it should end anyway? The extra exercise of living aboard and dinghying to shore is part of what keeps me alive. I am happy enough to still be here for now. Will I feel the same then? How much longer will this go on? A dozen sevens is 84. Who knows? Thirteen, a baker's dozen, is 91. One hears such numbers and higher in the local obituaries. But those people (by and large) didn't have the privileged life I've had. They had to work hard to get there. Once in a while they make two times seven squared and beyond.

The government dermatologist, who flies up from the big island to do a clinic here every month, recommended the book *Being Mortal* by Dr. Atul Gawande. It tells of relatively pleasant ways one can die if one picks, and can afford, the right nursing home. Recommended reading whether you have the means for state-of-the-art dying or not. Dr. Gawande clearly says how we come to dotage. We outlive our bodies. In the good old days, we'd have been dead long ago.

CALENDAR

MARCH

8 International Women's Day
8 Public holiday in BVI (HL Stoutt's Birthday observed) and in Belize (National Heroes' Day)
10 - 14 Superyacht Challenge Antigua. www.superyachtchallengeantigua.com
10 - 14 Cancelled Bequia Music Festival 'Homemade Edition.' www.bequiamusicfestival.com
14 Public holiday in some places (Commonwealth Day) and in St. Vincent & the Grenadines (National Heroes' Day)
14 – 21 Martinique Cata Raid. https://martiniquecataraid.com
17 Public holiday in Montserrat (St. Patrick's Day). St. Patrick's Day Festival, Grenada (TBC)
18 Public holiday in Aruba (Flag Day)
20 Vernal Equinox
22 Public holiday in Puerto Rico (Emancipation Day)
25 Round St. John Race, St. Thomas, USVI. www.stthomasyachtclub.org
26 – 28 St. Thomas International Regatta. www.stthomasyachtclub.org
27 St. Maarten National Sailing Championship. www.smyc.com
28 FULL MOON
29 – 4 April Cancelled BVI Spring Regatta & Sailing Fest, Tortola. bvispringregatta.org
30 Nanny Cay Round Tortola Race. www.royalbviyc.org
30 Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day)
31 – 6 April Antigua Classic Yacht Regatta. www.antiguaclassics.com
TBA Yachtie Appreciation Week, Portsmouth, Dominica. dominicapays@gmail.com
TBA Curaçao Youth Sailing Championships. https://ysco.org/curacao-youth-championships
TBA Foxy's Music Fest, Jost Van Dyke, BVI. https://foxysbar.com/events
TBA Antigua Optimist Open & Antigua Laser Open. www.antiguayachtclub.com
TBA Pam Pepin International Optimist Regatta, Puerto Rico. https://clubnauticodesanjuan.com


STEPHEN SAMMONS

APRIL

2 Public holiday in many places (Good Friday)
2 – 5 (TBC) Bequia Easter Regatta. www.bequiaregatta.com
4 Easter Sunday
5 Public holiday in many places (Easter Monday)
10 – 11 St. Maarten Multiclass Regatta. www.smyc.com
14 – 22 (TBC) St. Barth Theatre Festival
16 Public holiday in Puerto Rico (Birthday of José de Diego)
16 St. Croix International Regatta. www.stcroixyc.com
22 Earth Day
24 **Cancelled** Peters & May Round Antigua Race. www.antiguayachtclub.com
25 – 30 Cancelled Antigua Sailing Week. www.antiguayachtclub.com
26 FULL MOON
28 Public holiday in Barbados (National Heroes' Day)
29 – 2 May (TBC) St. Barth Cinema Festival
30 Public holiday in Bonaire (Rincon Day)
TBA Lowell Wheatley Anegada Pursuit Race
TBA Conch Republic Cup Regatta, Florida to Cuba. http://conchrepubliccup.org

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

MV MELINDA II FOR SALE

BOS MARINE SERVICES CO. LTD

Tel: (784) 458 3197
(784) 458 3404
Fax: (784) 458 3000
Cell: (784) 493 2519
(784) 530 1244

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



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

MAIN PARTICULARS:

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

TONNAGE (TONS)

DWCC	95
GROSS TONS	99.9
NETS TONS	63.4

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

FUEL TANKS CAPACITY (IMP GALS)

PORT	320
STAB	320
CENTRE	290

CARGO GEAR
1 HYDRAULIC CRANE
SWL 3 TONS

COMMUNICATION
2 VHF ICOM

SPEED
8 KNOTS

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

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

MERIDIAN PASSAGE OF THE MOON

MARCH - APRIL 2021

Crossing the channels between Eastern Caribbean islands, an ebb tide carries you off to leeward and a strong flood tide creates lumpy seas, so crossing with a favorable tide is faster and more comfortable. The table below, courtesy Don Street (www.street-iolaire.com), showing the local time of the meridian passage (or zenith) of the moon for this and next month, will help you calculate the tides.

Water generally tries to run toward the moon. The flood tide starts running eastward soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then ebbs westward. From just after the moon's setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon after its rising, the tide runs westward.

The first hour after moonrise, the westerly current is barely negated. The second hour the flood tide is stronger, the third and fourth hour it's strongest, then it eases off in the fifth and sixth hours. The maximum tide is three or four days after the new and full moons.

March		21	1815	10	1101
DATE	TIME	22	1908	11	1142
1	0146	23	2002	12	1223
2	0236	24	2056	13	1305
3	0328	25	2148	14	1342
4	0420	26	2241	15	1432
5	0516	27	2332	16	1519
6	0613	28	0000 FULL MOON	17	1609
7	0713	29	0024	18	1700
8	0810	30	0116	19	1752
9	0906	31	0210	20	1845
10	1010			21	1936
11	1050	**April**		22	2028
12	1137	1	0306	23	2118
13	1221	2	0405	24	2209
14	1303	3	0505	25	2300
15	1344	4	0605	26	2354
16	1425	5	0705	27	0000 FULL MOON
17	1507	6	0757	28	0050
18	1551	7	0848	29	0140
19	1637	8	0935	30	0251
20	1725	9	1019		

Caribbean Compass Market Place

Azores

MID ATLANTIC YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES

Providing all vital services to Trans-Atlantic Yachts!

Incl. Chandlery, Charts, Pilots, Rigging

EU-VAT (18%) importation

Duty free fuel (+10.000lt)

TEL +351 292 391616 FAX +351 292 391656

mays@mail.telepac.pt

www.midatlanticyachtservices.com

Grenada

TURBULENCE Ltd.

(473) 439 4495
info@turbulenceltd.com
www.turbulenceltd.com

DOYLE SAILMAKERS

PROVEN QUALITY

FIVE YEARS /50,000 MILES GUARANTEED

Good for the economy

Made right here in the Caribbean

Minimal Co2 Print No International Air Freight





Grenada

NEILPRYDE

NEILPRYDE Sails Grenada

Check out our website or contact us directly for a competitive quote on rugged and well-built sails that are well suited to the harsh environment of the charter trade and blue water cruising.

Jeff Fisher – Grenada (473) 407 6355
www.neilprydesails.com

Saint Kitts & Nevis



CARIBBEAN COMPASS

We're on the Web!

Caribbean Compass

www.caribbeancompass.com

FREE On-line

SVG







THIS COULD BE

YOUR

MARKET PLACE AD

shellese@caribbeancompass.com

continued on next page ⟶

Caribbean Compass Market Place

SVG

CAPTAIN GOURMET • YACHT PROVISIONING •

full provisioning + delivery our speciality

CAFE TERRACE @ TEREWF

UNION ISLAND

St. Vincent & the Grenadines

Phone: (784) 495 8695

lilihappykite @gmail.com

VHF Ch 16

Formal Marine Litter System

Mayreau .Tobago Cays Marine Park. Union Island

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

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

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

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

Trinidad



Escape to Chaguaramas

The Hurricane Haven & Repair Centre of the Caribbean

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

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

THE ELECTRONICS EXPERTS!

ELECTROPICS

AUTHORISED DEALER & SERVICE CENTER FOR

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

and too many more to be named here

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

www.powerboats.co.tt

Power Boats
"the Place for Yachts"

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

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

Venezuela

Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve



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

Caribbean-wide

KARATBARS INTERNATIONAL GMBH

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

REMEMBER

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

CARIBBEAN COMPASS

www.caribbeancompass.com

FREE on-line version!

Caribbean-wide

www.hydrovane.com

FEEL THE FREEDOM

With Independent Self Steering AND an Emergency Rudder



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

HYDROVANE SINCE 1968

HYDROMAX · ECH2O Tec Watermakers · watt&sea

STEERING THE DREAM

Real Estate

CARRIACOU REAL ESTATE

Land and houses for sale

For full details see our website:

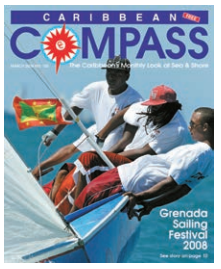
www.carriacou.net

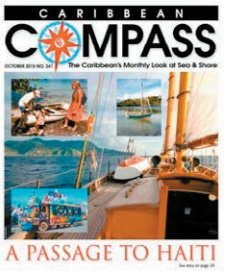
Contact: islander@spiceisle.com Tel: (473) 443 8187

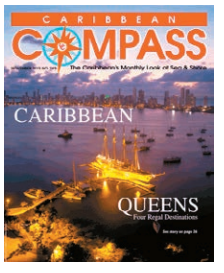
HEY, READERS!

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











CASIMIR HOFMANN

CLASSIFIEDS

BOATS FOR SALE



TRADITIONAL WOODEN SMALL CARGO VESSEL Built 1997 in Petite Martinique (Grenada). LOA 49', beam 15', draft 4'. John Deere 220 HP Diesel, 1 dbl. Berth & 2 bunk berths. Big isotherm refrigerated hold. Currently trading cargo inter-islands. Last bottom job and survey August 2020. Very good condition. Asking price $65,000 USD.
Lying Carriacou, Grenada
E-mail: mascotseashipping @gmail.com



S&S SWAN 47 "PETREL" 1978
Classic cruiser/racer,
lying Rodney Bay,
St Lucia. US$75,000
Tel: (758) 284-1342 or E-mail: nutwells2017@gmail.com

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



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

PROPERTY FOR RENT



BEQUIA - BELMONT BEAUTIFUL ALL INCLUSIVE LUXURY APARTMENT
Beautiful, all-inclusive apartment at Three Trees. Long term EC $1500/ mth. Call / WhatsApp David (246) 243-6862

BEQUIA- PORT ELIZABETH
4 bed villa with pool for rent. Available 4th March-1st August. Tel/WhatsApp: (784) 454-7390 E-mail: pearlwin1@icloud.com

PROPERTY FOR SALE

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

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

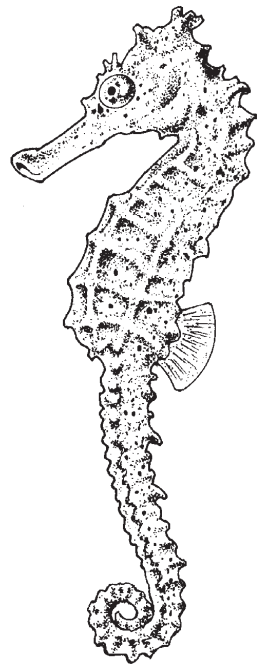
JOB OPPORTUNITY

GRENADA- Clarkes Court is looking to recruit a new General Manager in Summer 2021. Suitable applicants can send their CV's to c.holmes@k-group.vc

MISCELLANEOUS

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

BEQUIA- LOWER BAY Tennis court for hire & coaching. Rackets & balls provided. Jonathan Simons LTA coach. Tel/WhatsApp: (784) 491-6012 E-mail: jonsim422@gmail.com



CLASSIFIEDS

US 50¢ PER WORD

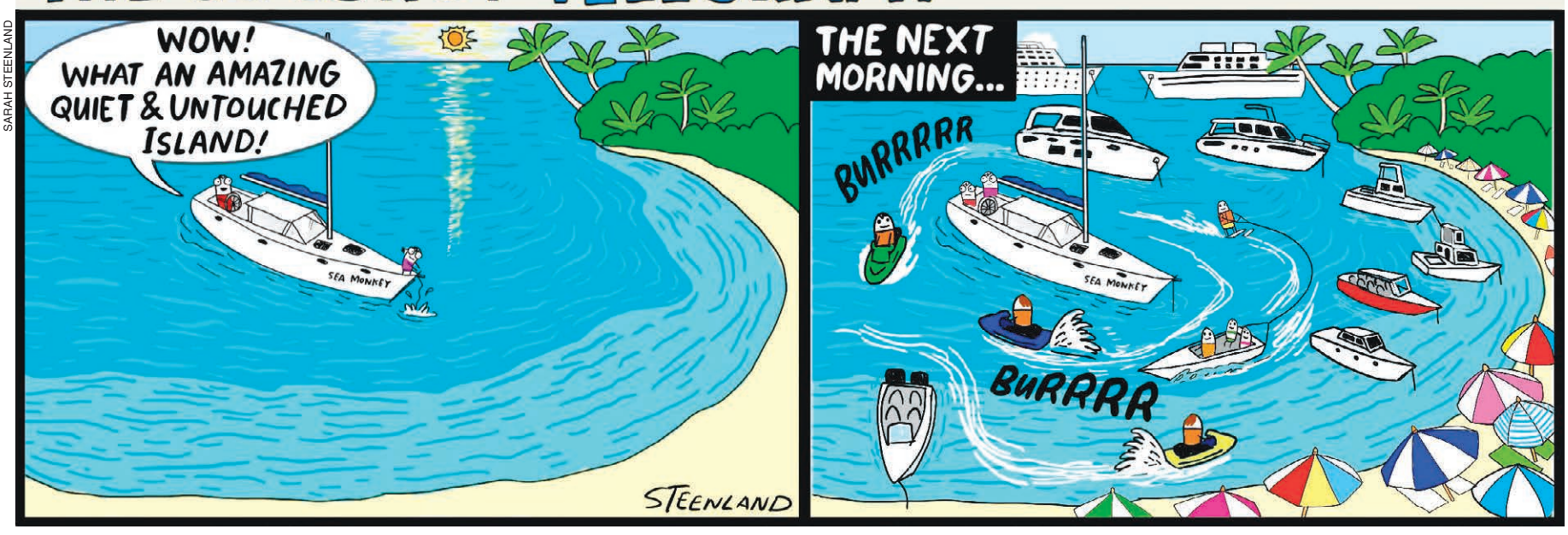
Include name, address and numbers in count.

Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 10th of the month: E-mail:

shellese@caribbeancompass.com

THE COCONUT TELEGRAPH

SARAH STEENLAND



ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
AkzoNobel	C/W	39	Down Island Real Estate	Grenada	MP	Karatbar International	C/W	MP	Sevenstar Yacht Transport	C/W	17
Art Fabrik	Grenada	MP	Doyle Offshore Sails	Barbados	18	LAC Services	SVG	MP	ShoreView	C/W	5
Bequia Pizza Hut	SVG	MP	Doyle's Guides	USA	32	Lorraine Seatle	Grenada	33	Spice Island Marine	Grenada	4
Blue Lagoon Hotel & Marina	SVG	30	Echo Marine	Trinidad	12	M/V Melinda for sale	SVG	35	St. Kitts Marine Surveying	St. Kitts	34
Boat Paint & Stuff	St. Maarten	29	Electropics	Trinidad	MP	Mac's Pizzeria	SVG	MP	The Nature Conservancy	C/W	10
Bocas Yacht Club & Marina	Panama	29	Food Fair	Grenada	33	Marina Santa Marta	Colombia	6	Tobago Cays	SVG	MP
Budget Marine	St. Maarten	2	Gonsalves Liquors	SVG	32	McIntyre Bros	Grenada	34	Trinity Agencies	SVG	33
Budget Marine St. Kitts	St. Kitts	MP	Grenada Marine	Grenada	13	Mid Atlantic Yacht Services	Azores	MP	Turbulence Sails	Grenada	13
Captain Gourmet	SVG	MP	Grenadines Sails	SVG	28	Neil Pryde Sails	Grenada	MP	Turbulence Sails	Grenada	MP
Caraibes Diesel Services	St. Maarten	34	Horizon Yacht Charters	Grenada	MP	Off Shore Risk Management	Tortola	12	Venezuelan Marine Supply	Venezuela	MP
Centenario & Co	Panama	28	Hydrovane International Marine	C/W	MP	Perkins Engines - Parts & Power	Tortola	7	YSATT	Trinidad	MP
Clarkes Court	Grenada	14	Iolaire Enterprises	UK	32/33	Peters & May Yacht Shipping	UK	8/9			
Douglas Yacht Services	Martinique	11	Island Water World	Sint Maarten	40	Power Boats	Trinidad	MP			

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

Interlux®

PROTECTING
BOATERS FOR GENERATIONS

For over a century, a league of canned crusaders have been fighting to keep boats safe from barnacles, slime, algae and other aquatic evils that rob your boat of its true performance. With advanced know-how and unique capabilities, each antifouling is tailored to different conditions, and has the power to defeat fouling in all its forms.

Ever vigilant, Micron® 99 uses true Self-Polishing Copolymer and Biolux® technology to provide Super Yachts with powerful and constant multi-season protection in all waters, even while stationary. Its high-solid formula also reduces VOC emissions, requiring fewer coats and boosting long-term performance.

For super-powered antifouling protection and proven performance, choose Interlux®.

THE HERO YOUR BOAT DESERVES!

interlux.com



10039/0121

AkzoNobel

All trademarks mentioned are owned by, or licensed to, the AkzoNobel group of companies. © AkzoNobel 2021.



25% OFF

WHAT'S ON SALE IN STORE?



OVERBOARD BAGS

Waterproof bags for any adventure!

Priced from **$16.46**

25% OFF

SEAHAWK COLORKOTE ANTIFOULING

Triple Biocide Antifouling Power in deep black or bright white colors for multi-season performance. Or mix the two to make gray!

Priced from **$262.50**



ROKK WIRELESS PHONE CHARGER



15% OFF

Wireless and waterproof phone charger (12/24V). Antiskid surface. Now, with one free IPhone or Android patch!

Model: SC-CW-03E

Priced at **$70.12**

WE'RE THERE FOR YOU, WHEREVER YOU ARE!

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

islandwaterworld.com +1 (721) 581 8461

export@islandwaterworld.com

WHAT'S NEW?

OCEAN EASYSTORE INFLATABLE FENDERS



The Easystore Plus Inflatable fenders are made of light gray reinforced, abrasion resistant PVC material. They are light, simple to use and when deflated can be stowed in small lockers. Available in two sizes: 28cm X 85cm / 32cm X 104cm.

Priced at **$94.70/$136.05**



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

Island Water World

keeps you sailing!

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

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

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

* through recognized shipping companies only

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