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COMPASS
MARCH 2022 NO. 318
The Caribbean's Monthly Look at Sea & Shore

CARIBBEAN RACING IS BACK!

— See Regatta News on page 12

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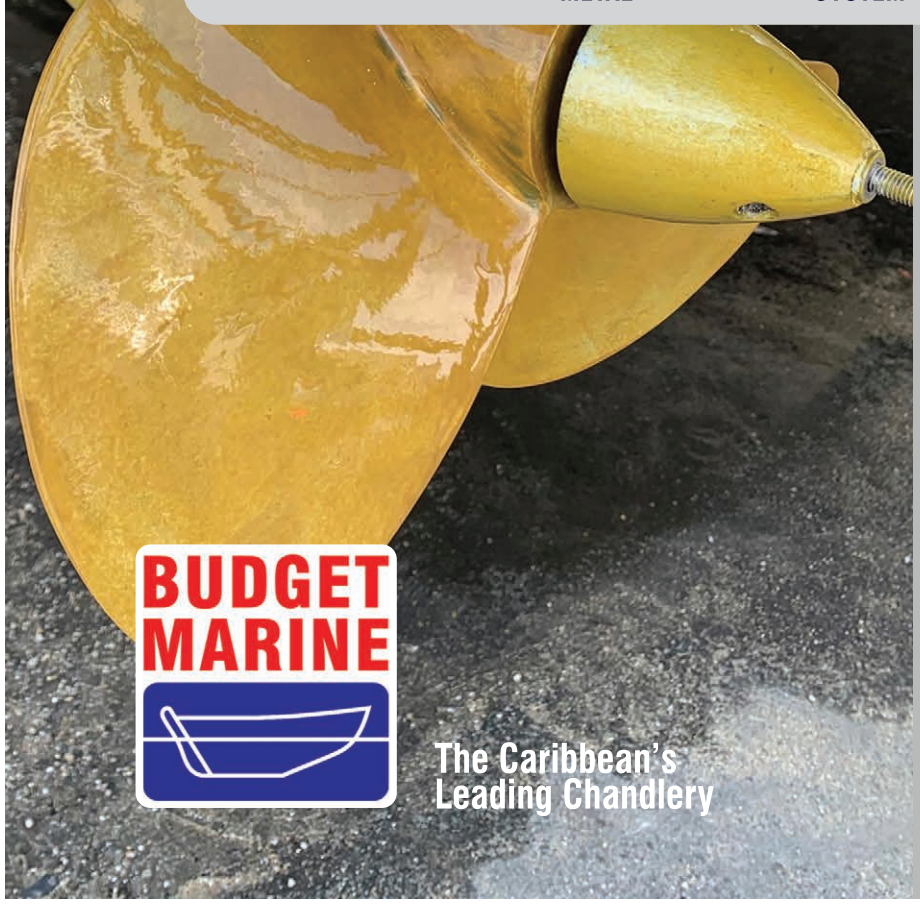
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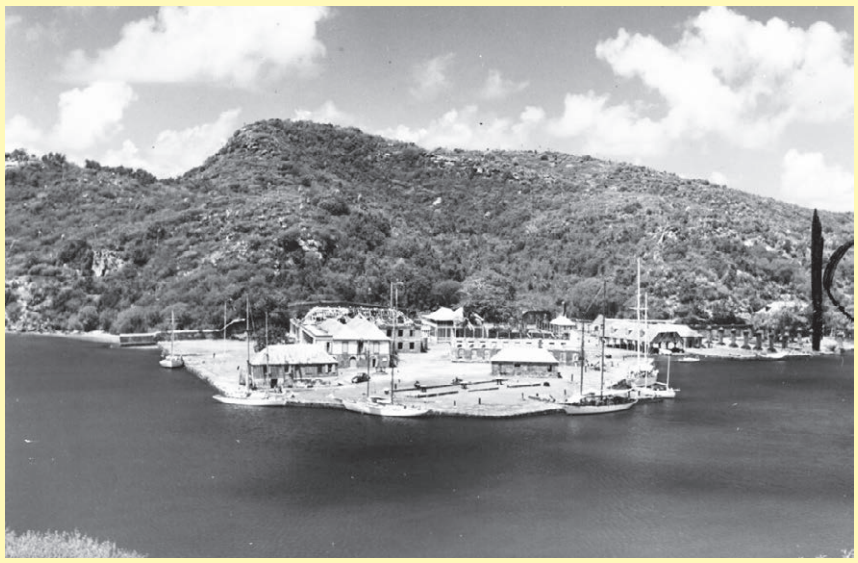
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Close racing captured by Tim Wright. After two years of postponements and cancellations, Caribbean regattas are back in action with a full calendar and exciting fleets! See Regatta News on page 12.

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***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.

'Good all round information: an excellent resource for the Caribbean. I find it very interesting and helpful."
— Readers' Survey respondent

CARIBBEAN COMPASS

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, Anguilla, British West Indies.
Tel: (784) 457-3409, 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

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.

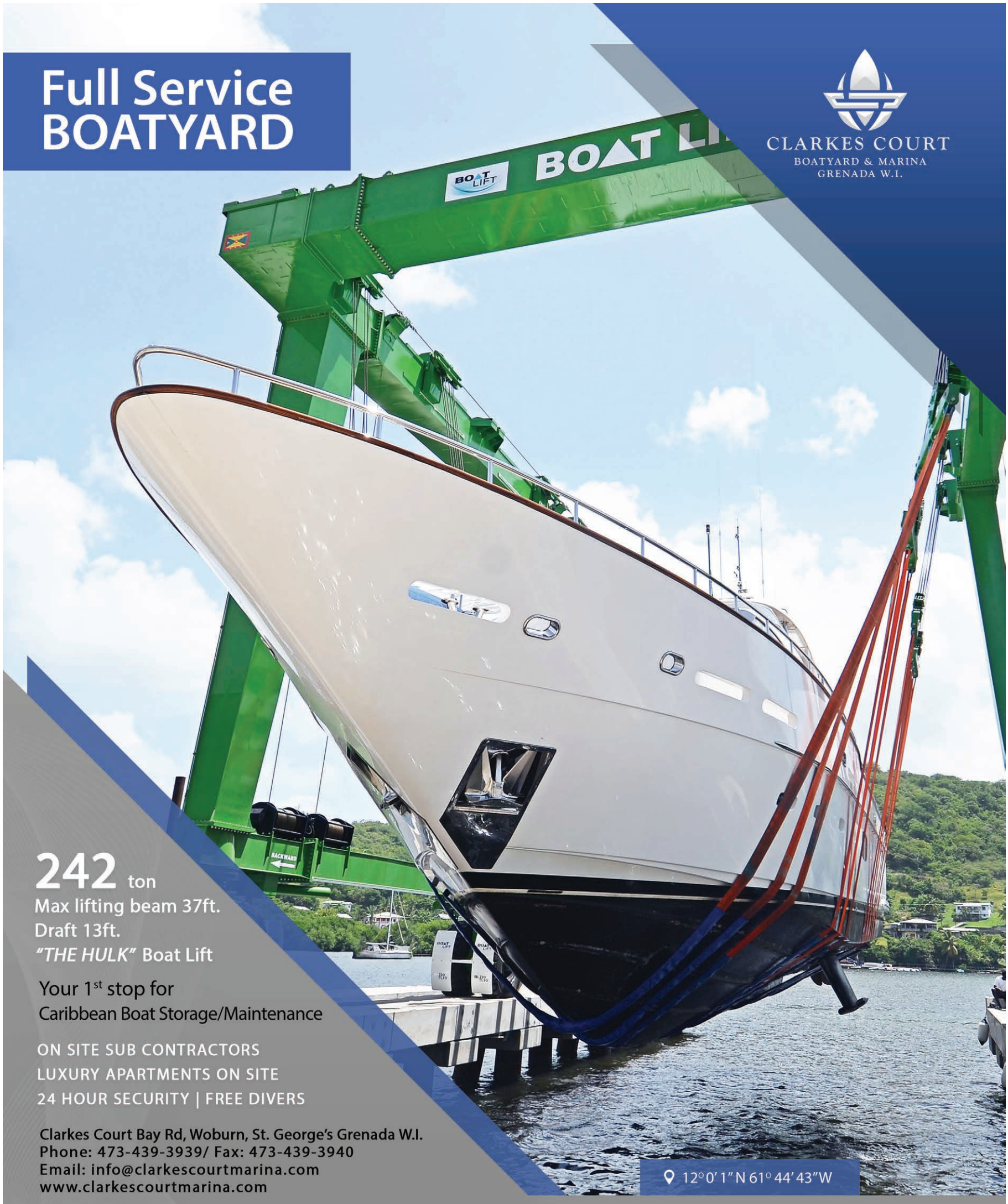
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ISSN 1605 - 1998

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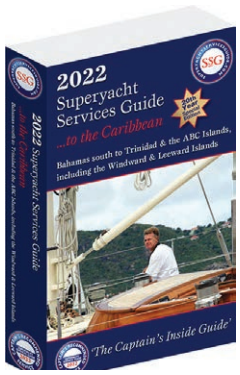
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Info & Updates



***Superyacht Services Guide* Celebrates 20 Years**

Congratulations to the *Superyacht Services Guide*, which is celebrating 20 years of publication! The *Superyacht Services Guide* is a yachting guide and marine directory for services and suppliers you can trust in destinations around the world — full of useful information not just for superyachts.

Find the best captain's recommended services in *Superyacht Services Guide's* Caribbean Guide, covering The Bahamas south to Trinidad and the ABC Islands, including the Windward and Leeward Islands. You can search the Caribbean Directory by selecting the island location and service category at www.superyachtservicesguide.com/62/9150/caribbean.

Hard copies of the 2022 Caribbean edition were in St. Maarten, St. Barth's, Antigua and Grenada as this issue of *Compass* went to press, with more locations to follow. Or get a free digital download at https://issuu.com/superyachtservicesguide/docs/car22_flip_book.

2021 Ocean Cruising Club Award

The 2021 Ocean Cruising Club Award has recognized Juan Boschetti, general manager of Shelter Bay Marina, Panama, and other members of "Team South Pacific 2020," including Noonsite's editor Sue Richards.

The team was instrumental in supporting yachts caught in Covid limbo en route to and across the Pacific in 2020. Each member worked on specific aspects and all coordinated their efforts with the Ocean Cruising Club.

Sue ensured prompt accurate updates on Noonsite (www.noonsite.com) as the various ports closed, opened with restrictions, etcetera, during the pandemic.

Juan provided support for all yachts during the strict quarantine upon their arrival in Panama. He was instrumental in supporting a re-opening of the canal to yachts and special considerations for canal pilots and line handlers.

Each of the team's members run businesses and have other commitments, yet all put aside their commercial interests and worked tirelessly for outcomes to support the cruising community generally, whether clients or not. They used their contacts and influence to gain safe outcomes for cruisers during the pandemic. Importantly, many worked for outcomes that benefitted competitor businesses (e.g. other marinas, marine services and agents) for the significant benefit of all cruisers. Each of these stakeholders worked collaboratively with the OCC and openly shared contacts and confidences as situations evolved.

The OCC is the "home port" for those who have sailed long distances across big oceans, with 45 nationalities represented among more than 3,100 members, and Port Officers around the world.

Visit www.oceancruisingclub.org for further information and all OCC 2021 awards.

New Testing Option for Grenada Entry

As reported by Linda Straker at NowGrenada.com, visitors to Grenada now have the option of arriving with negative results of either an antigen test taken no more than 24 hours before arrival or a PCR test taken no more than 72 hours before arrival.

All visitors must still show proof of full vaccination.

Dr. Tyhiesia Donald, Acting Chief Medical Officer, made the announcement on February 15th. "I know that this is a very good change… because PCR is very difficult to access, and it has been a problem. A lot of flights have been cancelled because of the inability to get results on time. Therefore, with this new testing we expect persons will be very happy and we will have more arrivals coming to Grenada," she said.



CHRIS DOYLE

With regard to contact tracing, she said that the virus is everywhere because of community spread, and as a result, sign-in books are no longer used to contact persons who may be exposed. "When you go to the supermarkets you no longer have to sign in," she said. Individuals will continue to have their temperature checked, and where it's required, vaccination status cards will also be presented.

The new measures went into effect immediately.

For more information visit www.noonsite.com/place/grenada/formalities/#biosecurity-section



BUSINESS BRIEFS

Rodney Bay Marina
Celebrates with New Half-Price Dockage

Dee Lundy-Charles reports: One of the Southern Caribbean's largest marinas celebrates 15 years in St. Lucia with a game-changer. With dockage rates slashed permanently by up to 50 percent — this is not a temporary promotion — General Manager Sean Devaux wants cruisers everywhere to get cruising again, and add IGY Rodney Bay Marina at the top of their must-do itinerary.



Rodney Bay Marina has been central to the area's development.

There is an amazing image circulating among the WhatsApp chat groups in St. Lucia, which shows an aerial view of Rodney Bay in 1978, the year before the island's independence. The lush green hills surrounding a natural lagoon show little sign of development other than the original hotels on Reduit Beach, and that timeless favourite of seafarers for many years, East Caribbean Condos.

Looking at that moment in time compared to the same drone-captured view that is now dominated by the docks, slips and masts of IGY Rodney Bay Marina, is quite a reminder of how much the whole area of Rodney Bay has transformed, and just how central the marina has become as a destination for mariners, land-based visitors, and locals alike.

Island Global Yachting's enhancement of the original Rodney Bay Marina in 2007 might have come as a surprise to some, but the 15 years since then have shown that IGY's arrival into the Southern Caribbean was timely and to the benefit of the yachting industry in the region.

Sustained investment, responsible development, and experienced management have resulted in Rodney Bay Marina's current 253 berths, catering to a cruiser's every need.

Landside, there's a great atmosphere around the waterside cafés and bars that have become as popular individually as collectively, particularly when ARC is onshore and a couple of thousand sailors are enjoying the annual Atlantic crossing after-parties.

Along with sponsorship of St. Lucia's premium marine events, Mango Bowl Regatta and the International Billfish Tournament, IGY Rodney Bay Marina has been a stalwart corporate citizen, establishing and supporting a community youth sailing program alongside the St. Lucia Yacht Club, which has produced Olympic competitors in Opti and Laser sailing during the past ten years.

It's a lot to celebrate, and there's much to share with cruising clients who are ready to be back on the water, enjoying what only the Caribbean has to offer.

As Sean reminds us, "`Arriving is Just the Beginning,' and with rates now reduced by up to 50 percent, IGY is ready to help cruisers of all shapes and sizes discover a home away from home on our beautiful island of Saint Lucia."

Contact 1 (758) 458-7200 for more information or reservations, and see ad on page 18.

The Moorings Sponsors
St. Thomas International Regatta

Carol Bareuther reports: The Moorings will continue its decade-long sponsorship of the St. Thomas International Regatta (STIR), set for March 25th through 27th, and hosted by the St. Thomas Yacht Club (STYC) in the US Virgin Islands. This dedicated patronage comes on the heels of the company's greater investment in the territory by opening a charter base at IGY's Yacht Haven Grande St. Thomas nearly a year ago. What's more, The Moorings was awarded the prestigious Traveler's Choice Award 2021 by TripAdvisor.

"The Moorings is the world's premier yacht charter company, and we are ambassadors of the sailing lifestyle both for sailing and for sport," says Ian Pedersen, senior marketing manager for The Moorings and Sunsail. "As such, we are honored to sponsor some of the world's great sailing events, including STIR. The US Virgin Islands is also the newest addition to The Moorings' portfolio of global charter destinations, and we have been overwhelmed with the popularity of this cruising ground since our fleet was first established here. We hope this event, and our continued participation, will continue to bring global awareness to the U.S. Virgin Islands and cement their place among the world's great sailing arenas."

The Moorings will provide its Moorings 5000 sailing catamaran to serve as a committee vessel for STIR 2022.

Visit www.stthomasinternationalregatta.com for more information on STIR. Visit www.moorings.com for more information on The Moorings.

BVI Yacht Sales Sponsors Antigua Sailing Week

Antigua Sailing Week (ASW) has announced its new relationship with BVI Yacht Sales as an official sponsor of the 2022 regatta. "We are thrilled to be a sponsor of the 2022 edition of Antigua Sailing Week," says BVI Yacht Sales' managing partner and yacht broker, Brian Duff. "Supporting events like Antigua Sailing Week helps us express our core value of being the informative brokers; we are here on the ground in your area to help advise you through all things boat in the islands."

"Facilitation of yacht ownership in the Caribbean is an important strategy in maintaining sailing events' relevance and increasing the pool of participants for regattas," says Rana Jamila-Lewis, Manager of ASW. "Having the sponsorship of BVI Yacht Sales helps raise the visibility of the event to a regional audience who are definitely interested in sailing, which makes for a smooth transition to racing and chasing." Four months prior to the start of the Peters & May Round Antigua Race, a fleet of 64 boats had already committed to participate in Antigua Sailing Week 2022.

Visit www.sailingweek.com for more information about Antigua Sailing Week. Visit: https://bviyachtsales.com/yacht for more information about BVI Yacht Sales.

savvy navvy Smashes Fourth Crowdfunding Round

Marine technology company savvy navvy, founded by ex-Google software engineer Jelte Liebrand from the UK, started overfunding on investment platform Seedrs in January, only hours after opening its doors to investors.



The founder of savvy navy, Jelte Liebrand.

savvy navvy raised more than £800K within hours and will continue to overfund for as long as possible to give everyone who wants to own a piece of the marine tech company a chance to come onboard. It's the fourth time savvy navvy has smashed its crowdfunding targets, as the popular boating navigation app company predicts another huge growth year in its markets, including the US, as the leisure boating market sets to continue its boom in 2022.

Often referred to as 'Google Maps for boats,' savvy navvy was founded by avid sailor Liebrand in 2017 to simplify boating navigation. The savvy navvy app has had more than 43 million miles plotted by its hundreds of thousands users globally.

savvy navvy integrates essential marine information into one app with a modern interface, and has made it quick and easy for old and new boaters alike to crosscheck their traditional navigation plans, reducing the risk of human error as well as the stress of preparing to get out on the water. Constantly innovating its technology based on user feedback, savvy navvy's investment continues to enable technological development of new major app features for its boaters in more than 100 countries around the world.

"Now in our fifth year here at savvy navvy, we are actively shaping the marine industry for the better and challenging the bigger navigation apps in the market. We're pulling the technology out of the dark ages and making it possible for more people to enjoy this boating boom with safe and easy marine navigation solutions. This investment will help continue to drive these business and new technical innovations forward. It is a rare opportunity to play a part in shaping the future of sailing tech as we know it and we are so delighted to have our new investors on board," he says.

For more information visit www.savvy-navvy.com and see ad on page 33.

—Continued on next page

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—Continued from previous page

Waypoints Yacht Charters Expands to St. Thomas

Waypoints Yacht Charters has acquired CYOA Yacht Charters, a Virgin Islands charter company with nearly 40 years of operations, and will take over its Frenchtown, St. Thomas base.

This latest acquisition follows Waypoints Yacht Charters' recent opening of its British Virgin Islands base location in November 2021, located in Nanny Cay on Tortola. Earlier in 2021, the company also acquired Sailing Florida Charters & Sailing School, operating in St. Petersburg, Florida. These locations joined the existing Waypoints Yacht Charters Annapolis base.

With the addition of a St. Thomas base, charter guests and yacht owners can enjoy easy access and direct flights from many US cities, a central location for chartering throughout the US, British and Spanish Virgin Islands, with the modern conveniences and infrastructure of a US territory.

Visit www.waypoints.com for more information.

Outremer 55: Bluewater Cruiser of 2022



As seen in all of the recent transatlantic yacht rallies, the popularity of catamarans for bluewater cruising is booming. This year the Outremer 55 was elected winner in the bluewater cruiser category of the European Yacht of the Year awards.

The European Yacht of the Year awards benchmark quality and performance across the industry. Winners are elected through an impartial jury of 12, each from key sailing media across Europe. This year saw jury members from the magazines *Voiles et Voiliers* (France), *Yacht* (Germany), *Yachting World* (UK), and *Vela e Motore* (Italy). The jury awards five trophies in the following categories: family cruiser, fast cruiser, luxury cruiser, and bluewater cruiser.

Visit catamaran-outremer.maglr.com/outremer-55-en/index for more information.

Yacht Shipping from French Guiana

Davide Matelicani reports: I have some news of interest to sailors. It is now possible to ship your yacht via a Soreidom cargo vessel (one departure each month) to Europe from St. Laurent du Maroni in French Guiana. The cost is competitive at approximately 8,000 Euro for a 40-footer.

Visit www.soreidom.com for more information.

Navtech USSA: Marine Surveying is a Profession

Navtech USSA reports: Boaters might be confused about what surveyor to hire to survey a vessel they are interested in buying, or need to insure or finance. There has been much discourse on organizations: i.e., who and what are the best, what are the only "accepted" organizations, and what is accepted. This discourse can be misleading. No single organization is in charge, nor can any organization mandate restrictions on surveyors.

Marine surveyors are generally self-employed. Some may work together in syndicates or groups. However, the survey report remains the responsibility of the surveyor. Marine surveyors use many credentials, letters, and terms such as Accredited, Certified, and Qualified. It's the surveyor's choice to use these terms.

Nevertheless, marine surveying is a profession. Navtech US Surveyors Association (Navtech USSA) has a Code of Ethics and Conduct Guidelines embodying standards of behavior to which members are expected to conform. Navtech Marine Surveyor training courses offer a method of accreditation, meeting specified qualifications or standards. Navtech USSA issues certification by way of member numbers after completing required coursework.

For more information visit www.navsurvey.com.

Mount Edgecombe Plantation, Grenada

Elizabeth Warham reports: Having been neglected for some years, Mount Edgecombe Plantation has been re-established with organic management practices adopted so the vegetables, fruit and cocoa grown are certified as organic. Today, cocoa is the primary crop for sale to the local cocoa farmers' co-operative that processes cocoa into chocolate with nutmeg and ginger at the Diamond Chocolate Factory.



The original Nutmeg Storage House features four guest rooms.

The former neglect and current management practices of the plantation have protected the wildlife on the estate. Grenada has over 160 recorded species of birds — an outstanding number considering the mainland is only 120 square miles. Some of the exotic bird species recorded on the estate to-date include: Spectacled Thrush, Bananaquit, Grenada Flycatcher, Grey Kingbird, Antillean Crested Hummingbird, Rufous Breasted Hermit, Tropical Mockingbird, Black-Faced Grassquit, Lesser Antillean Bullfinch, Orange-Winged Parrot, Yellow-Bellied Seedeater, Lesser Antillean Tanager, House Wren, Mangrove Cuckoo and Green-Throated Carib. The rare endemic Grenada Dove has also been seen in the vicinity on a few occasions.

Also, very recently established on the Plantation are the boutique hotel and restaurant, which offers a special farm-to-fork culinary experience for guests using produce grown in the homestead vegetable garden and fresh eggs from chickens kept on-site. A guided tour of the spice trail provides the opportunity to learn more about the native flowers, fruits and crops, as well as enjoy the panoramic sea views.

The original Plantation House has been carefully restored, keeping its original charm. It provides a perfect home away from home for a family or special group vacation with four bedrooms and wrap-around veranda overlooking the estate and sea. The four guest rooms in the original Nutmeg Storage House, with the cocoa drying tray beneath, have local handcrafted furniture and poster beds, and roof insulation to keep the rooms cool, with balcony sea views overlooking the cocoa groves. Three additional rooms are now being fitted out overlooking the shimmering turquoise Caribbean Sea with cool sea breezes.

Visit www.mountedgecombegrenada.com for more information.

Before Crossing an Ocean!

Duncan Sweet reports: After helping clients crossing the Atlantic to Europe for many years a few things are clear:

Most mechanical defects and failures on cruising yachts are due to poor and/or inadequate maintenance of the main engine and associated systems. Some engine troubles are fuel related; usually dirty fuel tanks and/or dirty fuel filters are guilty. If you have been cruising widely and have taken on fuel in some far-off corners of the off-the-beaten-chart, it would be shocking if your fuel tanks were clean.

Most yachts have a fuel pre-filter/water separator with a clear or translucent bowl where you can check the condition and cleanliness of the fuel coming from the tank to your main engine. A particularly dirty pre-filter and bowl means your fuel tanks need cleaning, or you should change the pre-filter more frequently, or both. Before you cross another ocean change both the pre-filter and the engine filter and make sure you have spare filters for both applications.

Another area of cruising yachts that is often overlooked is the mast and rigging. By far the most common defect aloft is one or more strands of the 1x19 wire parting at the point where the wire exits (or enters if you will) the swaged terminal. It is not especially difficult to see one or a few broken strands of wire if you know what you are looking for. In essence, the stainless rigging wire is the same diameter from top to bottom. If one or more of the 19 strands is broken at the end of the swage, you should see it standing just slightly proud of the other strands even though you cannot see the broken end of that strand.

If you are crossing an ocean with supplemental windvane steering you should also have it in good condition and have any needed spares onboard; ditto for an electric autopilot. If it hasn't been serviced recently, it could pay dividends to look it over or have someone familiar with your pilot give it a clean bill of health. Steering by hand across an ocean can be arduous!

We look forward to seeing you here in the Azores at Mid Atlantic Yacht Services in Horta, Faial, and hope you have a safe, swift and uneventful crossing to Europe!

For more information contact mays@mail.telepac.pt and see ad in the Market Place sections, pages 36 and 37.





A User's Guide to Caribbean Facebook Cruising Groups

by Lynn Kaak



The first Caribbean cruisers' Facebook group started in Trinidad, and quickly degenerated into a forum for abuse. A few years later the idea was resurrected in Grenada, but with some rules in place to try to limit the behaviours that led to its predecessor's demise. More than ten years later it is still going strong and has helped inspire a number of other island, country and regional groups that also have flourished.

These groups can be excellent sources of information, but they can also create frustration. This is a primer on how to make the groups work well for you, and make them less of an annoyance for everyone.

Know the group's rules

When joining a group, first read the group rules and answer the questions, if any. (If you don't answer, you generally won't be accepted.)

If you post something that goes against the rules and your post is deleted, please don't personally message the administrators ("admins") berating them — you didn't follow the rules that you agreed to. The group's admins have to make occasional judgment calls. They are volunteers and have lives. They are human and fallible. So be kind and appreciate their service.

Be island specific

Try to be island specific. If you are interested in, say, Guadeloupe, don't ask for information in the Grenada group. This clutters up groups with irrelevant posts. The point of having different groups is to make it easy to find relevant information without having to wade through lots of extraneous stuff. If you have a more general question, try one of the regional groups, like Eastern Caribbean and Western Caribbean.

Use the search function

There is a search function on every group's page. Use it. Questions about doctors, dentists, insurance, surveyors and Covid requirements, as well as some other things, are regular inquiries.

Tap on the magnifying glass icon at the top of the screen (the red arrow at upper right in the picture), enter "dentist" in the field, and every post and comment about dentists will spring up on the screen. This saves time, as you can get immediate responses to a question, rather than having to wait for someone to respond to your post.

Check the files

Some of the groups have created files providing even more answers to questions (see the yellow arrow on the photo). There you might find documents regarding importing goods for a vessel in transit, phone numbers, bus routes, and whatever else gets put there. It can be a veritable treasure trove of knowledge.

See the announcements

"Announcements" are another tool that some groups use. These posts are easily found at the top of the other posts, and are used for important information about that island or country, such as Covid entry protocols.

Be cruising specific

Keep posts cruising specific. Yes, this can be wide ranging (to include flight information or inland tours for example), but real estate questions and the like should be fielded elsewhere. If you want details about something specific in an anchorage, or verification of particular information, that is an entirely different thing, and is definitely the type of question to ask.

Please refrain from asking "what is a must-do on the island," especially if you give no information about what you enjoy doing. One person may enjoy adventurous hiking in the rainforest, while another wants beaches and the "best" restaurants (what is the definition of best restaurants, pray tell? Try Trip Advisor for that one).

As for anchorages and places to cruise, get a cruising guide and read for yourself, as again, what you like is personal. Part of the fun of cruising is exploring, so try different places for yourself and see what YOU enjoy.

Don't overshare

Things that belong on your personal newsfeed should stay there. Sharing a political meme or a story about cute puppies in the Alps is not appropriate. Let the Caribbean cruiser information groups be for sharing Caribbean cruising information.

Avoid escalation

Assume that someone will take the wrong meaning of what you say. It will happen. Don't escalate it; just let it slide. On the other hand, if your own sarcastic witticisms or personal criticisms don't add to the conversation, keep them to yourself. Otherwise you might be seen as a bully or a troll, and some groups do not tolerate those. The same with foul language; it may be normal for you, but it isn't for everyone and can rapidly raise anger levels, so keep it clean.

We are all tired of the pandemic, and it has certainly put a serious crimp on cruising plans. But if a strictly informational post goes up, say about new Covid protocols or the latest numbers, keep your opinions to yourself. Whether you believe that masks work or not, or believe in vaccines or not, or feel that the governments are doing the right thing or not, express your opinion on your own page. Turning an informational community post into a personal soapbox is irritating and unnecessary, and can open a whole Pandora's box of uncivil discourse.

Use the resource wisely

The Caribbean cruisers' Facebook groups are a great free resource, and how we use them determines how useful they are.

SOME FAVORITE CARIBBEAN CRUISERS' FACEBOOK GROUPS

Go to Facebook.com, and use the magnifying glass icon at the upper left to search for any of the following groups that interest you.

A St. Lucia Cruising Yacht Discussion
Antigua Cruisers
Bonaire Cruisers
BVI Cruisers and Charters
Caribbean Navigator
Carriacou Cruisers
Colombia Cruisers
Cuba Land and Sea
Curaçao Cruisers
Dominica Cruisers
Dominican Republic Cruisers Info
Doyleguides
Eastern Caribbean Cruisers' Discussions
French Antilles Cruisers Information
Grenada Cruisers Information
Guadeloupe Cruisers and Friends
Martinique Cruisers Information
OCC Caribbean Cruising
Panama Cruisers
Puerto Rico Cruisers and Boaters
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St. Maarten Cruisers and Boaters
Statia Cruisers
Tobago Cruisers
Trinidad Cruisers
USVI Cruisers and Boaters
Venezuela Cruisers
West Coast Sailing Puerto Rico
Western Caribbean Yacht Cruisers Information
Women Who Sail – Eastern Caribbean

THE amazing impact that one shoreside business can have on yachting was bought home to me a year or two ago in Grenada when some new investors got accepted into Prickly Bay Marina. From a distance, they looked like many I have seen: arriving in glory with a container and leaving quietly with a suitcase.

That is how it appeared to go as time went on. People with yachts in the bay were no longer welcome to park there, whether they were residents with cars or cruisers renting one for a week. They closed the bar and restaurant, ripped it all apart and the whole place became a work zone with fluttering plastic tape and big lumps of concrete. The best access from the sea to the L'Anse aux Epines area — with all of its bars and restaurants, other amenities, and the road to Grand Anse and St. George's — was cut off. As a result the bay pretty much emptied out.



ALL PHOTOS: CHRIS DOYLE

An open-water aquarium was made into a cute dinghy harbor, giving easy access to Clifton, Union Island.



The Tamarind Beach Hotel dock in former times. It is now off limits to most, cutting off easy access to Charlestown, Canouan.

DINGHY DOCKS WOULD BENEFIT CHARLESTOWN AND HILLSBOROUGH COMMUNITIES

The yachts that left would have moved to other anchorages down the coast, so Grenada per se would not have lost that much. But it made a major anchorage unattractive, and in doing that, it did, in a small way, diminish Grenada. Happily, the new investors disappeared after some months, leaving Darren, who had been managing it before, to slowly pull it back together. He did a great job, and it is now thriving better than ever and the bay is full again.

Those of us in the marine sector are all part of a community. In the early days of chartering, the local charter companies were always helping fix bareboats in distress from other companies. This never came from the head offices and might have been discouraged from on high, but the base managers all knew each other and would help each other out. Nowadays many businesses do what the economists think they should do: look after the bottom line, take what they can, and ignore the needs of the community in general. In this atmosphere we move into more gated and exclusive areas, and "keep out" signs become more common. I think this leaves room where a touch of government infrastructure could be a big help.

Caribbean governments are often quite supportive of the yachting industry. But while they are willing to spend millions on a cruise ship dock, they only rarely spend money on docks for yacht tenders. Bequia has probably been the best served, with three SVG government-owned dinghy docks in Admiralty Bay. One, at the head of the harbor, is shared with cruise ship tenders; one is at the public market; and one is at Ocar. But for the most part, governments clearly believe that provision of dinghy docks will be handled by the private sector. This sometimes works, but not always. And when it does, it is often an act of enlightened self-interest by the dock owner.

Why should governments care? It is true that when you look at a dinghy dock, it would seem to be for the sole benefit of those with dinghies. However, it goes further than that: the whole of the yachting industry works on a multiplier effect. If yachting folk can tie up their dinghies and get ashore, they spend money ashore: they buy meals, take taxis, go on tours, visit a range of service providers, and shop for all sorts of things. While there might not be enough revenue for any one establishment to be able to support a dinghy dock on its own, the gain to the community probably more than justifies the infrastructure. Making an anchorage more attractive by providing easy shore access adds to the island's allure.

It would be great if communities got together to do it, but that only occasionally happens, as with the excellent PAYS dock in Portsmouth, Dominica. So we rely on individual businesses, hoping that a dinghy dock will increase their business enough to justify its expense, or, if a business has a dock for other reasons, that they will be generous enough to allow dinghy owners to use it. Union Island was in a mess for lack of a dinghy dock a few years ago, and it was a great relief and with sincere thanks to Jean-Marc at Bougainvilla when he converted his open-water aquarium to the cutest dinghy harbor in the Caribbean.

Charlestown Bay, Canouan

For years, yacht dinghies tied up at what was once the Tamarind Bay Hotel dock. It was central and only place to reasonably get ashore. That changed completely with the change of ownership of the property, which is now Soho Beach House, Canouan, and part of the worldwide Soho House. I understand you can still gain access there if you become a member (plans and costs vary but with minimal searching I came up with about 1800 pounds a year). Of course, everyone coming ashore with you must be a member, too, or you would not be welcome.

The effect of this change has been devastating to those in the Canouan community who benefited from yachts, and who mainly live around Charlestown. There they are sandwiched between two gated communities, one that takes up the whole north of the island and the other that takes up the southwest. The restriction on the use of one available dinghy dock has meant that most yachtspeople, both cruisers and superyachts, no longer stop in the Charlestown anchorage. It is true there is access to the island from the Sandy Lane Yacht Club and Residences, but wonderful though that is, it takes you into its own elegant world of restaurants and shops, and you are not that likely to go into Charlestown.

Charlestown can experience swells, but they are lowest between the two docks for large vessels. A dinghy dock built into the side of the roll-on ferry dock could take both superyacht tenders (which tend to just drop people off) and cruisers' tenders (which like to tie up). It is infrastructure that would be well repaid by returning yachting business to the Charlestown community.

Hillsborough, Carriacou

Hillsborough was traditionally Carriacou's main port. Every day ferries would come and go, and people would pour into town off the dock. The current dock, which has been abandoned and left to fall apart, was one of the first US-funded projects right after the 1983 Intervention. It has served well.

Ever since the Grenada Port Authority made the decision to move the port to Tyrrel Bay, which is more practical, I have been wondering on the effect this will have on the lovely seaside town of Hillsborough. While a few yachts still visit, there are far fewer of them than before. The anchorage is now underutilized for the lack of a dinghy dock where they can get ashore. Hillsborough would very much benefit from a pleasure boat dock here. It does not have to be the huge structure we had before, but something more modest, where dinghies could tie up, day trip boats could pick up charters and dive boats could pick up their divers. Tyrrel Bay serves the cruising community well, but it is quite crowded, and a little dispersal to Hillsborough would be good for both. Superyachts also seem to prefer Hillsborough Bay to Tyrrel Bay, and a dock where their people could go ashore would attract more of them. No single current business in Hillsborough is geared enough to yachting to make such a project profitable, so the most likely way this might happen is as government-funded infrastructure. If they decided to do so it would really help the community and make Carriacou as whole even more attractive.



Hillsborough town dock, Carriacou, now abandoned by the port authority.



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A NEW CORAL DISEASE IN THE CARIBBEAN:

Challenges, Resources and How to Help

by Joan Conover and Christina Carter



JOE SNYDER

USVI Strike Team member Leslie Henderson treating diseased coral at Cane Bay in St. Croix.

The challenges

Our marine environment is changing. Sea surface temperatures are increasing and sea levels are rising. Water quality is degraded by silt and pollution. Oxygen levels and acidification are fluctuating. In the face of these impacts, stresses on marine life become obvious: some species are weakened and more diseases become established.

It's no surprise that some corals are now susceptible to a new disease. Caribbean corals are currently facing a pandemic of their own. First identified in Florida in 2014, Stony Coral Tissue Loss Disease (SCTLD) now affects more than 30 species of corals in the Caribbean. It spreads rapidly and has a high mortality rate.

Let's learn what the disease looks like, how to help prevent its spread and — should you encounter affected corals — how to report your sightings to help with tracking and research efforts.

Coral bleaching

Stony coral tissue loss disease is different from the coral bleaching we are familiar with. Let's re-cap about coral bleaching. It is the result of the environmental changes directly related to heating.

Coral is a combination of plant and animal living in a symbiotic partnership. It is comprised of tiny polyps that build shells around their bodies and microscopic algae called zooxanthellae, which live in the tissues of the polyps. The zooxanthellae provide the coral coloration.

Environmental changes such as increased temperature, increased sedimentation, and pollution, plus increased exposure to sunlight, are major factors. All of these, when added to the decrease in oxygen levels of the waters, stress the coral. It is the coral stress response that then expels the zooxanthellae. This stress response has been recognized for the past hundred years, but has accelerated in recent decades.

When the symbiotic relationship between the polyps and the zooxanthellae is disturbed, photosynthesis fails, and the coral does not receive food and energy — it starves. When the zooxanthellae are expelled, the coral becomes translucent or transparent. There is still tissue on the coral skeleton but you can see through the coral polyps to the skeleton, which is white, leading to the term "coral bleaching."

This transparency of the coral tissue is a hallmark of coral bleaching and it's a key factor in distinguishing bleaching from the new coral disease. When coral bleaches, since the tissue is still present, there is potential for recovery should water temperatures cool enough in time for the coral polyps to re-absorb their zooxanthellae.

Stony Coral Tissue Loss Disease

SCTLD is different from coral bleaching — it is an infectious disease. This disease primarily affects pillar, brain, star, and starlet corals. It kills them with a hallmark signature of the complete loss of living tissue, which sloughs off the diseased coral leaving a bare skeleton. The disease can be confused with bleaching, and it can look like other coral diseases or even fish bites.

Resources to assist in disease identification include:

• The ID poster at Stony Coral Tissue Loss Disease - Gulf and Caribbean Fisheries Institute (https://bit.ly/3HZNcni). This poster seeks to help Caribbean marine natural resource managers monitor, identify and mitigate against SCTLD.

• AGRRA — good for serious coral observers — at https://bit.ly/340XNPy.

• The downloadable image cards at https://bit.ly/3FYk9OZ

Caribbean locations of SCTLD

Areas with confirmed SCTLD infection currently include Florida, Jamaica, Mexico, St. Maarten, the US Virgin Islands, the Dominican Republic, the Turks & Caicos Islands, St. Martin, Belize, Statia, The Bahamas, Puerto Rico, the British Virgin Islands, Guadeloupe, the Cayman Islands, St. Lucia, Honduras, Martinique, St. Barths, and Dominica.

A video created last year with commentary by diver James Fatherree documents the speed with which SCTLD can spread: "In September of 2020, it was discovered in the waters around Roatan for the first time, and I saw hundreds of affected corals while there in June of 2021. That, of course, means there are thousands of corals around the island that are dying or already dead."

Coral disease research & resources

Researchers and managers across the Caribbean are tracking the spread of SCTLD, developing treatments and monitoring their effectiveness, working on disease prevention and on ways to save the genetic diversity of stony corals. They hope to identify the cause of the disease and find additional ways to alleviate this disaster.

Some sources of credible information and links to contribute to Caribbean efforts include the following:

• US National Oceanic & Atmospheric Administration NOAA Coral Reef Conservation Program

NOAA has been a leader in providing citizens with information on SCTLD and disseminating best practices. It recognizes different ways reef systems can be inadvertently contaminated by watersports activities, including diving.

• Florida Keys National Marine Sanctuary has an excellent website focused on the work being done in Florida on coral disease: https://bit.ly/3oN8oF9. Its primary focus is to provide detailed guidance to help prevent spread of coral disease; this includes a disinfection process recommended for dive gear, and more. While focused on Florida reefs, much of the coral information and the Diver Guidelines are suitable for all areas of the Caribbean. The Florida Keys web pages include coral tagging information, observation/reporting, and excellent downloadable coral disease identification cards (https://bit.ly/3uTEIdw) — a must for all citizens, cruisers and divers.

• Florida Department of Environmental Protection

The Florida Department of Environmental Protection, partnering with NOAA, supports major coral disease efforts (https://bit.ly/3fTNG1O).

You can also find more information and ways to help through the Florida Fish and Wildlife Commission at https://myfwc.com/research/habitat/coral/disease.

• Gulf and Caribbean Fisheries Institute (GCFI)

A key collaborator with governmental and educational organizations, the Gulf and Caribbean Fisheries Institute (www.gcfi.org.) supports the exchange and dissemination of information on marine and estuary science and resources among various organizations, and facilitates communications between government agencies.

With its focus on lionfish infestation, sargassum influx, and SCTLD, GCFI is available to inform with publications, conferences, videos and webinars. In coordination with Cartagena Convention Secretariat, United Nations Environment CEP, GCFI has published, as of September, 2021, a major coral disease document called the White Paper (https://bit.ly/3KAhjmO), providing status of projects from research efforts to case studies, coral rescue/propagation efforts and more. Most of the newest treatment research, coral propagation/relocation efforts, identification of preventative measures, and other topics of interest are included.

• Atlantic Gulf Rapid Reef Assessment (AGRRA)

With the collaboration of affiliated teams in many areas of the Caribbean, Atlantic Gulf Rapid Reef Assessment (www.agrra.org) is doing major research on coral disease and coral bleaching. Its research has produced maps outlining coral populations, disease (www.agrra.org/coral-disease-outbreak) and bleaching (www.agrra.org/coral-bleaching), as well as providing reports based on surveys of coral colonies by government staff, nonprofit organizations, and volunteers. Volunteers such as cruisers and concerned locals reporting their findings have significantly expanded its research.

Additionally, AGRRA supports a digital dashboard tool, the Interactive Caribbean SCTLD Dashboard (https://bit.ly/3AuDUMN). This includes maps and statistics on countries affected, management response activities, and survey data sheets. The pattern seen for SCTLD spread in the Caribbean is very informative.

• The Puerto Rico Department of Natural and Environmental Resources

This department has implemented a Coral Reef Emergency Response and Outreach program that includes a coral program website, field response guides and YouTube channels. See https://bit.ly/3GYYPu7.

• USVI Coral Disease Advisory Committee

Coral research In the US Virgin Islands is supported by the University of the Virgin Islands, and is spearheaded by the USVI Coral Disease Advisory Committee (www.vicoraldisease.org). The site has reports, resources, and digital dashboards with program information. Find the USVI Digital Disease Tracking Desktop at www.vicoraldisease.org/sctld-disease-tracking. The link includes maps with over 467 citizen science reports between 2019 and 2022, with 1,157 completed surveys.

For response and intervention, there is the USVI Strike Team Interventions Dashboard (www.vicoraldisease.org/sctld-strike-teams). The strike teams include specially trained divers implementing the latest interventions shown to be effective against SCTLD disease, including the application of antibiotic paste developed specifically for corals. The members of these teams are also assigned to investigate reported sightings.

HOW YOU CAN HELP

Don't spread it!

Stony coral tissue loss disease is water-borne. As a boater, be aware of how to prevent the spread of the disease: for example, if you have been in areas with SCTLD don't pump out bilge water or holding tanks near coral reefs in other areas. You might also encounter reefs that are being quarantined and where access for visitors is temporarily affected; please respect this.

Divers and snorkelers, see the excellent tips at https://bit.ly/3teQAV8.

Do report it!

Private citizens' observations — many eyes under the water — will assist in the identification of disease spread. Reporting can also help identify progress in treatment efforts. If you suspect that you might have seen the coral disease, you can help researchers by taking photos of the coral and surrounding reef, noting the location and reporting your sighting. If you see tagged corals, please take date-stamped photos showing the tag and submit with location to the local coral reef managers.

One of the ways concerned citizens can report sightings and observations is via the AGRRA experimental-interventions website tool at www.agrra.org/experimental-interventions. Fill out the online survey form, providing as much information as possible regarding the coral species affected and the location, and upload any photos.

Alternatively, interested persons can email information to info@agrra.org.

Other sites that welcome citizen scientist observations are:

The Florida SEAFAN reporting system: https://bit.ly/3KGXdXW.

The VI_CDAC reporting system: https://bit.ly/3577NHt.

The Seven Seas Cruising Association (www.ssca.org) will submit Stony Coral Tissue Loss Disease as a key 2022 Clean Wake priority project and will collaborate with some of the organizations mentioned in this article. The Clean Wake projects focus on environmental and critical emergent needs of communities impacted by climate changes or emergencies, support citizen scientist efforts, and act as a focal point for cruisers interested in offering their talents wherever they roam.

Further articles in *Compass* will explore more ways that boaters can get involved by providing unique observations and assistance.

REGATTA NEWS

Register Online for CSA Measurement

The Caribbean Sailing Association has announced a new process to allow boat owners and managers to register and pay online for CSA measurement.

Chief Measurer Bastien Pouthier says, "We are pleased to provide online payments that will ease the process of issuing certificates. We are continuously focusing on making participation in Caribbean regattas a smoother process and this gives more options to competitors for payment."

Go to www.caribbean-sailing.com/apply-for-measurement, fill in the application, and you will be directed to an online payment option. The Measurer will get in touch to agree on a measurement date, time and place and discuss specifics. Once the process is completed your certificate will be issued.

Grand Large Yachting World Odyssey 500

A 28-boat fleet organized by Grand Large Yachting and Jimmy Cornell embarked in late November 2021, on a three-year round-the-world rally that commemorates the 500th anniversary of the first-ever global circumnavigation, by Ferdinand Magellan and Juan Sebastian Elcano. All boats are from the Grand Large Yachting group, including Allures, Garcia, RM, Gunboat and Outremer. They range from 40 to 62 feet.



Grand Large circumnavigators on the tradewind route enjoyed free-cruising in locations such as the Tobago Cays.

Setting off from the Canary Islands, the event offered two routes: a route that follows the tradewinds to the Panama Canal, and a southern route truer to the original voyage, via Patagonia. These two routes will meet in Tahiti and sail together for the rest of the rally.

Thirty boats representing 13 nationalities crossed the Atlantic and cleared into Barbados to anchor at Carlisle Bay. The crews were met with a fruit basket and a bottle of rum, courtesy of Mount Gay Distilleries, as well as a welcome pack offered by Barbados Tourism Marketing Inc. The boats stayed for several days, frequenting the Barbados Yacht Club, which kindly offered a week's free membership. A highlight was visit to Mount Gay, the oldest rum distillery in the Caribbean.

Crews then free-cruised in the Eastern Caribbean. On January 22nd the fleet set off for Panama, with most stopping at Bonaire, Curaçao, Aruba, Santa Marta, Cartagena and the San Blas Islands. They gathered in Shelter Bay, Panama, on February 23rd before transiting the Panama Canal.

Visit https://gly-world-odyssey.com for more information.

Viking Explorers Arrive in Grenada

On January 29th the first boat in the fifth transatlantic Viking Explorers 2022 fleet — *Thetis*, a German Schionning Wilderness 1650 catamaran — arrived at Port Louis Marina, Grenada, after 23 days at sea.

Twenty boats left the Canary Islands on the January 6th, after all 71 sailors tested negative for Covid. After a strong start, fluky conditions with little wind due to low-pressure systems developing in lower latitudes than usual affected the tradewinds, making a longer crossing than usual. Some crews motored in the calmer days; others took the time to fish, relax and enjoy the big blue.

Participants had the choice of two routes: direct to Grenada, 2,800 miles, or with a stop in the Cape Verdes: 850 miles and then 2,200 miles. Many participants opted to stop in the Cape Verdes, where they were hosted by Marina Mindelo.

The crew of *Thetis* was welcomed at Port Louis Marina by Chinel Sandy from the Grenada Tourism Authority, Marina Manager Zara Tremlett, and the Viking Explorers team. The crew received cold beers and a beautiful basket with local products.

The boats ranged from 35 to 60 feet, and crews came from New Zealand, Australia, Ireland, the United Kingdom, France, Italy, Sweden, Netherlands, Poland and Germany. There is no compulsory equipment in this rally, and the maximum capacity is 25 boats. The organization encourages those in the fleet to help each other.

The Viking Explorers rally collaborates with the University of Las Palmas de Gran Canaria, the Program Sail and Whale, and the Goes Foundation. Participants are encouraged to forward data with the sighting of cetaceans and plankton samples. The Viking Explorers drastically reduce the amount of plastic used at their events and create awareness within the sailing community for a cleaner planet.

Major sponsors for Viking Explorers 2022 were the Grenada Tourism Authority, Camper & Nicholsons Port Louis Marina, and Westerhall Rum. Budget Marine is the official supplier for the Caribbean.

Contact hello@vikingexplorersrally.com for more information.

First-Ever ARC January Arrives in St. Lucia

Forty boats with over 200 crew from 30 different nations took part in the first-ever running of the transatlantic ARC January rally, departing the Canary Islands on January 9th. The docks of IGY Rodney Bay Marina, St. Lucia, were bustling after the first arrival on January 24th,

It was hoped that crossing the Atlantic in the new year would bring established tradewinds. However, after a fluky winter season for all transatlantic sailors, the lack of winds continued throughout January. After a breezy start, a low pressure to the north expanded and created a large hole of extremely light winds northwest of Cape Verde, just as the fleet was passing through. Not experiencing proper tradewinds until the last week, or in some cases just days before their arrival in St. Lucia, saw some of the fleet crossing the finish line later than expected.

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The prizegiving at Rodney Bay Marina on February 4th used the same format as the two previous ARC ceremonies: the main marina docks became one big theatre, and crews were able to join in from the cockpits of their own boats. The 80-foot catamaran *Go Tango* became the backdrop, with screens and a sound system erected to ensure all the boats could take part. Party bags were delivered to each crew, and



BEN CARSON

The crews of What's Next *and Rhapsodie accepting the Spirit of ARC January 2022 award.*

participants from other docks were able to buddy-boat and watch the show as well.

The winners were invited to the podium to receive their awards. *Mowgli*, owned and skippered by Slaven Fisher from Croatia, was the first boat to arrive in Rodney Bay and was also winner of monohull Class A, crossing the line some 300 miles before the next boat arrived. Continuing for the monohulls, Class B winner was the Franchini 53 *Rhapsodie VI*, skippered by owner Jean-Jacques Godet, who also sailed the shortest distance of any ARC January yacht, covering 2,849 nautical miles. Winners of Class C were the Evertsen family from Norway, aboard *En-Deilig*, a Hylas 54. *Volare*, a brand-new Neel 51, won the Multihull Division.

The highlight of the evening was the presentation of the Spirit of ARC January award. This is given to the crew or crewmember who, through their extraordinary actions, demonstrated what the Atlantic Rally for Cruisers is all about — safer and more enjoyable long distance cruising in the company of others. Nine days into their crossing, the crew of *Brainstorm* suffered significant rudder damage, causing water ingress, and it was necessary for the crew to abandon the yacht. The closest yachts, *What's Next* and *Rhapsodie VI*, quickly altered course to offer assistance, and a transfer of the crew was completed in daylight on January 19th. *What's Next* and *Rhapsodie VI* deservedly received this year's Spirit of ARC January award.

Visit www.worldcruising.com/arc_january for more information.

Oyster World Rally Starts from Antigua

On January 9th, 25 Oyster yachts started the Oyster World Rally at English Harbour, Antigua. The fleet diverged, taking different routes to Panama: north via the BVI, south via the Eastern Caribbean, or southwest via the ABC islands.

As of February 2nd, the Oyster World Rally fleet was in the San Blas Islands, looking forward to transiting the Panama Canal on the next leg of the circumnavigation.

Visit https://oysteryachts.com/oyster-world-rally for more information.

***Comanche* Smashes Transatlantic Monohull Record**

The 100-foot Super Maxi *Comanche* took monohull line honors on January 16th in the 2022 RORC Transatlantic Race: 3,000 nautical miles from Lanzarote, Canary Islands, to Port Louis Marina, Grenada, setting the new race monohull record at 7 days, 22 hours, 1 minute, 4 seconds, beating the previous race record by over two days. Congratulations to skipper Mitch Booth and all the crew.

Comanche holds multiple records including the 24-hour monohull speed record of 618.01 miles (an average speed of 25.75 knots) and the monohull west-to-east Atlantic crossing record of 5 days, 14 hours, 21 minutes, 25 seconds (over 27 hours faster than the previous record). Antiguan sailor Shannon Falcone now appears to be the one person to hold this record both ways, being crew on *Comanche* in 2016 and 2022.

Ross Applebey's Oyster Lightwave 48, *Scarlet Oyster*, finished the RORC Transatlantic Race in an elapsed time of 15 days, 7 hours, 30 minutes, 44 seconds and, after IRC time correction, was second to *Comanche* by just over an hour, and only 115 seconds ahead of David Collins' Botin 52, *Tala*.

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

Grenada Sailing Week Special Edition

Island Water World Grenada Sailing Week, the Petite Calivigny Yacht Club Edition, ran from January 28th through 30th. Entries included ten boats in CSA 1 class, two in Multihull class, five in Classic class, and three in J/24 one-design class.

After the first race, from Grenada to Carriacou, and the second, around Carriacou, the third and final race took the fleet from Carriacou down the windward side of Grenada for a taste of the Atlantic. Three-metre seas and full tradewinds gave a 30-mile rollercoaster broad reach to the northern tip of Grenada. After passing the outlying Ronde Island, the boats sailed onward to Le Phare Bleu marina on Grenada's south coast.

In CSA1, Richard Szyjan's modified Hobie 33 from Grenada, *Category 5*, took the race win and the class victory for the regatta. From Martinique, Tristan Marmousez's Surprise, *Archambault GFA Caraïbes - La Morrigane*, finished second for the race and regatta. Third was Global Yacht Racing's British First 47.7, *EHO1*, skippered by Katy Rota.

In the Multihull Class, David Slater's Outremer 45, *Delphine*, from Canada, took the final race win from Stephen Bourne's Hong Kong-flagged Rapido 60, *Ineffable*, to win the series by a single point.

Classic Class winner Mathew Barker's 1930 Alfred Mylne sloop, *The Blue Peter*, from the UK, was second in the final race by just ten seconds on corrected time to *Free Spirit*, a Carriacou Sloop captained by the boat's builder, Cal Enoe. Danny Donelan's Carriacou Sloop *Free in St Barths*, took second in class overall. Third for the final race and the regatta was the US-flagged 1899 Bermudan yawl *Galatea*, sailed by Judd Tinius.

Grenadian Robbie Yearwood's J/24, *Diehard*, scored a hat trick of wins for the regatta to top the J/24 Class. *Diehard* screeched on a broad reach in big seas with its spinnaker flying for most of the last race. Gus Reader's *Fadeaway* from Barbados was runner-up with fellow Bajan Peter Armstrong's *Shakin'* third.

In the CSA Simplified Racing Division, Patrice Benson was the overall winner with his Carriacou Sloop, *Love Roses*. Second was Martin Scannall's 28-foot gaff cutter, *Sauntress*. Cyril Compton's Carriacou Sloop, *Margetta-O*, placed third.

The prizegiving was held on the lawn of Le Phare Blue Resort with Mount Gay rum providing refreshments. Grenada Sailing Week 2023 will be held January 29th to February 3rd.

Visit www.grenadasailingweek.com for more information.

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Caribbean Multihull 60-Mile Sprint

On February 4th, the opening day of racing in the fourth running of the St. Maarten Caribbean Multihull Challenge, Greg Slyngstad's Bieker 53, *Fujin*, won the Caribbean Multihull 60-Mile Sprint, a power reach from the starting line off Simpson Bay, around St. Barth's, and back to St. Maarten. In topping the four-boat CSA 1 class, Greg beat his brother Todd, who sailed the HH 66, *Nemo*. "It was *Fujin's* conditions," said Greg.

At the outset, in light air after a passing morning squall, it appeared *Nemo* would have the upper hand, and Todd's 66-footer was first around a short mark set just a few hundred yards to windward of the starting line. But the 22-plus-knot breezes that filled in were ideal for *Fujin* once the reaching began.



'It was Fujin's *conditions' in the new 60 Mile Sprint.*

LAURENS MOREL / SALTY COLOURS

"Our top speed was 25 or 26 knots," said Greg, who also remarked that the seaway on the far side of St. Barth's was "really nasty."

Visit www.smyc.com for more information.

Surprise Upset in CMC IV

Herb McCormick reports: Challenging conditions in St. Maarten favored those who could shift gears quickly in up-and-down breezes and reduced visibility in the fourth edition of the Caribbean Multihull Challenge. On February 6th, the last day of competition, the most versatile and persistent skippers and crews were rewarded with class victories.

In a strong and surprising CSA1 effort, Anthony McVeigh's South African-built Schionning 51C, *2 2 Tango*, took down the brothers Slyngstad: Greg on the Bieker 53, *Fujin;* and Todd on the HH 66, *Nemo.*

"The regatta was a great success in every sense," said McVeigh, whose *2 2 Tango* was named Most Worthy Performer and Overall Winner. "The choice of courses was excellent. We had some breakages, which happens in 25 knots. Unfortunately for *Fujin,* their breakages in the third race took them out of contention. Today we did 23 knots in gusts to 27. It was absolutely brilliant. We'll look forward to returning next year."

In CSA 2, the "Leopard cat class," Petro Jonker at the helm of *Seaduction*, his Leopard 47, outlasted Ian Martin (*Catamaran Guru Brokers*) and Georges Coutu (*La Novia).*

Many of the event's lasting visuals were supplied by the trimarans that made up the CSA 3 division, but the top three one-design Diam 24s, just recently introduced to the racing scene in St. Maarten, carried the day and the podium. When the final scores were tallied, Pierre Altier (*Cry Baby*) and Sylvain Corroy (*Air Nest*) were locked in a tie, but *Cry Baby's* two bullets in the six-race series broke the deadlock and earned Altier the winner's trophy. Alexis de Boucaud's *Merlin* was third.

In the two-boat Pirate class, with the emphasis on fun and camaraderie, the all-women crew on the Moorings cat, *My Treasure*, topped Jan Sotelo's Lagoon 450, *Amari* by nabbing first-place finishes in three of the class's four races with a team including skipper Annie Gardner, first mate Betsy Crowfoot and navigator Mary Wrigley, ably assisted by several St. Maarten Yacht Club junior sailors from the Kidz at Sea program.

Visit www.smyc.com for more information.

ON THE HORIZON

St. Maarten Heineken This Month

The St. Maarten Heineken Regatta will run from March 3rd through 6th, with more than 80 boats entered as this issue of *Compass* went to press. It is the first Caribbean regatta to host classes and courses specifically for ocean racing yachts. A new Caribbean Youth Keelboat class will further ensure more access and opportunity at all levels.

Shoreside activities will be adapted for health protocols. The registration process will be streamlined with crew information collected via online survey in advance. On March 2nd, teams will provide proof of Covid vaccination or a negative test at registration, and will receive Heineken Green wristbands — serving as a health pass for the regatta village and "green-zone" bars and restaurants around the island.

Visit www.heinekenregatta.com for more information.

Chartered Boats Available for BVI Spring

The 49th BVI Spring Regatta is set for March 28th though April 3rd, based at Nanny Cay Resort and Marina. Sailors from around the world are looking to come to the British Virgin Islands and race. For those who don't own a boat, there is a wide selection available for charter. The CSA Bareboat fleet will comprise up to 30 racing monohulls ranging from 30 to 65 feet.

The Moorings and Sunsail, long-time sponsors of the regatta, have a number of monohulls and catamarans available. High performance yachts can also be chartered with high-end equipment and spinnakers. Charter with a full crew, or grab a position on a boat. See the Charter Option page on the BVI Spring Regatta website.

Event health guidelines are found on the BVI Spring Regatta Covid Update link. Social distancing and proper sanitization will be implemented. Group contact will be limited.

Visit https://bvispringregatta.org more information.

Biggies Back for Antigua Classics 2022

Antigua Classic Yacht Regatta committee reports: We are pleased to welcome back *Ticonderoga* to our regatta, running March 30th through April 3rd. "Big Ti" last competed with us in 2014. Also coming are two staysail schooners: the 114-foot *Aschanti IV*, built in 1954 and coming all the way from the Pacific to join us to compete with the 112-foot *Seljm*. The beautiful Spirit of Tradition 91-foot wooden yawl *Bequia* and the 141-foot replica Gloucester fishing schooner *Columbia* are coming back, as well as the 100-foot schooner *Ruth* from Barbados along with many others.

—*Continued on next page*



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The Antigua Dragon Yacht Club Challenge is attracting world-class sailors to sail the 29-foot Petticrows against the 2019 winner, Rocco Falcone. The Challenge will be overseen by the Dragon World Champion, Poul Hoj Jensen.

Please note that there are now three race days, April 1st to April 3rd, with the prizegiving that evening. Registration is on March 30th at the Antigua Yacht Club.

Visit www.antiguaclassics.com for more information.



TIM WRIGHT / PHOTOACTION.COM

The 141-foot Columbia *is among classics coming back to Antigua this year.*

Les Voiles de St. Barth Richard Mille

Les Voiles de St. Barth Richard Mille is scheduled from April 17th to 23rd. The regatta attracts at least 15 nationalities each year, nearly 800 sailors, and the most spectacular boats on the planet, including *Comanche,* which just smashed the RORC Transatlantic Race record.

After launching an offshore circuit in the Mediterranean in 2016 and then an inshore circuit in 2019, the International Maxi Association (IMA) has announced a new program in the Caribbean: the Caribbean Maxi Challenge. Open to all Maxis over 60 feet, it includes four prestigious events, including Les Voiles de St. Barth. Les Voiles de St. Barth is open to Maxis (IRC), Spinnakers (CSA), Multihulls (IMRR and OMA) and the Melges 24. Racing charter boats are still available.

Race Director Luc Poupon has more than 30 different courses that vary between 15 and 47 miles. Each morning, Poupon chooses the race courses (one or two races are scheduled each day) based on wind direction, sea state and weather forecast.

Les Voiles de St. Barth continues its commitment to make the event as clean, ethical and responsible as possible focused on two objectives: to preserve the paradise that is their island but also to set an example. As such, the regatta's goal is to become zero plastic. Cocktails and coffees are served in eco-friendly cups, exclusive use of biodegradable materials and installation of multiple water stations within the race village are just a few steps taken.

The Sevenstar team (www.sevenstar-yacht-transport.com), logistics partner of Les Voiles de St. Barth Richard Mille, is available to transport their boats to and from the United States, Europe, Australia or Asia to the Caribbean.

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

Registration Open for 2022 Salty Dawg Rallies

The Salty Dawg Sailing Association rallies offer an opportunity for sailors to cruise in company with minimal requirements and costs.

The Homeward Bound Rally (formerly East Coast Rally) will leave from the USVI in early May bound for various ports on the US East Coast.

The Caribbean Rally will depart Hampton, Virginia, around November 1st, bound for a choice of the Bahamas or Antigua. This rally meets begins in October with meetings, seminars, and Q&A sessions. The crossing to Antigua usually takes ten to 14 days. The crossing to the Bahamas is seven or eight days. At your winter season destination expect social and educational activities carried out in compliance with local Covid-19 guidelines.

All rallies have weather support and routing by Chris Parker and the Marine Weather Center, as well as shoreside support and emergency response from an experienced team of cruisers. Departure dates are weather-dependent and at the discretion of each captain.

Not sure if you or your boat are ready to go? Increase your blue water knowledge by enrolling in the Salty Dawg series of webinars (www.saltydawgsailing.org/2022-webinars). Hosted by experienced offshore and industry professionals who know their trades and the rigors of the cruising life, these webinars cover insurance for cruisers, how to buy the right cruising boat, rally sailing, communications at sea, weather and routing, safety equipment, storm tactics and more. Webinars are free for Salty Dawg members; non-members pay US$25 for each series.

Visit www.saltydawgsailing.org/rallies for more information.

Updates on Five ARC Rallies

• ARC Europe 2022 sets off on May 7th from St. Maarten, crossing to Europe via Bermuda and the Azores. Boats can also join from Bermuda, with a supported leg offered to boats heading from the US East Coast to meet the fleet in Bermuda.

Those heading to the US East Coast can also join ARC Europe for the leg to Bermuda with tracking and support offered onward to the US. Limited places are still available, subject to boat size.

• ARC+ Cape Verde 2022 is fully subscribed. Registration for the 2023 edition of this transatlantic route, which crosses from the Canaries to Grenada via Cape Verde, opens in September.

• ARC — the original Canaries direct to St. Lucia route, and still the most popular of all World Cruising Club events — is full for the November 2022 edition, but smaller monohulls are still being accepted to the waitlist. Registration for the 2023 November route will open in September.

• ARC January is now established as a regular event following this year's inaugural edition. It sets off from the Canaries in early January and makes landfall in St. Lucia. The later departure date gives skippers more time to get boats ready, especially useful for new boats. The 2023 edition is open for registration.

• World ARC 2023 will have two starts from Rodney Bay Marina, St. Lucia. The first, in early January, will be for circumnavigators expecting to complete their round the world voyage in 15 months. The second group, the World ARC Pacific fleet, will set off in mid-February and follow a similar route through Panama and across the central Pacific islands, finishing in late summer in Fiji, Vanuatu or Australia. The 2023 routes are both currently fully subscribed, but boats are being accepting boats onto a waitlist.

World ARC 2024's entry list is due to open in May this year. Interest is likely to be strong again.

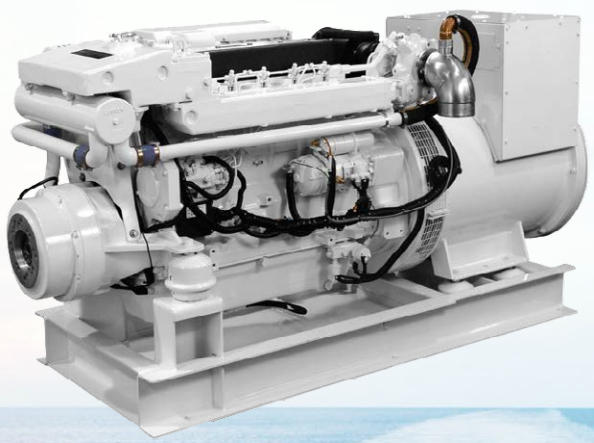
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Don't Leave Yet... and When You Do

Spring is in the air and some sailors are thinking of leaving the Eastern Caribbean, heading to North America or Europe.

Check the chart and don't leave yet!

Do not leave the Eastern Caribbean until after the first week in May. Northwest fronts can come out of the States in April and even early May. I well remember early May 1968, powering up through the East River in New York on the 62-foot sloop *Djinn* with the wind blowing 25, gusting over 30, with sleet. This made the deck so slippery the captain said, "No one out of the cockpit until we get to City Island."

Likewise, when heading to Europe too early, the number of boats that I've known that had disasters or near disasters while approaching the Azores are so numerous I will not bother counting them.

To plan your passage, purchase Imray Iolaire passage chart 100, which covers the whole North Atlantic and the Caribbean. It is a gnomonic projection, where a straight line is a Great Circle course. On the chart are all the normal Great Circle courses that are likely to be sailed by a yacht, with the distance to be sailed. The new booklet that will come with the chart later this year contains weather and wave-height charts for the months when yachts are most likely to be sailing in the North Atlantic. The weather charts show wind direction, frequency and strength, and the percentage of calms plus gale frequency.

If you are heading from the islands to the US East Coast, the Canadian Maritimes or Europe you must be prepared to weather a gale or near gale, but the chances of running into a gale are minimized if you leave after end of the first week in May. A gale is Force 8 (40 knots) or more, sometimes much more. Winter gales are usually stronger than summer gales. April gales are most likely more severe than May gales.

The weather charts also show areas and frequency of wave heights of 12 feet or over. The chart does not show how much over 12 feet can be expected. Remember that if the waves are running 12 feet, occasionally they will get in sync and waves of 24 feet will arrive.

Experienced offshore sailors say, "Anyone heading north or northeast from the Eastern Caribbean before the end of the first week in May is playing Russian roulette with three bullets in the cylinder." This is also my conclusion, based on 70 years of reading about disasters, being told of disasters firsthand and hearing many second-hand reports, backed up by 12 transatlantics (seven on the engineless *Iolaire*) plus almost 40 trips between the Eastern Caribbean and the US East Coast or the reverse.

Heading to the US East Coast

Heading to the US East Coast there are basically three different routes:

- From the islands to Bermuda and onward;
- From the islands direct to the mouth of the Chesapeake;
- From the Virgin Islands on a course a little north of west, passing north of Puerto Rico; the Navidad, Silver and Mouchoir Banks; and the northern edge of the Bahamas, until the Gulf Stream is reached.

Via Bermuda

Boats heading to New York, New England or the Maritimes often head to Bermuda: course north, 830 miles from St. Thomas, and 930 miles from Antigua. Conditions on this route vary drastically. Ideally, you'll have a fast beam reach in the tradewinds for the first 500 or 600 miles, and then run into a hundred miles of light airs. Eventually a southwester should fill in and take you on to Bermuda.

This does not always happen, however. In 1980 so many boats were heading to Bermuda after Antigua Sailing Week that a race was organized among about 15 boats. They left Antigua with a booming tradewind — which died at the end of 24 hours. There was no wind from there to Bermuda. All abandoned the race and motorsailed until their fuel ran out. Hot racing boats (with very frustrated crews on board) were taking 11 and 12 days to do the 900 miles.

In 1985, *Iolaire* had a normal passage north to Bermuda until, on the fifth day out, I saw a big black cloud moving in from the west. We shortened down before it hit and then spent the next 36 hours under double-reefed main and staysail.

Bermuda to Newport or Halifax

The sail northward from Bermuda to Newport can be an easy trip, 635 miles on a course approximately northwest, sped along by the prevailing southwest wind. But it is very worthwhile to consult a weather router to avoid any bad northwest fronts blasting off the coast. It is also very important, before leaving Bermuda, to ascertain the location of the southeast meander of the Gulf Stream. When racing from New England to Bermuda, boats that find the southeast meander and stay in it are among the top finishers. But if you run into the southeast meander when heading northwest, it stops you dead.

Again, keep track of the weather and do not get caught in the Gulf Stream by a cold front that swings from north to northeast. This can cause horrific conditions. If necessary head south, back toward Bermuda, get out of the Stream and wait for the front to pass. If you get caught, shorten sail, slow down or heave to until the blow passes and wind shifts.

Some boats head due north from Bermuda, sail 720 miles to Halifax, and then cruise the Nova Scotia coast to the Bras d'Or Lakes (fresh water, no fog). They then exit the north end of the lakes and sail to the islands of St. Pierre and Miquelon to stock up on inexpensive beer, wine and booze, French cheeses and reputedly the best French bread in North America. Then 40 miles on to Port Fortune, Newfoundland, to top off fuel, water and stores and do a crew change if necessary. (Port Fortune has daily bus service to Newfoundland's capital, St. John's.) Then they take off to Ireland, 1,720 miles, or stay and enjoy an unusual summer cruising ground.

To the Chesapeake

If you are headed to the mouth of the Chesapeake, arrange to contact your weather router periodically en route. This is because from the time you leave the islands to the time you're approaching the Gulf Stream will be approximately nine days, and the pre-departure weather forecast may no longer be valid. A weather router's advice at this point will be invaluable. You want to make sure you are not caught in the Gulf Stream with a hard northeaster blowing against the Stream.

From St. Thomas head north-northwest approximately 900 miles to approximately 33°N, 67°W, then head directly for the mouth of the Chesapeake, about 450 miles. Check again with the weather router, as you do not want to get caught by a northeaster.

Lay a course to a waypoint 70 miles east of the entrance to the Chesapeake. Head for this waypoint, and then turn west and enter the Chesapeake. This route keeps you well clear of Cape Hatteras, the graveyard of many ships over the last four centuries.

The total distance on this route is 1,400 to 1,500 miles.

The safest route

From the Virgin Islands, sail on a course a little north of west, passing north of Puerto Rico; the Navidad, Silver and Mouchoir Banks; and the northern edge of the Bahamas, until the Gulf Stream is reached. With luck you will carry the tradewinds all the way to the Gulf Stream. Then ride the Stream north. Then, again with luck, you will pick up the southwesterlies. For the first thousand miles you will have a two-thirds to one-knot favorable current. When you reach the Gulf Stream, it will boot you along at two to three knots. This will usually compensate for the extra distance, 250 or 300 extra miles sailed, compared to the rhumb-line route.

Check the weather and contact your weather router. If the weather stays favorable (wind west clocking around to southeast) continue north. But if the weather is going to go around from northwest counter clockwise around to the east, duck into Charleston, having sailed roughly 1,150 miles from St. Thomas. If your boat draws seven feet or less with an air draft of under 64 feet, you can continue on up the ICW. If this is not possible, enjoy Charleston until the weather turns favorable, and then continue north.



Don Street

If you have favorable weather and continue on past Charleston, as you approach Morehead City and Beaufort again check with your weather router. If the wind stays favorable continue to the mouth of the Chesapeake, or on up the coast to your desired destination.

If there is any indication that the wind is going north-northeast or east, duck into the Morehead City/Beaufort entrance. Cape Hatteras is a graveyard of ships that have run into a northeaster while in the Gulf Stream running northeast at three knots. If you cannot fit underneath the 64-foot bridge south of Norfolk, sit in Beaufort, enjoy the excellent seafood restaurants and wait for weather change. If you can fit under the bridge, head to Norfolk via the ICW — two and a half days to Norfolk is a reasonable time.

Heading to Europe

When heading to Europe there are various routes:

- North to Bermuda as previously described, then from Bermuda either direct to Ireland or England, or east to the Azores and from there to England, western European ports, or the Med;
- From the Eastern Caribbean direct to the Azores, then onward;
- The great circle course direct to Gibraltar, passing south of the Azores.

Read the sailing directions, note the mileage on the various routes, and then decide which to use. Contact your weather router for advice and arrange to check in underway for updates.

Bermuda to Ireland or England

The Great Circle course from Bermuda to Ireland or England leads through the southern edge of the area of icebergs, and boats heading from Bermuda to the Azores that take the northern route looking for wind will skirt the iceberg area. Chart 100 used to show positions of icebergs, and was a real eye-opener: it showed reported positions of icebergs well south of the normal area — including one 120 miles northeast of Bermuda and four south of the Azores.

Yachts departing from Bermuda may head direct from Bermuda to Crookhaven, Ireland: 2,660 miles. Note that this route leads *through* the iceberg area for 600 miles. If you suddenly run into a patch of thick fog, it is probably caused by an iceberg. You will also have to expect strong winds and the possibility of gales that will be stronger than on the Bermuda-to-Azores route. But in June the gale frequency is extremely low, and no June hurricanes have wandered far enough north to bother you on this route.

Bermuda to the Azores

Bermuda to the Azores is a mixed bag; contact your weather router before leaving. The Azores High can move around, disappear, or expand to cover the majority of the area between Bermuda and the Azores, and can extend quite far north and south.

On chart 100 there are three routes shown: direct, middle and northern.

The direct route is the shortest. It is straight through the Azores High. Some boats have reported not only light airs, but also long periods of flat calm requiring much motor-sailing or motoring.

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Some boats departing Antigua will head northeast on starboard tack, close reaching toward the Azores: Great Circle distance 2,070 miles. When the wind dies they turn north, power across the High, pick up the southwesterlies, and sail on to the Azores. But this does not always work. In 1989, *Iolaire* took off direct to the Azores on a fast close reach. At the end of seven days we were halfway there; the wind was dying. Many boats had left Antigua the same day and we were talking on the VHF. I announced that, as the wind was dying, I was turning north to cross the High and pick up the southwesterlies. *Wet and Wild* came on and said they had weather info and there was no wind in the entire North Atlantic: the only thing to do was to continue on and fight the light airs. We all did this. The boats with engines ran out of fuel. One day when all the others were becalmed, *Iolaire* did 70 miles. How? We dropped the main, squared the boom off, and hoisted two spinnakers. We were not towing a prop. The engineless *Iolaire* took 21 days Antigua to Horta, the boats with engines took 19 days.



The engineless Iolaire *took 21 days Antigua to Horta, the boats with engines took 19 days.*

But anything can happen. In 2002 a friend was delivering a 38-foot sloop from St. Martin to the UK. He took off from St. Martin on a close reach, with a Number 2 genoa and no main. He sailed a rhumb line course, knocking off 160 miles per day, and never set the main.

Jamie Dobbs of *Lost Horizon* fame for years commuted across the Atlantic in his 38-foot Rival. He did 18 trips in 16 to 18 days. He said, "The wind vane did the steering, the course was set and sails trimmed according to what my Brooks and Gatehouse VMG told me, and I read a lot of books!" His luck finally ran out and he had a slow passage of 22 days.

On *Iolaire* in 1985 we had a good, though cold, passage on the northern Azores route. It was distinctive in that the 46-foot, heavy displacement *Iolaire* did a 48-hour run of 410 miles. A ship came over the horizon, confirmed via VHF that my calculated position was correct — and said that 40 miles ahead of us at 41°N there was a large iceberg! On the first morning, 24 hours into this run, the wind was out of the north and building up a large sea that was crossing with the old southwest swell. Periodically the seas would meet at such an angle that the sea would erupt, forming a 20- to 30-foot geyser. It was blowing hard out of the north, cold and overcast, with a heavy mist almost like rain. The log reads, "The most miserable dawn I have ever seen in more than 30 years of offshore sailing."

Azores to Ireland or England

From the Azores to Ireland or England is about 1,200 miles. Stand north until you pick up the southwesterlies. Check the weather carefully before departure, as in the Azores you can run into periods of extended calm. (Note the percentage of calms in the Azores in the months of June and July in the chart 100 booklet.) In 1995 I had an unhappy crew on board *Iolaire* as I insisted on departing Horta in light airs. The breeze went flat, and 36 hours after leaving Horta we could still see the peak of Pico.

If the wind settles in the northeast, head north on a fast close reach until you reach the southwesterlies then head for Crookhaven or Falmouth.

Azores to Spain or Portugal

If heading for Spain or Portugal, the 900 miles should be an easy trip, but lay off your course to a point 30 or 40 miles north of your landfall. When you approach the coast you will encounter the Portuguese trades blowing 20 to 25 knots from the north and a south-flowing current. If you end up south of your landfall, beating to windward against a strong foul current is a poor way to end a transatlantic.

If heading to Gibraltar, a rhumb-line course is 800 miles from Santa Maria, the easternmost of the Azores.

Antigua to Gibraltar direct

For a few boats — those that sail well in light airs, have crews that are willing to do a lot of trimming and sail changes, have access to real-time weather reports, and have a moderate range under power using their normal fuel tanks or are willing to supplement the fuel supply by carrying bladder tanks — Antigua to Gibraltar direct (3,160 miles) is a viable option.

A crew on the Mylne-designed, Fife-built *Mariella* says, "We took off close reaching, course northeast, then turned east staying well south of the Great Circle route to the Azores. Thus we were south of the Azores High. We sailed hard, in that we constantly trimmed sails and switched headsails as necessary. Whenever the wind went very light we motor-sailed, running the engine no more than half throttle, which gave us very many miles per gallon. Staying south we not only avoided the calms of the Azores High but also the heavy weather experienced by boats farther north. By bypassing the Azores we saved the three-day stop in Horta. Thus we did the entire trip in 18 days, which was five days faster than the boats that took the normal route to Horta and stopped, refuelled and re-stored."

Sailing direct to Gibraltar on the Great Circle route keeps you below the lows that batter boats further north. The bottom edge of a low can be a favorable blow.

In summary

Hopefully this article has convinced sailors not to leave the Eastern Caribbean until the end of the first week in May, and has provided good solid advice on the various routes to use, all the advantages and disadvantages of some of them.

On all routes the boat, skipper and crew must all be prepared to weather a full gale at sea in *cold* weather. It is essential before leaving the Caribbean that the skipper makes each crewmember lay out for inspection their foul- and cold-weather gear including sea boots. If any of the gear is inadequate, the crewmember must beg, borrow, buy or steal the necessary gear so that he or she is fully equipped to stay warm and relatively dry in a gale at sea. Also the ship's medical kit should include anti-seasickness suppositories, not only oral remedies. Once a crew gets so seasick they can't keep anything down, a suppository up the backside is the only solution. A severely seasick crew is not only useless to the ship, but they can be a danger to themselves by becoming badly dehydrated.

Visit Don Street's website at www.street-iolaire.com for excellent hurricane and other information.

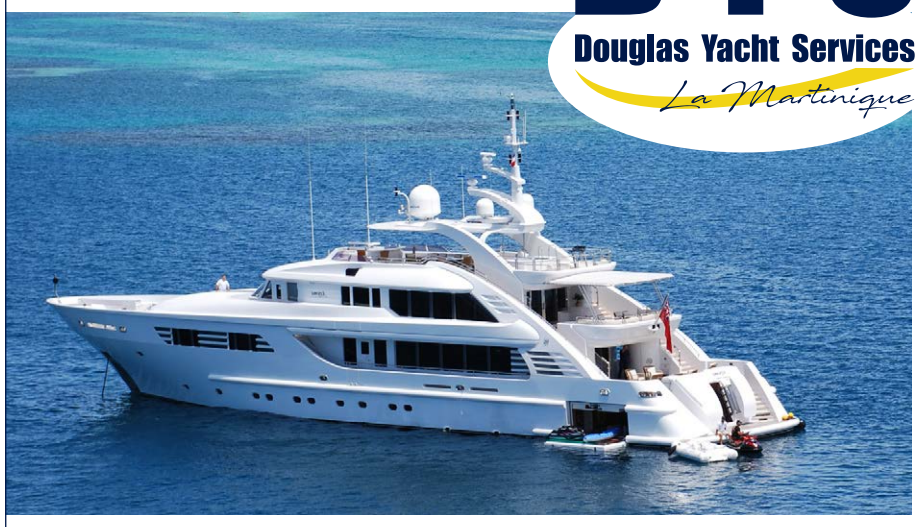
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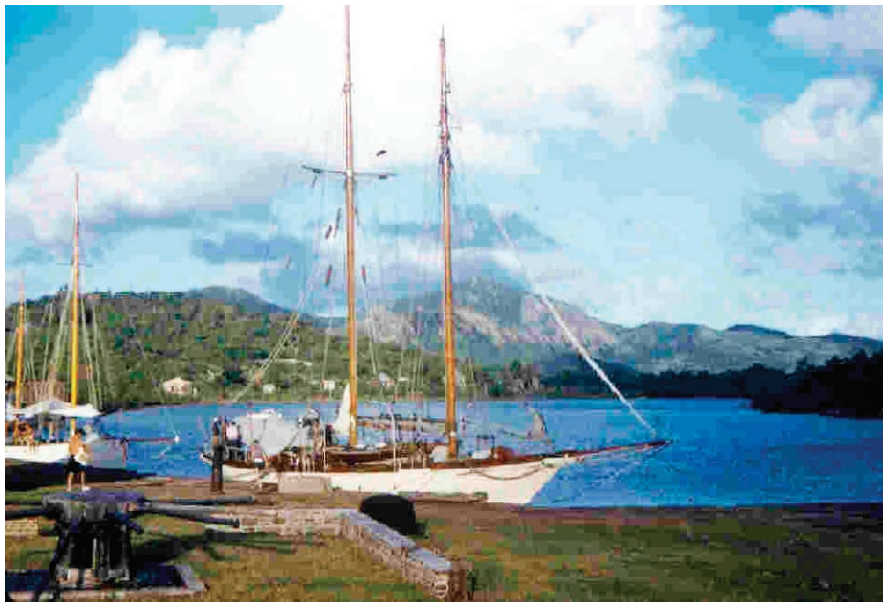


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Mollihawk *awaits one of her first charters at Nelson's Dockyard.*

YACHTING HISTORY IN THE EASTERN CARIBBEAN

Part Two:

Chartering and Racing Come to Antigua

by Don Street

In February 1949 Commander VEB Nicholson, Royal Navy retired, sailed into English Harbour, Antigua, aboard *Mollihawk*, a 72-foot Bermudian-rigged staysail schooner. His crew was his wife Emmie, their two sons, Desmond and Rodney, both in their middle 20s, and two friends.

English Harbour is the location of Nelson's Dockyard, a British Royal Naval dockyard created in the middle years of the 18th century and abandoned by the Royal Navy about 1860. Sometime in the 1930s, with help from the Governor of the Leeward Islands and the Sun Assurance Company of Canada, the buildings were semi-restored in that the roofs were repaired and necessary structural repairs were made to keep the buildings from collapsing. The Commander decided that this would be a good place to do some refitting on *Mollihawk* before continuing on his round the world passage.

However, while exploring English Harbour, some members of Mill Reef Club — a wealthy gated community on the eastern end of Antigua — spotted *Mollihawk* moored stern to the harbor wall and struck up a conversation with the Commander. Interisland transportation in 1949 was practically unknown. One of the Mill Reef group, John Archbold, owned Springfield Estate in Dominica, and the best way to get there was by sea. An agreement was quickly arranged and the trip aboard *Mollihawk* was made. Others liked the idea and organized other charters.

Cdr. Nicholson was not related to the well-known English Nicholsons, of Camper and Nicholsons, the yacht designers and builders, and boatyard and marina operators. Rather he was from an Anglo-Irish family well established in business in the Irish city of Cork. Cork businessmen are known for their charm and business acumen. The Commander realized he could make money doing what he loved to do — sail! The Commander also had two sons who were capable of skippering the boats. He started a little charter business that grew to Nicholson Yacht Charters, an internationally recognized charter company.

The Commander knew yachtsmen in England who had yachts that they laid up every year. At great expense the yachts were taken apart in the fall and recommissioned in the spring. During the winter their owners paid for their storage, either afloat in a mud bank or hauled out in a yard. Why not talk the owners into sending the boats to Antigua to charter for good US dollars? Until the early 1970s for an Englishman getting foreign revenue was otherwise difficult.

Antigua was then a British colony. Most of the maintenance of the boats in the fledgling charter fleet could be done in English Harbour using local labor paid in "BeeWee" (British West Indian dollars), which were sterling-based. Equipment could be ordered from England.

Also, there were US owners who went through the expense of decommissioning in the fall, recommissioning in the spring, and storing the boat out of the water. Why not send the boat south and charter it? Even if it weren't a moneymaking proposition the owner could set up a corporation and if the enterprise lost money, the loss could be a tax write off.

The Commander began writing to friends in England, and contacts he established through the Mill Reef Club passed the word to wealthy American yacht owners. Meanwhile he got to work, repaired the roof of the old Paymaster's Office, moved in, and made a deal with the Society of Friends of English Harbour, established by the Governor of the Leeward Islands, which was keeping the dockyard buildings from falling apart.

By January 1950 a small group of yachts was in English Harbour: the Nicholson charter organization had started.

The Nicholson boys acted as skippers on various boats, but that did not last too long. In 1954 Irving and Electa Johnson's brigantine *Yankee* sailed in. Rodney met Julie Pyle, one of their paying guests, a whirlwind romance ensued, and Rodney and Julie married in 1956.

In 1957 Desmond married Lisa, whose father had chartered the 84-foot schooner *Freelance* for a three-week cruise from Grenada to Antigua. Desmond was the skipper, and he and Lisa fell in love. (Lisa's father was the Dodd half of Dodd Mead, the publishing company that published cruising guides including my 1966 *Guide to the Lesser Antilles*.)

While their husbands were off on charter, wives (and later, children) lived in the old Officers' Quarters, where rent was cheap but conditions very primitive.

Rodney and Julie set up house in the Mast Store, which now houses the apartments immediately south of the Admiral's Inn. Rodney then worked ashore, setting up Nicholson's travel office in Antigua's capital, St. John's.

Desmond built a very basic house on the ridge of the peninsula leading to Pigeon Beach. Water was collected from the roof, and the lights, refrigerator and stove all ran on kerosene. There was not enough water for flush toilets so he built an outdoor "long drop" latrine. For many years there was no outhouse, just a well-ventilated throne with a beautiful sea view towards Guadeloupe. In case rain came while sitting on the throne, there was a big British umbrella stuck in a handy umbrella stand. A roll of toilet paper was kept in a Ryvita tin.

The commander obtained some financial backing and organized a long-term lease on one of the abandoned buildings in the dockyard. Only the walls were standing. He, his sons and their financial backers organized the complete rebuilding and opened it up as the Admiral's Inn in 1961. I consider myself a "plank member" of the Admiral's Inn construction crew. Just before it opened I helped Desmond hang the door on the men's head. It had been the door to the captain's cabin of *Mollihawk*.

The group that financed the rebuilding of the Admiral's Inn purchased a half dozen Sunfish to be used by the inn's guests. Some of the charter skippers got together and organized the English Harbor Yacht Club. They used the Admiral's Inn Sunfish fleet as a basis for the accumulation of more Sunfish and organized racing in late afternoons.

By the late 1950s the Nicholson charter fleet was a going concern, advertising in both US and British magazines. With very few exceptions all the boats had absentee owners and hired skippers. Many boats were run on a shares basis: one third of the charter fee to the owner, one third to maintain the boat, and one third to the skipper.

Early every summer the Nicholson charter office would do their accounting. Skippers would go into the office, on second floor of the Paymaster's building, and seeing how little money they actually had in their hands often got very upset. They would swear they going to choke the Commander. Before things got out of hand the Commander would invite them to the Admiral's Inn and discuss finances over lunch. By midafternoon the Commander and the skipper would be seen happily walking out arm in arm.

The Nicholson fleet in the 1950s was almost entirely large boats, 60 feet or over, run by skippers for absentee owners. However, as word spread that boats could probably earn some money to extend their cruising kitty, the 1960s saw the addition of many owner-operated boats 60 feet and below to the Nicholson fleet. The most famous of these was the 1928 50-foot double-ended gaff ketch *Ron of Argyle*, owned and run by Jol and Jenny Byerley.

In the middle 1960s the Commander came up with the idea of Antigua Sailing Week, a weeklong rally to sail from English Harbour to various coves, anchor for the night, have a party, continue the next day to another harbor, and end up back in English Harbour. It was conceived as cruising in company, but as soon as you get two boats sailing in the same direction, it becomes a race.

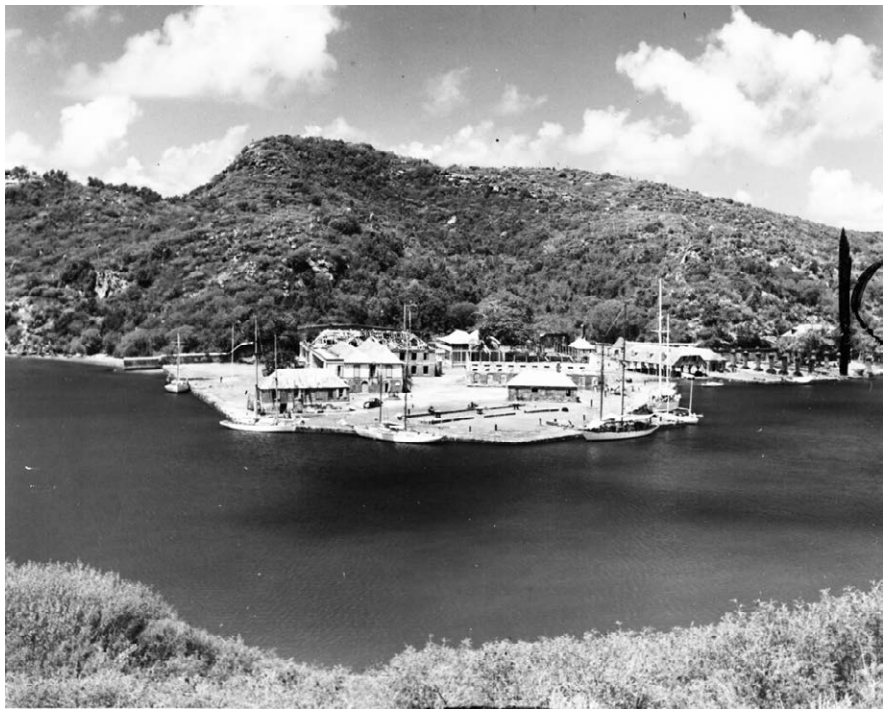
In 1968 Des Nicholson, Howard Hulford of Curtain Bluff hotel, Peter Deeth of The Inn at Freeman's Bay, and the Antigua Hotel Association put together Antigua Sailing Week as a week of racing from one harbor to another. For the first couple of years handicaps were rather arbitrary. In 1970 I was asked to come to Antigua and assign ratings to the various boats. I turned the offer down immediately as I was in the business of organizing yacht insurance with Lloyd's of London and was broker for a fair number of the competitors. I felt that the fastest way to lose a client was assign a handicap the owner did not like to a boat for which I had arranged insurance. I urged the regatta organizers to use the new rating rule that Alfred Rapier had developed in the early 1960s for the West Indies Yachting Association. This rule eventually became the CSA (Caribbean Sailing Association) rule.

Thanks to Jenny Byerley for assistance with this article.

For more on the early history of Nelson's Dockyard visit http://antiguahistory.net/Museum/dockyardheritage.htm. For more on the Nicholson family and their early days in Antigua, see "Antigua Adventure" by Elaine Lembo on page 20 at www.caribbeancompass.com/online/july19compass_online.pdf, and "The Nicholson Sisters of English Harbour" by David Lyman on page 20 of this issue.

Next month: "Yachting History in the Eastern Caribbean, Part Three: The Virgin Islands."

Below: Nelson's Dockyard, English Harbour, Antigua, in 1957.



The Nicholson Sisters of English Harbour

by David H. Lyman



DAVID H. LYMAN

My sailing buddy Larry and I pulled into Falmouth Harbour two years ago and anchored off Pigeon Beach. We had just completed an offshore voyage from Maine to Antigua. We were hungry to get ashore. I had an assignment from *Caribbean Compass* to cover the Antigua Charter Yacht Show starting in a few weeks and needed a base ashore. Larry, who knows the island and everyone there, knew just the place.

"Pineapple House!" he shouted as we launched the dinghy. "Wait 'til you meet Libby Nicholson. She's from the family that started the charter industry in the Caribbean." Larry's 54-foot sloop, *The Dove*, is one of the charter boats Nicholson Yacht Charters represents.

We jumped into the RIB and sped to the dinghy dock at the Seabreeze Café next to the yacht club. Five minutes later we were climbing the stone steps to Pineapple House. "This is where all the yacht crews hang out," Larry told me, "when not on charter or racing."

A brown wooden gate with a white pineapple nailed in the middle swung open and there I saw a West Indian cottage colony, ten individual cottages and the Great House, scattered up the hillside that overlooks English and Falmouth Harbours. The Antigua Yacht Club and its docks full of mega-yachts were just below.

"Great view," I told Larry. Then Libby hove in sight, flying down the cascading stone stairs to embrace the two of us with a hug that would have broken the backs of lesser men. Libby, after 60 years of living on and off this island, is still one of the major characters in English Harbour society. She's an energetic woman of indeterminate age with a ready smile and an artist's flair. An accomplished silversmith, architect and interior designer, Libby makes her own statement with silver bracelets dangling from both wrists and colorful fabrics draped over her statuesque form, flowing as she moves.

"Let me warn you," Larry whispered. "This may be a B&B, but the second B is not for breakfast, it's for booze."

We were just in time for Libby's early evening soirée. Libby went on mixing up a few gallons of rum punch and chatting away, full of questions of our delivery. Most evenings, Libby holds court on the veranda of the Great House. "It's a tradition my grandfather, the Commander, started over 60 years ago," Libby told us, pouring ample amounts of the local Cavalier rum into the mix. Guests, locals, yacht captains and crews, even a stray journalist, gather here to swap stories, tell lies and share observations of life in the tropics.

The seating area was soon packed, people reclining on colorful cushions, standing in open doorways, sitting on the porch railing or on someone's lap. It's here you hear about a narrow escape from the *carabiniere* in an Italian port, a particular captain who had to marry the daughter of his yacht's owner, the lavish lifestyle of charter guests, races and romances won and lost. It's here yacht crews come to get off the boat, take a shower, and sleep in a real bed.

I'd walked into a writer's paradise, full of characters and stories. The all-female crew from *Maiden*, of Whitbread Round the World Race fame, had just arrived in Antigua and all eight had moved into Pineapple House. Bedraggled from a 10,000-mile voyage across the Pacific via the Panama Canal, Pineapple House offered them the first showers and horizontal beds they'd seen in months.

"It's not all yacht crews," Libby added. "We have honeymooners, travelers, couples, families looking for an affordable vacation."

At Pineapple House you can rent a private single-room cottage, or a queen-size bed tucked into an alcove on the front porch of the main house, or a single bed in the crews' quarters. "It's co-ed," Libby explained, then added with a giggle, "Yacht crews are used to communal living."

The three Nicholson sisters, Dana, Libby and Shelby, were born on Antigua, each barely a year apart. Their grandparents, "the Commander" and his wife Emmie, with two sons, Rodney and Desmond, had stopped here in 1950 on their way from Ireland to Australia on the schooner *Mollihawk*.

"In 1940, Grandpa found the yacht sitting on a mud bank in Kent while tasked with assembling a fleet of private boats to evacuate the troops trapped on the beach at Dunkirk," Shelby told me. "After the war he went back and bought the schooner, as much for its silverware, crockery and bedding as the boat itself. *Mollihawk* was a 79-foot wood schooner, built in 1903. After making her ready for a long sea voyage, the family, which included our dad, Rodney, and uncle Desmond, left Ireland in 1949 to sail halfway around the world to start a new life. They got halfway.

"The family stopped in Antigua, and tied up at Nelson's Dockyard in English Harbour. The schooner needed repair. No sooner had they arrived than Amber, the calico cat, leapt off the boom and swam ashore. She was in heat, got pregnant and had kittens... that's when Granny Emmie whispered to Grandpa, 'Darling, I think we're HOME!'"

Nelson's Dockyard had been abandoned for at least a hundred years, roofs falling in, windows missing, shutters hanging off. In the 1700s and into the mid-1800s this had been an important British Naval Base, but was now forgotten. The locals feared "jumbies" lived there, the spirits of dead sailors. The family fixed up the old Paymaster's Quarters and moved in.

While establishing a home base at the old Powder Magazine at the Dockyard, the Commander was approached by wealthy guests at the Mill Reef Club a few miles to the east. "That's a mighty fine schooner. Mind taking us for a sail?" That started the yacht charter business in the West Indies in 1950. Within a few years there were a dozen private yachts, most skippered by British captains who took charter parties on a week's explorations to the islands to the south. Antigua is ideally located in the island chain where the tradewinds will blow you south then north on a beam reach both ways. This opened up the islands of Guadeloupe, Dominica, Martinique, St. Lucia, St. Vincent & Grenadines for exploration.

Left: Once abandoned, then the Nicholson girls' playground, Nelson's Dockyard is now a UNESCO World Heritage Site.

Below: A rum-punch party: 'I'd walked into a writer's paradise, full of characters and stories.'



Nicholson & Son Yacht Charters Inc. grew into a thriving business, and is today a major name in yacht chartering, with offices in Antigua, Newport, Rhode Island, and Cambridge, Massachusetts, and an office in Blue Hill, Maine, where Shelby works when not in Antigua.

In 1954 the schooner *Yankee*, skippered by Irving Johnson, sailed into English Harbour on its 'round the world voyage. Onboard was a recent Smith College graduate, Julie Pyle, from a respectable (and wealthy) Connecticut family. During that brief stop Julie met Rodney, and something must have clicked, for when her voyage ended a year later she flew back to English Harbour. Julie and Rodney eventually married, and she became wrapped up in the family's charter operation.

"Mother was an excellent writer," Shelby said. "The letters she wrote to clients showed them in words what their upcoming charter was going to offer. She wrote all the brochure copy. PanAm distributed our brochures to travel agents all over the country."

Then the girls came, one after the other: Dana, Libby and Shelby. Growing up in English Harbour was like "never-never-land," according to Libby. "We were in the water more than out of it. There were vacant beaches, hills to climb, yachts to sail, fish to catch, games to play. The Dockyard was our playground, with all those buildings either falling down or under reconstruction."

→



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Restoration of the Dockyard began in 1951, with the Commander in charge. The coral stone buildings, the sheds, and the Admiral's House were brought back to life, providing a stage for the three young girls and their imaginations.

The girls were not alone. A growing community of English, Canadian and American expats had moved into English Harbour, including a few families of the charter captains. "So, there was no shortage of children our age to play with. They included Michael and Peter Endicott from Mill Reef, Cary Byerley, whose father ran the 72-foot schooner *Lord Jim*, and our cousins, the other Nicholsons, Sarah, Chris, Nancy and Celia," Shelby wrote in a draft of her memoir. "We had wonderful times playing on the hillsides, on the beaches and in the Dockyard."

In September of 1964 the sisters and their pals were off to Sunnyside School in St. John's, the island's capitol. This was the first school to be integrated on the island. Shelby wrote, "Given the tumult surrounding desegregation in the United States in the 1960s, our headmaster, Mrs. Wilson, had integrated Sunnyside School immediately and without question that summer, and that was that. There were no riots, no hair pulling, no angry mothers or fathers or police or undue embarrassment. Life went on as normal."





COURTESY NICHOLSON FAMILY

This page, clockwise from top:
Pineapple House's porch provides views of the yacht club docks — and places to sleep.

Dana, Libby and Shelby on their bicycles in the 1960s. 'We had wonderful times playing in the Dockyard... life was carefree.'

Libby, Julie, Dana, and Shelby on a family cruise through the Grenadines aboard Staffordshire. *circa 1967.*

"Life was carefree," Libby added. "Grandpa had taken over the old Powder Magazine and turned it into a home. The floors were teak like the deck of a yacht." The Commander, Vernon Edward Barling Nicholson OBE, being half Irish and half Australian, was a natural raconteur and loved to entertain. "On Sunday afternoons he held a party for the skippers and crew of the charter fleet, and anyone else who happened to be in town." The Powder Magazine is still there, across Ordnance Cove from the Admiral's Inn, but it's no longer the Nicholsons'. It's now called Boom, an upscale restaurant, but that's another story.

By the mid-'70s, Rodney had moved ashore and was running the charter office in Antigua with Julie. Desmond, the more studious brother, turned his attention to the island's history and anthropology, eventually writing several books on Antigua's past.

Rodney and Julie had a house with few walls, built on a hill overlooking the Dockyard, a great space for playing. Desmond and his family built a home on the opposite hill.

Julie had been brought up in cosmopolitan Connecticut, and had a degree in philosophy. She wanted more education for her daughters than Antigua could provide at the time, so when Libby was 13, she packed all three of them off to separate private schools in New England.

For Julie herself, life in Antigua was just a bit too parochial. By the mid-'60s, Nicholson and Son was a thriving business, but communication with clients was difficult. Mail took weeks. Phone calls were expensive and reception sketchy. Julie, who had by now become an indispensable part of the charter game, told Rodney she was returning to the States to set up a proper office in Massachusetts, and be closer to clients and her family there.

"I always thought our parents were more like brother and sister than husband and wife," Libby confided. "But they continued to work well together: Julie in the booking office in Cambridge, where communications were better, Rodney running operations in English Harbour, where the yachts were."

After private school, Dana went to UMass in Amherst, then transferred to Smith, her mom's alma mater. "She's the restless one," Shelby added. "She's a fine painter, but has always been drawn to yachts and adventure. She's off right now on another transatlantic yacht delivery. She loves racing yachts."

Libby was off crewing on yachts in her late teens, exploring the Mediterranean and the rest of the Caribbean. Grandmother Pyle, on their mom's side, was concerned for Libby's future. She insisted Libby acquire skills that would ensure she could earn her own way. "She sent me off to Katharine Gibbs School in Boston for a year to learn typing and office management." With new skills, her experience and connections in yachting and chartering, Libby landed a job in New York City at the renowned yacht design firm Sparkman and Stephens. One day, as Libby tells it, "A tall, handsome Canadian yacht captain came through the door to my office. His name was Fred Long, from British Columbia. He came to discuss a new boat for his father, a wealthy industrialist.

"I showed him photographs and plans for *Battle Cry*, a 47-foot cold-molded racing machine designed by Sparkman and Stephens. How I loved that boat. Well, they bought the boat and immediately changed her name to *Indomitable*. I, of course came along with the deal. For three years, Fred and I sailed her all over the Pacific, winning race after race. I knew sail trim and racing maneuvers, but Fred was a brilliant tactician and helmsman. We made a great team. He was my 'super hero.' I'd become a member of the Long family... well not officially yet.

"I was in no hurry to settle down. I was in my mid-twenties. Life was too exciting. I was still sailing across the Atlantic on deliveries. While in the Canary Islands I called Fred, who was in Vancouver, just to tell him where I was. The connection was poor, and I wasn't sure what he said, something about a mirage. I asked him to repeat it, and he said 'Will you marry me?' Of course I said yes. I was 30 then."

Two years later, Christie, their daughter, arrived, then Russell, their son. Libby settled into life in Vancouver.

Her kids grown, Libby moved back to Antigua in 2000, to lead a "simpler life." I doubted that, watching her juggle two phones, a staff of three, guests, and plans for renovating properties in Maine and British Columbia. Soon after arriving back home, she bought the hillside up behind the yacht club. She had a few local fellows knock together a typical West Indian cottage. "Nothing fancy, mind you. Just two-by-fours, boards and a corrugated tin roof. Leave the windows open. No doors in the doorways. I want the sea breeze to blow through." That spring, while she was getting ready to head up to Maine, a crewmember off a yacht asked if he could rent her cottage. She said yes. When she returned in the fall she had another cottage built, then another. There are now ten, each different, each decorated in what Libby calls West Indian chic. Colorful fabrics replace doors, shutters protect what would be called windows welcoming the tradewind breeze, and the décor is mainly seashells. Some cottages have modest kitchens. Most have hot water and all have a veranda overlooking the anchorage. There is still the "Crews Quarters" and half a dozen four-poster beds with billowing white canopies are tucked into alcoves here and there, all very informal. I could move in. I'd spend the season, write stories of sailing, Caribbean characters, and island life. (In fact, I think I will.)

After private school, Shelby joined her mother in the Cambridge office, matching clients with yachts and crews. She has now joined Libby in Antigua to help out, while Dana is still away, racing through life.

The Nicholson sisters are holding on to that romantic life of fast yachts, rum punch and boisterous crews ready to spin a yarn.

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PRODUCT POSTINGS

Whether it's your first or 15th season of Caribbean cruising, there's always something you can get for the boat that can optimize your experience. There are excellent, well-stocked chandleries throughout the Caribbean, such as Budget Marine (see page 2) and Island Water World (see page 40). If you don't find what you're looking for there, see the websites given for more information.

Sirocco II Fans for Work Afloat

Increasingly, people worldwide are breaking away from the climate-controlled office and finding new, alternative places to conduct business. For these working nomads aboard boats, the Sirocco II fan from SEEKR by Caframo is perfect. It provides the cooling comfort needed for a restful sleep and refreshing air circulation for maximum productivity throughout the day.



Made in Canada, the Sirocco II gimbals 360 degrees to pinpoint airflow, whether directly at a workspace or towards the ceiling for gentle ventilation. Incredibly powerful, it moves a considerable amount of air. The fan has three speeds and four timer settings from three to 12 hours.

Many people find droning noises distracting; they won't with the Sirocco II. It's exceptionally quiet due to its premium long-life motor and unique fan blade design. And because it's on a boat where electricity consumption is important, it has a low power draw. It auto-senses between 12V and 24V and uses 0.35A on high and a mere 0.06A on low.

Space aboard a mobile office is often at a premium. The Sirocco II is compact and mounts where most other fans won't fit. It measures 14cm L x 27cm W x 37cm H and folds flat against its base when not in use. To match any interior décor, it's available in black and white.

Having a mobile work life means doing a wide range of jobs, including installing equipment. Perfect for the DIYer, the Sirocco II fan from SEEKR by Caframo is simple to mount using common household tools. It comes prewired with all the necessary hardware. A video is at bit.ly/SiroccoII.

Ben Ward can attest to the Sirocco II's effectiveness. He, his wife and three children live aboard the 47-foot *S/V Koinonia.* "With permission to work remotely indefinitely, we had a realistic path to pursue our dream of living aboard our floating home. Sirocco II fans have been indispensable to our overall comfort." His full story is at https://seekr.caframobrands.com/seekr-life.

Visit https://seekr.caframobrands.com for more information.

Shore Power Products

• SAFETY FIRST

In a marina, people occasionally fall off a deck or dock. If there's stray electrical current in the water, the accident is potentially deadly. One solution to avoid this scenario is to install an ELCI system, which automatically shuts off the AC power supply if a ground issue is detected. Hubbell Marine offers a variety of ELCI Adapter Kits incorporating its proven 30A or 50A shore power inlets to provide a matched look onboard.

Hubbell Marine ELCI Adapter Kits come with a shore power inlet and one or two blank matching housings for adding a third-party sensor, or also a circuit breaker. The included mounting plates fit most ELCI components, utilizing industry-standard hole spacing for simple installation.

ELCI Adapter Kits are polished stainless steel. A durable white non-metallic material is optional for the 30A model. Ideal for OEM or refit use, quality construction and self-closing covers ensure protection from the weather and a long service life. Stainless steel mounting hardware is included.

The complete ELCI Adapter Kit with inlet and two blank housings is offered in 30A, 125V stainless steel, 30A, 125V non-metallic and 50A, 125/250V stainless steel. Hubbell Marine offers seven kit configurations for specific applications.

Visit www.hubbell-marine.com for more information.

• ADAPTER ENSURES SHORE POWER CONNECTIVITY

Variations in shore power systems from one marina to the next mean that vessels visiting new ports of call may not have access to the appropriate electrical connection. The YQ100PLUS Intelligent Y Adapter from Hubbell Marine helps solve this problem. It safely powers any 100A, 125/250V AC boat from two 50A, 125/250V dockside AC receptacles. It can even utilize a single 50A receptacle if required.

Featuring a compact, lightweight enclosure designed for a lifetime of reliable operation, the YQ100PLUS utilizes integrated cord clamps that prevent strain on terminals. Durable grommets and a fully environmentally sealed casing design keep water out and protect internal components against humidity, fog and rain.



Intelligent internal logic sensors provide safety. They identify that both YQ100PLUS plugs are fully engaged while in use, and when receptacle polarity and phases are correct. Built-in indicator lights confirm proper electrical connections.

This adapter also works with just a single 50A pedestal receptacle; a three-pole contactor on the YQ100PLUS prevents the unused plug from being live, with only 50A delivered to the vessel. Hubbell recommends the YQ100PLUS Intelligent Y Adapter be used with an onboard isolation transformer or shore power converter.

Visit www.hubbell-marine.com for more information.

• DURABLE ISOLATION TRANSFORMERS

Shoreside AC power supplies often deliver electronics-damaging voltage dips and surges, especially when neighboring vessels plug into and out of the system. Even more serious, a reverse polarity situation can arise that causes galvanic corrosion and introduces stray current into the surrounding water, creating a shock hazard. Hubbell Marine's six models of Isolation Transformers overcome these serious problems by separating the dock's power from the boat's for clean, safe and consistent onboard 120/240V electricity.

Hubbell Isolation Transformers are available in combinations of 15 and 25 kVA, and 60 or 50/60 Hz. They're engineered to function with 50 and 100 amp systems. Pre-wired, they can be installed per ABYC E-11 for either a polarization or isolation transformer system. The devices carry UL and ABYC approvals.

Available with a 316 stainless steel or white powder-coated vibration-resistant housing, Hubbell Isolation Transformers feature a drip lid cover that provides easy access to the main module, terminal block and Hubbell Auto-Boost/remote cable receptacle. Sand-filled and topped with epoxy, they're built for long-lasting use in a marine environment. Robust mounting brackets welded to the base ensure rock-solid stability, no matter the sea state.

Hubbell Isolation Transformers are exceptionally light and compact. The 15kVA model is 43cm H x 35.8cm W x 29.4cm D and 77.1kg. The 25kVA unit is 113.3kg and 46.8cm H x 40.9cm W x 33.8cm D.

With the available Auto-Boost, Hubbell Isolation Transformers will run a check of the electrical system upon startup. If low voltage is detected, the device will automatically boost the output by 12.5 percent. It can be configured to run in static mode, or monitor and regulate voltage every hour in dynamic mode during normal operation. With the Auto-Boost control panel mounted remotely with the included 9.75m cable, it's simple to program the device boost power from 190V up to 220V. In addition to UL listing, Hubbell Marine's Isolation Transformers are designed and installed in accordance with ABYC E-8 and NFPA 302 requirements.

Visit www.hubbell-marine.com for more information.

Clean Fire-Extinguishing Agents

Aerosol fire extinguishing systems are particle-based. They rapidly deplete oxygen in the area to unsafe levels and are known to be highly corrosive to metals and electronics. These disadvantages contrast sharply with the benefits offered by a Sea-Fire Marine engineered or pre-engineered solution using clean extinguishing agent 3M Novec 1230, generically FK-5112, the safe and effective suppression solution.

Aerosol fire extinguishing systems rely on a pyrotechnic reaction for activation. They work by flooding the space with a powdery dust. If people are present, they have only seconds to evacuate the area.



In contrast, non-toxic clean agent Novec 1230 is one of the safest fire protection solutions on the market. At proper design concentrations, it can be breathed with no ill effects. Plus, unlike HFC-based suppressants, it has virtually no global warming potential, so it's safe for the environment.

Novec 1230 is also the most effective fire suppressant available. It is designed to have a discharge time of less than ten seconds to achieve 95 percent of the minimum design concentration. Aerosol systems can take as long as a minute to accomplish the same effect.

Aerosol based systems may eventually extinguish a fire, but at a high collateral cost. The residue they leave is corrosive and has been proven to damage sensitive electronics. Novec 1230 is a clean agent that is completely harmless to onboard equipment.

Sea-Fire Marine offers engineered and pre-engineered fire suppression systems based on clean Novec 1230. Its MN-Series is the first 725 psi/50 bar system to be approved by the US Coast Guard and IMO/SOLAS. It also carries type approvals from ABS and FM Global.

For almost a half century, Sea-Fire Marine has been in the business of protecting people and property at sea. It manufactures a wide range of state-of-the-art clean agent-based marine fire suppression systems to various marine standards for recreational, commercial and military vessels, and offshore and shore-side structures.

Visit www.sea-fire.com or www.sea-fire.co.uk for more information.

Toilet Talk

• SCALE DISSOLVER

Seawater plumbing systems must be maintained to prevent clogging. Many users don't realize how quickly calcium carbonate builds up in the hoses and connections when flushing with seawater. Plus, whether using fresh or saltwater, uric scale adds to the problem. The result is a restricted flow and eventual clog. The usual remedy is to remove and clean the piping — a nasty prospect. Raritan Engineering says you can avoid that unpleasant job with regular use of their C.H. Cleans Hoses. It dissolves buildup in the lines and holding tank, and is ideal for Raritan Electroscan, Lectra/San and other Type I flow-through treatment systems.

After identifying the length and width of the hose to determine the amount needed, simply pour one part formula to five parts clean water into the toilet and allow the mixture to sit. Once thoroughly flushed with at least 38 litres of water, the holding tank is pumped out. For extreme buildup in a tank, 12 to 18 hours of utility pump or compressed air agitation may be necessary.

When using C.H. Cleans Hoses with Electroscan or Lectra/San, a minimum of 11 litres of the solution is poured into the system. This is allowed to sit for six to 24 hours before activating the treatment device. Once flushed with 38 litres of clean water, the system is ready for use.

Visit www.raritaneng.com for more information.

• SUPER-SNAKEY HOSE

Between the odor and working in confined spaces, replacing an onboard sanitation line is never a pleasant job. With Sani/Flex Odor Shield Marine Hose from Raritan Engineering, the task can be completed quicker and with fewer expletives. Incredibly strong, it has class-leading flexibility.

The 3.8cm version of Sani/Flex Odor Shield has a bend radius of 8cm. The 2.5cm model has an impressive 5cm rating. Combined with its suppleness, it's super-easy to snake the hose around the tightest corners.

With sanitation hose, flexibility is half the equation. Old or poor-quality styles will often seep odors throughout a boat, especially in hot weather. Sani/Flex Odor Shield is manufactured from top-quality butyl rubber. It's 15 times more resistant to emitting noxious smells than common PVC and backed by Raritan's 10-year warranty against odor permeation.

Sani/Flex Odor Shield is strong, it's reinforced with double helix steel wire and synthetic textile yarn to provide a maximum pressure value of 7.2 bar and a 21.7 bar burst rating. It is also extremely resistant to collapsing from pump suction. Lightweight, the 3.8cm version is 272gm/30cm, while the 2.5cm hose is a mere 158gm/30cm.

The white abrasion-resistant cover of Raritan Sani/Flex Odor Shield Marine Hose resists ozone and seawater. Inside, the hose lining is smooth for maximum waste flow.

Visit www.raritaneng.com for more information.

• A BETTER MACERATOR PUMP

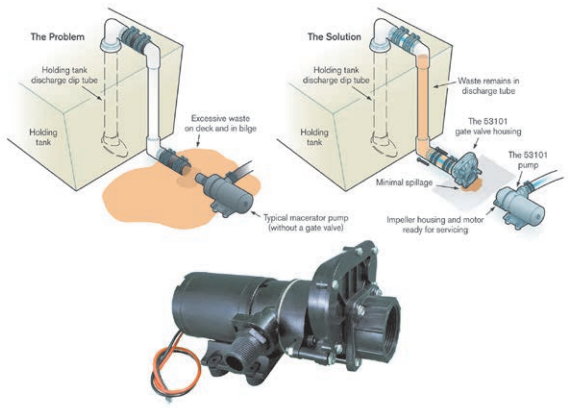
Servicing a macerator pump will make the most seasoned boat owner turn green. Raritan Engineering's revolutionary 53101 Macerator Pump with Waste Valve makes the job a whole lot easier and far less messy.

—Continued on next page

—*Continued from previous page*

The pump disconnects from its own gate-valve housing, keeping the waste in the discharge tube for minimal spillage and odor.

Unlike problematic external ball valves that require space to operate and failure-prone clamps, the compact Raritan Waste Valve Assembly has an integrated valve. With molded-in open and shut indicators on the housing, a turn of the hex head lever closes off the waste tube. A quick disconnect then allows the macerator to be removed from the assembly. The intake plumbing connection is inch and a half FNPT with an included 38mm barb fitting; the outlet is a three-quarter-inch MNPT fitting. A video is at bit.ly/RaritanMacerator.



The Raritan Macerator Pump is built to ISO 8846 standards for a long service life. The 12 or 24V DC motor is ignition protected and completely encased in epoxy. It has a spring-loaded Viton shaft seal and stainless steel fasteners. The heavy-duty, dual-cut chopper blades and proprietary nitrile rubber impeller ensure low maintenance. The powerful pump has a free flow rate of 41 lpm and 24 lpm with a 6m head.

To help protect and maintain the Macerator Pump, Raritan offers the optional Smart Macerator Control. It monitors the motor for priming failure, dry running and power surges—all of which trigger an automatic shut down feature. The unit manually resets quickly, without need to cut the power source. It can also automatically regularly move the impeller to avoid binding.

At only 28cm L x 18cm W x 13cm H, Raritan's patented 53101 Macerator Pump with Waste Valve fits into the tightest of spaces. It comes with a one-year warranty.

Visit www.raritaneng.com for more information.

Keeping It Clean

• SAFE AND EFFECTIVE MOLD REMOVER

Beyond being unsightly, mold and mildew can cause allergic and respiratory issues in many people — as can the harsh chemicals typically used to remove them. Moldaway from Shurhold is different. It cleans away the stains naturally and kills fungi spores to stop them from returning.

Made in the USA, Moldaway is a scientifically formulated oxygenated cleaner. It doesn't contain bleach or chlorine, so it won't leave a residue or damage surfaces. It's safe for use on fiberglass, paint, vinyl, plastic, carpeting and wood, as well as sailcloth, canvas and most other fabrics.

Moldaway powerfully eliminates mold, mildew and algae. It's equally effective on dirt, blood, and stains from food and beverages.

A powdered formula, Moldaway becomes active when mixed with warm water. Its ratio is 30ml per litre of water. The surface to which Moldaway is applied should be cool and the solution allowed to stand wet for ten minutes, or longer, for stubborn stains. Then, it's rinsed. The mixture stays active for up to ten hours to help tackle big projects.

Visit www.shurhold.com for more information.

• RESTORING STAINLESS STEEL

The term stainless steel is somewhat misleading. Continually exposed to the elements, it eventually oxidizes and may even corrode or rust — especially around saltwater. Thankfully, restoration is quick and easy with Innovation Award-winning Buff Magic and a Shurhold Clean-N-Simple tip.

Most refinishing methods require a series of progressively finer grit compounds that are laboriously applied and wiped off one at a time. A true one-step product, Buff Magic contains a unique jeweler's rouge that breaks down as it's used. The formula starts with an aggressive abrasiveness that quickly removes surface oxidation and rust, yet transforms into a creamy paste that is gentle enough to polish even easily scratched materials like Plexiglas.

Using Buff Magic is simple. After taping around the stainless steel fitting, a small dab is applied using a damp rag. Because the concentrated formula contains no fillers, a little goes a long way; too much can actually slow the process.

Shurhold Buff Magic can be worked by hand or using a Dremel or other small electric tool with the speed set on low. If the polishing process is too vigorous, the material breaks down too quickly and the project may require another pass.

As Buff Magic is used, a black slurry will develop. This is the tarnish getting trapped in the solution. Once the original shine of the stainless steel is restored, a soft towel and Shurhold's Serious Shine Quick Detailer will make the hardware sparkle like new. It's also perfect for quickly cleaning up any sludge that stained the surrounding fiberglass. More information is at bit.ly/RestoreStainlessSteel; a video detailing Buff Magic's many uses is at bit.ly/BuffMagicUses.

Visit www.shurhold.com for more information.



TBT-Free Dual-Biocide Antifouling

Sea Hawk Paints' BIOCOP TF is an all-in-one dual-biocide antifouling paint that protects against the harshest marine environments, which translates to maximum hull protection for multiple boating seasons. BIOCOP TF is considered the top performer among antifouling paints and is equally effective in salt, brackish or fresh water on boats of all types and sizes.

BIOCOP TF is a self-polishing bottom paint that provides protection from both hard and soft marine growth and comes backed by the industry's best written guarantee. It is hand crafted in small production batches from premium quality raw materials and is 100 percent quality inspected to assure uniform performance and color consistency from batch to batch. BIOCOP TF is TBT-free and Lloyd's Register certified.

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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.

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— Thanks,
"One Man" Hutch

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Carriacou: Anse La Roche to High North

by Chris Doyle

This is a perfect sailor's hike: you start right on the beach with the pelicans and up you go. It takes about an hour to an hour and half each way.

I had hiked up to High North a couple of times before, both from the east, where you gain elevation by road. Graham and Susanne from *The Pearl* decided to try it with me from Anse La Roche.

Both a road of sorts and a path can take you several hundred feet above the beach to the rather rough road that runs round Carriacou. The shorter and better option is the path. If you go to the back of Tim Garraway's excellent beach barbecue set-up on the beach's south side, it starts right there — you should find it okay.

It is not hard to follow, just keep going uphill. There is one point where you hit a kind of T junction and turn left uphill. You want to remember this turn for when you come back down again. When you reach the road you will notice the path you are on is marked with a red painted rock: also useful for the return trip.

At the road you turn left and keep walking till the official trail is posted on your right.

From here you are on a beautifully marked and maintained hiking trail all the way. It is mainly in the woods but there are a few open areas where you get views, especially at the beginning. Quite a few trees are marked, as well as a wildlife pond, and a largish stone animal enclosure that makes you wonder why was anyone keeping animals way up this hill. A lot of care has gone into this trail with many plantings of new trees along the way, which are labeled. Much of this work is due to the Kido Foundation in Carriacou (https://www.sustainablevision.org/kido-foundation.html) and they have done an excellent job.

The hike is long and uphill, but we took it at a fairly gentle pace. It is steep enough sometimes that I was astonished and impressed when a fit young man jogged up past us on his way to the top, having come from Prospect. At the top you walk out into the views, both east over Petite Martinique and west over the whole of Hillsborough Bay, with Mabouya, Sandy Island, and Jack-a-Dan laid out below you. The best view is on a rock just a few feet south of the summit.

We wondered what happened to our jogger and found that there was a loop trail that came down a bit more to the west with many distant views to the coast and sea, so we went back that way. This trail was not quite as well maintained as the main one and we wandered off it a couple of times, but easily found out way back.

If you want a perfect end to a morning hike, book in for lunch at Tim Garraway's beach barbecue (www.facebook.com/tim.garrway.7) for your return.



Above: My hiking companions take a rest stop at the High North National Park sign.

Below: Taking in the view of PSV, Petite Martinique and Carriacou's windward side reef.

Bottom: After the hike we availed ourselves of restorative Mudslides at Tim's beach bar.

ALL PHOTOS: CHRIS DOYLE





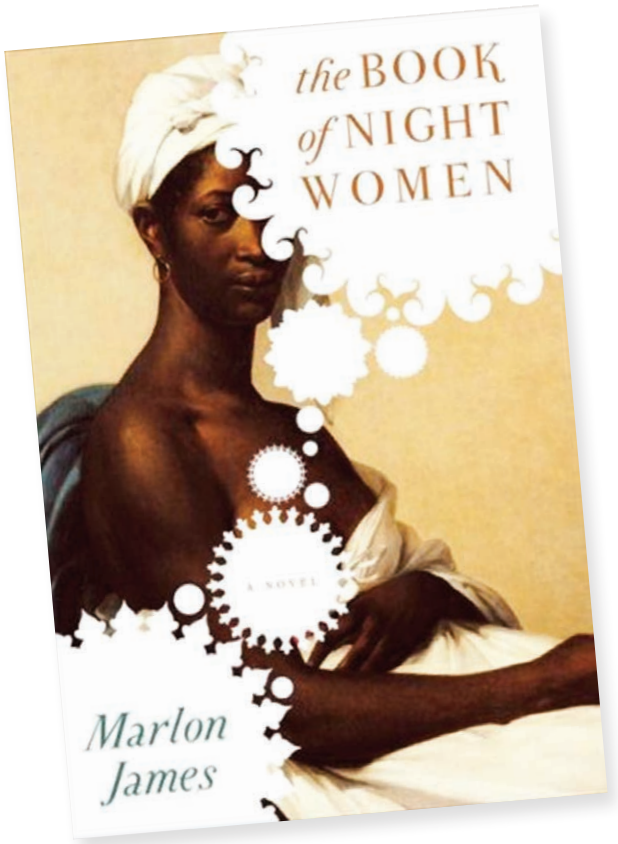
BOOK REVIEW BY J. WYNNER

Man's Inhumanity to Man

***The Book of Night Women**, by Marlon James. Penguin Random House, 427 pages,ISBN 978-1-59448-857-3*

Just when you think you have read everything about the cruelty imposed on slaves by their masters, here comes another book that goes beyond man's inhumanity to man. Such a book is Marlon James' 2009 novel, *The Book of Night Women,* which leaves nothing to the imagination.

The Jamaican author places his story on the east coast of Jamaica on the Montpelier Estate, a sugar plantation, in 1785. The book is brilliantly written in the Jamaican dialect and the story flows smoothly, so unlike his second novel, *A Brief History of Seven Killings,* which was extremely difficult to follow.



But sensitive readers won't derive any pleasure from reading *Night Women*, for the tale James presents is an avalanche of horrors by way of the imposition of wills by masters on their slaves, hate, obeah, floggings, jealously, rape, arson, torture and murder. Abuses occur in the story with regularity by both sides of the great divide — of course, by one side so much more than the other.

At the core of the story is Lilith, whose mother died bringing her into the world. "A black baby wiggling in blood on the floor with skin darker than midnight but the greenest eyes anybody ever done see."

Lilith is given to Circe to mind by the vicious, alcholic overseer, Jack Wilkins, who provides Circe with a new hut because he judges Circe too weak to do field labour.

Even from birth those around Lilith notice a dark power in her, a power that both they and Lilith come to be in awe of, and fear. She is very spirited and always ready with a retort for anyone she deems in need of one. As Trinidadians say, "She well good fuh sheself."

When one of the Johnny-jumpers — slaves the masters put in charge of other slaves to keep them in line — tries to rape Lilith at age 14, Lilith fights him off and the Johnny-jumper ends up dead.

Circe, on returning home and following a trail of blood, finds Lilith crouching under the window of the hut. "The cutlass at her foot, her eye wide open like dead owl and her breathing short and quick. Then she shoot a look at Circe and her two green eyes make the big woman jump. Circe run out of the hut."

At nightfall Circe comes back with Homer and two other women, one of whom drives the carryall carriage that takes away the body of the Johnny-jumper. Homer is the leader of a group of six women — the Night Women —who are planning a slave revolt. She takes Lilith by the hand and walks her to the Montpelier estate house where she keeps a watchful eye on her. Eventually she has Lilith working as a house-slave and includes her in the group of Night Women. But the other women view Lilith with distrust.

Lilith takes a fancy to the young Massa Humphrey when he returns to Montpelier estate from England with his Irish friend, Robert Quinn. Lilith "blames Circe for giving her white woman expectation and hatred for negro life." She is ecstatic to be serving at the grand New Year's Eve ball, but that soon goes awry when, at the ball, she bumps into the chaperone of one of the guests and spills hot soup all over her.

Lilith's punishment is swift and severe. Right there and then "Massa Humphrey take all the rage of the Lord and slam him knuckles in her face… he punch her in the chest… then straight in the mouth and she fall and spit blood." After that, "The girl only seeing a blur of white hands" as they carry her out and have their way with her.

Next day she receives 30 lashes with the bullwhip. "Negro rather burn from the breath of Satan than get that." Twice the next week she receives ten more lashes each day.

And that is not even halfway into the book. Much more brutality takes place. After the slave revolt nearer the end of the story, the remaining slaves are captured and dealt with in the most barbaric way.

That being so, regardless of the many characters and all that takes place around Lilith, it is Lilith's story all the way. She commands almost every page in a very graphic tale related by an unnamed narrator who is only made known at the end of the story.

As Kaiama L. Glover wrote in *The New York Times*, "Writing… in a style all his own, James has conducted an experiment in how to write the unspeakable — even the unthinkable. And the results of that experiment are an undeniable success."



MERIDIAN PASSAGE OF THE MOON

MARCH - APRIL 2022

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

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

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

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

March					
DATE	TIME	21	0215	10	1931
1	1116	22	0323	11	2019
2	1209	23	0411	12	2106
3	1257	24	0510	13	2152
4	1343	25	0611	14	2238
5	1427	26	0713	15	2325
6	1511	27	0812	16	2414
7	1556	28	0909	17	0014 FULL MOON
8	1641	29	1001	18	0106
9	1729	30	1049	19	0201
10	1818	31	1135	20	0301
11	1908	**April**		21	0404
12	1959	1	1220	22	0507
13	2050	2	1304	23	0608
14	2140	3	1348	24	0705
15	2228	4	1434	25	0758
16	2315	5	1521	26	0846
17	2401	6	1609	27	0942
18	0001 FULL MOON	7	1659	28	1016
19	0047	8	1750	29	1059
20	0134	9	1841	30	1143

The Sky from Mid-March to Mid-April

by Jim Ulik

"TO ALL THE WORLD!"

"I declare the earth is hollow, and habitable within; containing a number of solid concentrick spheres, one within the other, and that it is open at the poles 12 or 16 degrees; I pledge my life in support of this truth, and am ready to explore the hollow, if the world will support and aid me in the undertaking."

*— Written declaration from John Cleves Symmes Jr, April 10, 1818**

J.C. Symmes Jr., the nephew of a Continental Congressman, solicited funds to finance his planned expedition to search for the opening to inner Earth near the northern magnetic pole. He recruited believers but was unsuccessful in finding any enthusiastic financial support from Congress, universities or individuals. He assumed that all planets including the Moon were hollow.

To be sure, *A Journey to the Center of the Earth* by Jules Verne is not a history book. Experiments in 1738 provided initial evidence that the Earth was not a hollow shell. Earth's solid core was confirmed in 1906 through seismic data. Yet the hollow-Earth concept, which Edmund Halley introduced without evidence over 300 years ago, has dropped out of the "cloud" and found a resurgence through social and digital networks.

Friday, March 18th

During tonight's Full Moon, consider a few misconceptions or conspiracy theories relating to a hollow Moon. There isn't any evidence to support the idea that the Moon is hollow and populated with moon men or exiles from Earth. How about the unproven opinion that the hollow Moon holds a fleet of UFOs (now named Unidentified Aerial Phenomena – UAP)? What about the claim that the Moon is a shell of an alien spacecraft placed in orbit to observe Earth's inhabitants? Then there are groups that somehow are convinced that the Moon is a holograph. Where are the projectors?

The last Full Moon of winter is called the Lenten Moon. Other names for this Moon are Crow Moon, Crust Moon, Sap Moon, Sugar Moon or Worm Moon. Spring is on its way.

Saturday, March 19th

The Moon makes a close approach to Spica tonight. It may be difficult to spot because the Moon has just passed its full phase. The double star Spica is positioned south of the Moon. Extend a line from Polaris through the Moon and there is Spica.

Sunday, March 20th

The March or Vernal Equinox occurs today. The Sun will shine directly on the equator and there will be nearly equal amounts of day and night throughout the world.

Five planets will fill the predawn sky for the next two days. However, a clear view of the eastern horizon is required to see Mercury and Jupiter. The two planets will cruise along the horizon for a couple of days until Mercury sinks below the horizon as it comes in line with the Sun. Jupiter will gradually rise higher in the sky until it makes a close approach to Venus on April 30th. Venus has also reached its greatest separation from the Sun today. Throughout this period Saturn, Venus and Mars will appear close occupying the constellation Capricornus.

Friday, March 25th

The Moon is in its last quarter phase. Are you without a compass and need directions? Extending a line (terminator) dividing the light and dark sides of the Moon will point nearly towards true north and true south.

Monday, March 28th

The waning crescent Moon is making a pass of Venus this morning. Both objects will shine brightly in the east. In the midst of this grouping are a slightly dimmer Mars and Saturn. Don't forget Jupiter poking its head above the horizon.

Tuesday, March 29th

Venus will pass within two degrees of Saturn this morning. The pair will share the same Right Ascension (RA) or celestial longitude in the sky. They will be visible for about one and one half hours until sunrise.

MARSHALL B GARDNER (1913)



IMAGE 1

The fictional Sun at the center of the Earth. From A Journey to Earth's Interior. *A little sketchy don't you think?*

Over the last month Earth has been catching up to Apophis. The asteroid crossed Earth's orbit on its way towards the orbit of Venus. When Apophis passes near Venus or Earth both planets' gravity will influence or alter the asteroid's path. The speed of Apophis is increasing because of solar radiation heating up the asteroid. Earth and Apophis make a close approach today. Tomorrow Apophis will veer off towards the northeast towards the orbit of Venus. Changes in orbit have ruled out the risk of it hitting Earth on Friday, April 13th, 2029. However, Apophis will pass inside the orbit of the geosynchronous satellites.

Friday, April 1st

The Moon will be located on the same side of the Earth as the Sun. The New Moon is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere.

—Continued on next page

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CARIBBEAN Street CRUISING GUIDES

—*Continued from previous page*

Monday, April 4th

Saturn and Mars will make a close approach in the dawn sky. The planets will appear so close that it may take binoculars to visually separate the two.

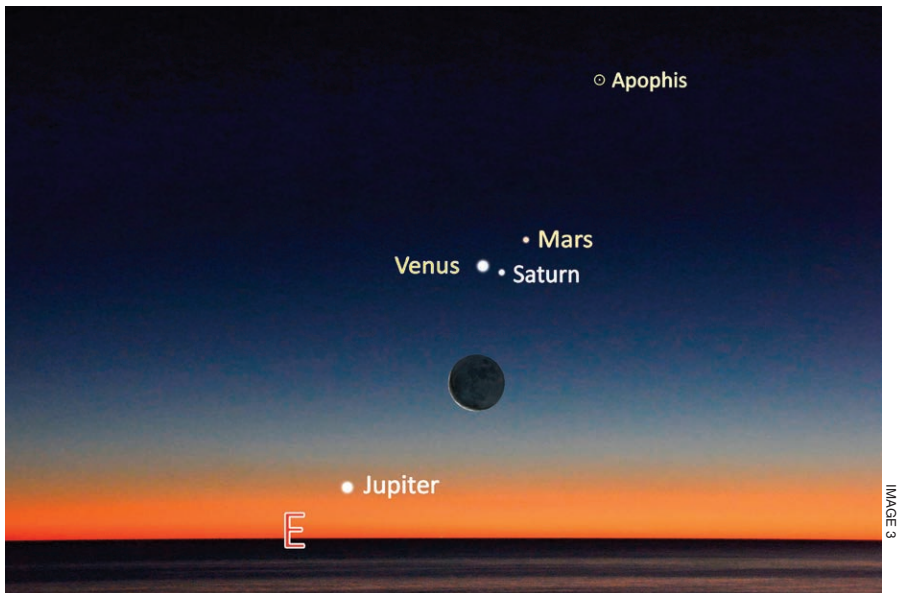


IMAGE 3

Look for them to appear above the horizon after 0300 hours. Studying the sky between Mars, Saturn and Venus may reveal a fuzzy spot. That object is comet 22P/Kopff. It would take at least a 15 second exposure to capture the comet on a camera.

Saturday, April 9th

The Moon is at first quarter appearing prominent in the evening sky and setting in the middle of the night. It will ride through the sky near Pollux and the constellation Gemini.

Sunday, April 10th

Today marks the 1185th Anniversary (837 AD) of the closest approach of a comet now known as 1P/Halley or Comet Halley. English astronomer Edmond Halley calculated orbits for several ancient comets that followed similar paths. He forecast the return of one particular comet that appeared in the year he predicted. Unfortunately that comet named after him didn't reappear until after his death.

During his ocean voyages, Edmund Halley imagined that Earth had multiple magnetic poles that caused the variations in magnetic compass readings. He proposed that the magnetic anomalies were caused by Earth being comprised of three concentric rotating shells with a middle sphere, each with its own magnetic poles. Halley also suggested that the interior of the Earth was populated with life and lit by a luminous atmosphere. He thought the aurora borealis, or northern lights, was caused by the escape of this gas through a thin crust at the poles. Hence the Hollow Earth hypothesis.

Tuesday, April 12th

Today is the International Day of Human Space Flight. The day marks the anniversary of the first human space flight by Yuri Gagarin (USSR). It was proclaimed at the 65th session of the United Nations General Assembly on 7 April 2011, a few days before the 50th anniversary of the flight.

In the news

NASA, US Airforce, Japan, Korea and the ESA are a few agencies intent on developing space based solar power. ESA's Discovery program is inviting ideas that would provide solutions to climate change and make space exploration more sustainable. ESA is targeting both ambitions by enabling European academia and industry to take further steps towards space-based solar power (SBSP). One concept the ESA would like to address is the conversion of solar energy into a useful form that can be beamed down to Earth or another planetary surface.

** 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.

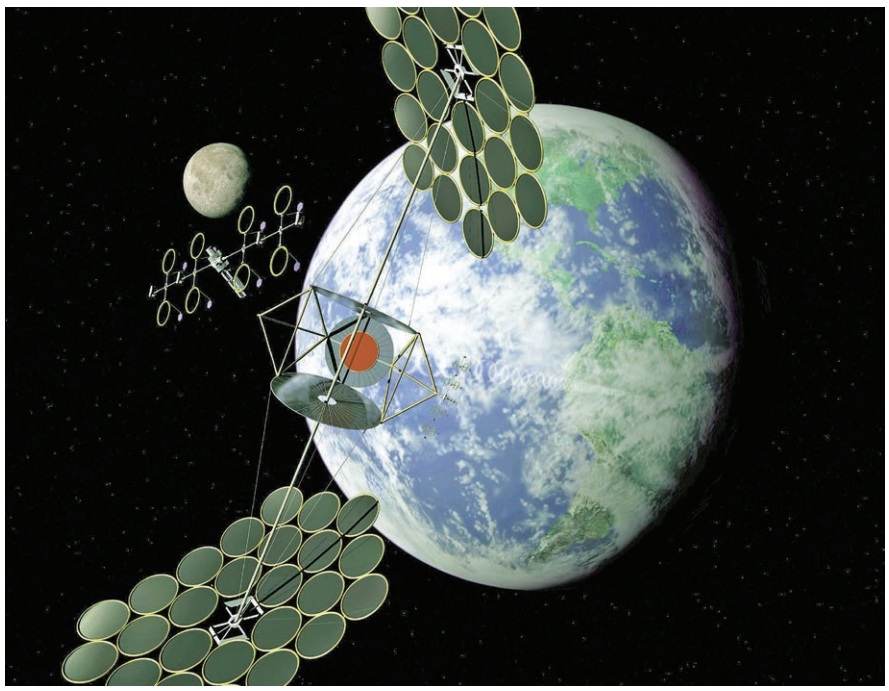
Left:
Apophis makes a close approach between Venus and Earth on March 29th at 0530 hours.

Right:
A hurricane in the center of the Earth; an electrical storm. From A Journey to the Centre of the Earth, *Jules Verne (1874)*



IMAGE 2

Below:
NASA's version of a space-based solar power (SBSP) satellite beaming power to Earth.



NASA

IMAGE 4

PICK UP!

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

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THE ADAPTABLE EARED DOVE

Our garden in Grenada is a feeding station for many species of local birds, including a small flock of Eared Doves that gather like a host of hungry angels on the naked limbs of our Ice-Cream Bean tree. Of all the birds that visit our feeders, none can eat as fast, or as much, as Eared Doves. In just a few minutes, about 20 individuals devour between one and two kilograms of rice and mixed seed, by picking up as many seeds as they possibly can and storing them in their crops to digest later. The crop — a storage organ that releases seeds slowly into the gizzard, where they are ground into an easily digested pulp — expands during feeding, giving the doves a full, round-breasted look. After eating all the food allocated to them, some doves depart while others hang around for hours helping to clean up the ground below the other feeders. Eared Doves are opportunistic ground foragers that consume a wide variety of grains and seeds, including native wild seeds as well as rice, corn, soybeans, peanuts and sunflower seeds.

Known as the Torpedo Dove, Violet-Eared Dove, Bronze-Necked Dove and Gold-Necked Dove, the Eared Dove is an exquisite creature, with bright red feet and subtly beautiful tan-coloured plumage. It has a patch of iridescent feathers on each side of its neck that shimmer like pure gold in the midday sun, and two well-defined dark facial streaks — one below the ear coverts and one behind the eyes — which give the species its unique look and distinct name.

Although Eared Doves can be very territorial among themselves, they are otherwise gentle, melancholic creatures that sit in silence for long periods at a time. When they sing, their voices are soft and deep and don't carry very far. During the breeding season males whisper soft, mournful "*coo'O-coo-coo-coooo*" songs to entice the females. Occasionally, particularly when feeding, individuals can be heard producing a note that starts with a soft "*coo*" but ends as a deep growl.

Like all Zenaida Doves, the Eared Dove is a prolific breeder that can nest at any time of year and multiple times a year, depending on food availability. Whilst they generally nest in pairs, in the cultivated regions of Argentina and Brazil, Eared Doves may nest in colonies as large as five kilometers long by one kilometer wide, containing up to five million birds, all breeding in perfect synchrony.

The male Eared Dove uses several rather vigorous strategies to attract a mate, including bows, chase display and the nest-site display. During the chase display, he runs after the female while beating his wings, stopping now and then to *coo* and puff out his neck. During the nest-display, he sits on the nest, raises his tail feathers and fans them to show off the tail pattern, while *cooing* and puffing out his neck.



Eared Doves brighten the scenery with their golden feathers and little rose-coloured feet.

Although Eared Doves usually prefer sunny grassland and dry forest to our mist-veiled garden, they readily adjust to different types of habitat, including human habitation. Commonly seen roosting on roofs, fences and power lines, Eared Doves are one of the most widespread and abundant seed-eating birds in the Neotropics. Known also as the New World Dove, these little golden doves are native to South America, where they form vast flocks that may reach one million birds. The flocks are so large that they are said to "darken the skies" as their extinct cousin, the Passenger Pigeon, once did. Eared Doves are considered a serious crop pest in Cordoba, northern Argentina, where flocks of 100,000 birds are known to descend on a single crop field in a single day. As a result, thousands are killed each year as pests, with a single hunter killing as many as 1,000 doves a day. This rate of shooting brings to mind the great numbers of Passenger Pigeons killed by North American hunters in the 1800s, which caused the pigeon's demise.

Yet, despite the constant slaughter, the Eared Dove seems to have adapted better than its cousin and continues to thrive, making vast migrations across the South American continent and even expanding its geographic range. During the 20th century, this fast flying, highly adaptable and dispersive species spread north to the Lesser Antilles, being first recorded in St. Vincent in 1961. Today, it is found in St. Lucia, St. Vincent, Barbados, Grenada, Trinidad and Tobago, and occasionally Martinique. It is also found in Curaçao, Aruba and Bonaire.

The Eared Dove (*Zenaida auriculata*) belongs to the Zenaida genus, a group of New World doves comprising seven similar-looking species including the North American Mourning Dove, its closest relative. The two species, along with the near extinct Socorro Dove, form a superspecies — a group of closely related and isolated species, which descend from a common ancestor but are too distinct to be classified as subspecies of one species. The Eared Dove and Mourning Dove are almost identical, but the former has a shorter, less graduated tail and heavier black bill.

There are 11 recognized subspecies of Eared Dove differing slightly in colouration. The *Zenaida auriculata stenura* is found in the Lesser Antilles from St. Lucia down to Grenada, and from central Colombia through Venezuela and Trinidad, south to the Orinoco River in Guyana, as well as northern Brazil.

While Eared Doves are seasonally monogamous and some couples even remain paired throughout several seasons, some individuals are known to seek extra-pair copulation. Couples raise their young together, sharing chores such as building the nest, incubation and parental care. The male chooses the nest location and gathers the building materials, while the female builds the nest. She constructs an extremely flimsy platform with sticks and grasses, arranging them so loosely and hastily that you can see through the bottom of the structure from below. In the Caribbean islands, the nest is placed on the branches of a mangrove tree or any small tree or palm, one to 18 metres from the ground. Where there are no trees, they nest on the ground, on coastal rocks among marine birds, or on sand. Eared Doves lay two eggs and incubate them for about 14 days. The baby doves, known as squabs, are born with closed eyes and a very thin layer of sparse down, and are completely helpless. They are at first fed exclusively on pigeon, or crop, milk — a highly nutritious substance produced by glands in the crop of both parents — and then weaned with increasing amounts of seed as they mature. The babies grow up rapidly, fledging at ten days old, but remain with their parents for a few weeks longer. Like other Zenaida species, young Eared Doves suffer high predation from hawks, mongoose, opossum, snakes and domestic pets. Those that survive to adulthood may live as long as 20 years.

Eared Doves are gentle creatures, but they're not timid and can easily be seen flying in and out of gardens and backyards, foraging on the busy tourist beaches above the tideline, or simply just sitting serenely on power lines by the roadside. Eared Doves play an important role in seed dispersal as well as being important prey for terrestrial and avian predators. In our garden, they contribute to rodent control by keeping the ground below the bird feeders clean, but above all they brighten the scenery with their golden feathers and little rose-coloured feet.

Many Blennies to Discover

by Darelle Snyman

Blennies, like their bottom-dwelling goby counterparts (see last month's *Compass*), can easily be overlooked if you are not specifically searching for them. These tiny fish are definitely in the running for the cutest underwater creature award. But how do you know you are looking at a blenny and not a goby? Luckily there are some telltale signs that distinguish the two groups from one another. The fleshy, single or multi-branched projections called *cirri* that adorn the heads and often snouts of blennies are a clear indicator that you are dealing with a blenny. The laidback blennies appear to lounge when perching; gobies in contrast are more stiff and straight in posture. A closer look will be needed to see that the dorsal fins of blennies are entire and not in two parts like those of gobies. Like the gobies, blennies also come in an assortment of shapes, sizes and color variations, making their identification down to species level quite a daunting task. The easiest approach is probably to become familiar with the features that set each blenny family apart. That will narrow the field. From there you can focus on the characteristics that set each genus within a particular family apart. Or, you can just enjoy the fact that you know you are looking at a blenny and appreciate its cuteness.

The Spinyhead Blenny

The cutest blennies by far are the tube dwellers. How can you resist those goggle-eyed little faces peeking out at you? The goggle-eyed look is the result of them being able to see in two directions at the same time.

The tube blennies belong to the family Chaenopsidae and they tend to take up residence in unoccupied worm and mollusks tubes as well as sponge holes. When you find one of these bug-eyed faces staring back at you, it might in all likelihood belong to the Spinyhead Blenny (*Acanthemblemaria spinosa*). Being only about two inches long, they are not easy to spot peeking out from their lairs with their distinctive yellow-green goggle eyes. The snouts and jaws of Spinyhead Blennies are often white and the compact cirri on their heads give them a crewcut appearance. They are easily confused with the very similar looking Secretary Blenny (*Acanthemblemaria maria*). The somewhat larger Secretary Blenny, however, has a very distinctive orange patch of short spines over the back of the head.

The Sailfin Blenny

An impressive tube blenny that I would love to catch in the act of displaying its elaborate dorsal fin is the aptly named Sailfin Blenny (*Emblemaria pandionis*). The male Sailfin Blenny is known for moving its large dorsal fin up and down several times prior to retreating into its hole. Studies have shown that 1,100 of these "flagging" episodes can occur per day. It is believed that this display is related to courtship and used as a territorial signal. This display allows you to spot them from a distance, but they disappear very quickly if approached too closely.

Like most blennies they can also be found propped up by their long ventral fins, staying partially hidden in their holes. They will only leave the safety of their home for short periods of time. Sailfin Blennies live in loose colonies. Unlike the males, the females seem to have no fixed home. A successful courtship will result in the male staying in the same hole, guarding a clutch of eggs.

The Arrow Blenny

The most unusual looking member of the Chaenopsid clan is probably the Arrow Blenny (*Lucayablennius zingaro*). With its slender body and long pointed snout and jaw, this little blenny looks more like a pipefish.

Arrow Blennies are among the few blennies that do not perch but rather drift with bended tail to prey on small fish. They tend to ignore divers but will retreat into holes or empty worm tubes when threatened.

The Redlip Blenny

A blenny with attitude and fun to observe as it sits perched on its ventral fins, ready to defend its portion of reef real estate, is the Redlip Blenny (*Ophioblennius macclurei*). It is a common resident of shallow reef areas and rocky shores. This reddish blenny can be identified by its blunt head and prominent red lips. It is not shy and quite the charismatic character to photograph.

Redlip Blennies belong to the family Blenniidae, commonly known as the combtooth blennies. The term combtooth relates to the single row of comb-like teeth lining their jaws. Combtooth blennies lack scales, have long dorsal fins and include some of the largest blennies. Redlip Blennies, for example, can attain lengths of 4.8 inches (12.2 centimeters), which is fairly large considering most of their blenny relatives rarely exceed three inches.

These territorial critters have no qualms about chasing intruders away and both the male and female will defend home patches that average about five square feet each. When not sidetracked by an intruder, much of their day is spend munching on filamentous algae and detritus within their small territories.

The Saddled Blenny

Blennies belonging to the family Labrisomidae generally have pointed snouts, small mouths, and, in many, a tall fore-dorsal fin. They are commonly referred to as the scaly blennies because they bear tiny, difficult-to-see scales. A scaly blenny widely distributed in the Caribbean is the Saddled Blenny (*Malacoctenus triangulatus*). Saddled Blennies are more distinctly patterned, bearing four to five, dark, inverted triangular bars along their upper body. The males have clear fins while those of the females are densely spotted.

They like to hang out in crevices in sheltered areas of coral reefs and rocky shores. These crustacean-eating little fish are highly territorial, and the male Saddled Blenny is a busy critter, defending its small territory while courting passing females. A female enticed by the male's darting movements will follow him to a crevice where she attaches her adhesive eggs to the substrate. It is then the male's duty to care for the eggs and protect them. This is an important task as the eggs are a sought-after food item of the Bluehead Wrasse (*Thalassoma bifasciatum*). The clever male Saddled Blenny will often join forces with a male Beaugregory Damselfish (*Stegastes leucostictus*) to co-defend a territory. The larger Beaugregory is a more effective Bluehead Wrasse deterrent than the smaller blenny.

The Diamond Blenny

A really beautiful Labrisomid blenny often found near giant anemones is the Diamond Blenny (*Malacoctenus boehlkei*). It is characterized by pale, diamond-shaped markings scattered across its lower body. This sharp-snouted blenny has a yellow head and a conspicuous eye-like spot ringed in yellow on its fore-dorsal fin. It seeks refuge among the tentacles of the anemone when threatened, unharmed by its stinging cells. Like many of its kin you will often see it darting about on the reef bottom between bouts of resting on its pelvic fins. This little carnivore feeds on a variety of small, bottom-dwelling invertebrates.

—Continued on next page



How can you resist those goggle-eyed little faces peeking out at you?



Arrow Blennies drift with bended tail to prey on small fish.



The Redlip Blenny is fun to observe as it sits perched on its ventral fins.

LOOK OUT FOR...

That Snowy-Looking Bush

by Lynn Kaak



UMAFLORPORDIA

Above: Showy Snowball Bushes brighten up a garden.



LYNN KAAK

Right: The name White Lace Euphorbia is accurately descriptive.

Every month in the Caribbean there's something special to look out for.

Euphorbia leucocephala is known by an abundance of names. Snowball Bush, Snow on the Mountains, Snowflake, Snows of Kiliminjaro... are you noticing a theme here? White Lace Euphorbia is another moniker, but not as common, although it is accurately descriptive. The original name was for a Greek physician who had it named for him by his King. Sadly, the name doesn't really sound flattering as it basically means white-headed fat person.

The Snowball is native to Central America, but was quickly spread around the world as an ornamental. It thrives in tropical temperatures, but prefers things on the slightly drier side, so you won't be likely to find it in the rainforest areas. With a little water, a great deal of sun, and some decently draining soil, it can brighten up any yard or garden.

The most noticeable feature of this bush is the brilliant white clumps that resemble, well, clumps of snow. These are not the actual flowers, but are "bracts," coloured leaves that look like flower petals. These showy accoutrements draw pollinators to the small white flowers that nestle in among the clumps of bracts. This allows the Snowball to keep its colour far longer, adding to its decorative qualities. An added bonus is that these bushes don't produce large fruits, making them low maintenance in the clean-up department.

As an ornamental, even their size and shape are pleasing. They tend to be naturally rounded on top, and attain a height of about three metres (ten feet), which works well for planting in large pots, along borders or as an individual eye-catcher in the landscape.

They are easy to plant, as a stem can be placed in wet peat and it can grow from there. Seeds can work, too. Often a larger plant has little ones growing close by, and these can be easily transplanted. Later on, pruning will help the plant to grow more bracts and blossoms.

The one downside to this plant is that if a branch is broken, a latex is released that can cause blisters and rashes. This tends to make it a concern for families with children.

These plants can be found in gardens around the Caribbean. Their bright showiness and relative ease of care makes them very popular and very noticeable.

—Continued from previous page *...Get to know your Caribbean Marine Life*

Members of a blenny family that has eluded me so far are the triplefins. Triplefins belong to the family Tripterygiidea and deviate from the general characterization of blennies. Their three-part dorsal fins and rough edged scales set them apart from other blennies. It is not an easy task spotting these tiny fish whose cryptic colors make them masters of camouflage. Their nervous disposition does not help in finding them, as they will hastily retreat at any perceived threat.

Blennies can be found in almost every habitat you dive and snorkel, so keep an eye out for these cute characters. There are many to discover.



The beautiful Diamond Blenny is often found near giant anemones.



Saddled Blennies like to hang out in sheltered areas of coral reefs and rocky shores.

Galley Friendly Life Preservers

Sailors' life preservers can come in the form of recipes: an icy drink and a simple snack, an easy knockout dish for potlucks, quickly made bread, or a recipe that guarantees leftovers.

Here are a few readers' favorite recipes, from healthy breakfast granola to a super supper pilau.

Granola: the Breakfast Solution

Arleen and Denis, Tiger Lily II

Breakfast cereals are expensive in the islands, eggs and bacon are high in cholesterol, and pancakes and French toast are loaded with carbohydrates and sugar — especially if you like syrup on them. All of the above are fine for once or twice a week, but if you're looking for something hearty, wholesome and relatively easy to prepare, granola is a winner!

When we were traveling in the highlands of Guatemala, one of the breakfast offerings was granola with yogurt, honey, and a generous serving of various fruits: pineapple, strawberries, bananas, etcetera. It was as if the 1960s flower children had left their mark and then disappeared. The captain became addicted to this concoction and now dishes up a heaping bowl for himself every morning.

Packaged granola is quite expensive, and its quality is often suspect. However, making your own is inexpensive and easy. Try the following recipe.

Combine 1/4 cup of vegetable oil and 1/8 cup honey in a small saucepan and heat until blended. Add 2 teaspoons of vanilla and set aside.

Mix in large wok or large heavy pan:

3 to 4 cups rolled oats

1/8 cup of all or any of the following: ground flaxseed, sesame seeds, wheat germ, sunflower seeds, shredded coconut, pumpkin seeds, chopped nuts (e.g. walnuts, peanuts, almonds)

Incorporate the oil mixture into the oats mixture and toast over medium heat until oats are light brown. Turn mixture frequently to prevent burning.

After removing from the heat, mix in a variety of dried fruits.

Beer Bread: Quick and Easy

Fenella Hall, yacht Prospero

Normally while cruising the Caribbean there is no need to make your own bread, as the islands are so close together and it is easy to purchase it every day or so. Even if you are in a secluded bay, there are usually vendors who will supply you with ice, bread and other basics. However, the time may come when you wish to cruise farther afield, and you will probably want to have fresh bread.

If, like me, you do not want to spend a lot of time in the galley kneading dough or waiting for it to rise, then beer bread is the answer. We made it almost daily crossing the Atlantic. All it takes are a few ingredients mixed together in minutes and popped in the oven. Just make sure you have a few cans or bottles of beer tucked away so that they cannot be used when the sun is over the yardarm!

You will need a one-pound loaf tin, preferably non-stick, lightly greased and with a piece of greaseproof paper on the bottom. If you wish to use a two-pound tin then just double the quantity of ingredients.

3 cups plain/all purpose flour
3 teaspoons baking powder
1 teaspoon salt
3 dessert spoons sugar
1 egg (optional, but better with)
1 33cl can or bottle of beer. (Normally lager is used, but Guinness or stout makes a nice change.)

In a bowl, mix first three ingredients. Stir in sugar and egg, and then mix in the beer. Stir well, but do not over-mix, as it is important not to lose the bubbles.

Put mix into the prepared loaf tin and bake on the middle shelf of the oven on medium heat. As my oven has no regulator, "medium heat" is a bit hit and miss, but I find baking about 40 minutes is enough — or until a toothpick comes out clean.

Wait about five minutes, then turn out the bread and let it stand for at least 15 minutes before slicing it.

Here are some variations.

Apple Bread — Add one peeled and grated apple, a little extra sugar, 1 teaspoon grated nutmeg and 1 teaspoon cinnamon powder to the dry ingredients, and cook for about 10 minutes longer.

Wholemeal Bread — Decrease white flour by 1 cup and add 1 cup wholemeal flour. Or add 1/4 cup of bran flakes to the original recipe for a bran loaf.

Herb Bread — Add 1 teaspoon caraway seeds and 1/4 teaspoon dried sage to original recipe.

Onion Bread — Add 1/4 cup of very finely chopped onion to original recipe.

You can experiment with other additives, e.g. 1/4 teaspoon allspice, 1 teaspoon curry powder, or herbs such as dried basil, oregano or rosemary. Or add 1/8 cup yellow cornmeal to the flour.

On our boat it is rare to have any left over to the next day, as my husband is especially fond of this bread, but it is very good toasted for breakfast the next morning.

Caribbean Salsa, The Best 'Mother-In-Law'

Shirley Hall, M/Y Sea Cow

While anchored in Trinidad, I encountered a tasty, new and easy-to-prepare Caribbean salsa for dipping chips, nachos or crackers. It can be prepared in a matter of minutes and makes swilling beer or rum concoctions so much the better. The woman who introduced me to this named it "mother-in-law." It can be made mild or hot and spicy to your taste. (Most mothers-in-law are hot and spicy, or so I'm told.)

You will need only a carrot, an onion, two cucumbers, a medium sweet pepper, and, if it is your taste, a hot pepper, plus some salt, pepper and lime juice.

Remove and discard any seeds and chop everything into the smallest pieces possible. Combine all ingredients in a bowl and mix with a quarter teaspoon each of salt and freshly ground black pepper. Stir in about two tablespoons lime or lemon juice until everything is coated. Place in the fridge or a cool, shady spot for about 30 minutes before serving with chips or crackers.

Obviously the more hot pepper used, the tangier the mother-in-law. Discover your own proportions.

To make a more extravagant dip, add saltfish or dried smoked herring. First boil the saltfish or herring, let cool before removing all bones and flake apart with a fork. Then add to the mother-in-law. That's it, a simple, and easy munchy for sunset cocktails or a tasty sailing lunch. Mother-in-law keeps well and gets spicier with age.

The Poor Man's Margarita

Shirley Hall, M/Y Sea Cow

The Poor Man's Margarita is an easy and different sunset cocktail that goes well with "mother-in-law."

I got tired of rum and was feeling bloated from beer. Tequila always hit the spot, but so much effort was needed to go beyond doing "lick and suck" shooters. Desperation bred ingenuity, and I came up with the following mixed drinks.

Try a shot of José Cuervo in Schweppes Bitter Lemon, or a shot of "vitamin T" and a squeeze of lime in club soda. No need for a blender, triple sec or salt-rimmed glasses. (After three or four Poor Man's Margaritas, take two aspirins before searching out your bunk!)

Essential Pumpkin Soup

Owen Belmar, Bequia

3 pounds pumpkin
2 large onions
1 bunch fresh local celery
1/2 bunch fresh parsley
3 Cups chicken or beef stock
salt and pepper to taste
1 1/2 Cups heavy cream
6 sprigs fresh mint

Peel and remove seeds from pumpkin. Chop all vegetables and simmer in stock until tender. Puree in blender, food processor or by hand. Season to taste. Return just to boil, add cream and serve garnished with a sprig of fresh mint.

Chicken Pilau

Sue Simons, S/Y Lorensu

2 cloves garlic, chopped
1/2 tablespoon sugar
1 large onion, chopped
cooking oil
2 pounds (1 kilo) cut-up chicken (see Note 1)
1/2 tablespoon curry powder (or paste)
4 cups water, divided
2 tomatoes, quartered
bouquet garni or spray of thyme
handful of raisins
1 tablespoon vinegar
1/2 teaspoon hot sauce or chopped hot pepper
1/2 Tablespoon soy sauce
1 teaspoon salt
Black pepper to taste
2 cups rice

—*Continued on next page*







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Blackbird

Island Poets

Five hours later the place was awash
with sailors — local by and large —
who'd raced their boats in different classes,
based on length, design, and age.

All were drinking Heinekens,
elated, intermingling,
thirty boats up on the beach,
mainsails swinging ... In *Bequia Sweet*

with Chris, a Southside fisherman,
I'd raced against a dozen hard
out Admiralty Bay, by Moonhole —
"Down de road, Girl! Down de road!" —

around West Cay, past Paget Farm,
all the way to Friendship's shore,
tacking the Trades, their driven seas
as much as we could handle, and more;

then to gybe 'round Semple Cay
and run back — "Hold she! Hold she!" Chris crowed,
shifting ballast stones and bailing.
"Down de road, Girl! Down de road!"

At the hotel Son Mitchell hailed the winners,
handing out the silver — Mount Gay neat.
In my class of two-bows another won.
"Second place," he said, "to *Bequia Sweet!*"

As I went up for my award
amongst the cheers of "Way to go!"
Son pointed to me and proclaimed,
"Dat de blackbird, you know!"

— Richard Dey
Whitsun, 1978

THE SUN

Just before twilight.
And there you are!
Dominating my sight.
Big. Round. Red giant star!
Flaming ball!
Answering my call.
Spilling molten yellow gold.
All-seeing for centuries untold.
I hug your inviting rays.
In a state of conscious frenzy,
I fuse with your visual offerings,
Accepting them as blessings!
Satisfying my desires before you slip away.
Transfixed, I view you again.
As you relieve my inner pain.
And keep me stable and sane.
My journey here is never in vain,
As more than new energy I always gain.
Like a mirror, I reflect your radiance again and again.
You are my precious element,
Scripting messages of joyful sentiment,
Connecting me with my inner spirit,
The lamp that is always lit.
Enhancing the firmament,
To the moon, you provide a complement.
Delivering divine love and understanding.
Strategic resource.
Spiritual force.
Medicinal source.
You are reason
In every season.
Cheers!

— Maralyn Ballantyne

—Continued from previous page ... Favorite Recipes

Fry garlic with sugar in hot oil until sugar is caramelized. Add chicken and stir over high heat until browned. Add curry powder and stir for a minute or two to thoroughly blend. Add 2 cups of water and all other ingredients except rice. Bring to boil and simmer 15 minutes or more until chicken is tender. (See Note 2)

Add remaining two cups of water and return to boiling. Add the rice and a further teaspoon of salt, or more to taste. Simmer until rice is cooked and liquid absorbed, stirring occasionally to prevent sticking. Serve with mango chutney, if available.

Note 1: The amount of chicken is flexible. At home, I buy two-pound boxes of chicken thighs. Here I often use whole legs of local chicken. If there is more than two pounds, I just add more water and seasoning. I usually just cut thighs in half — if you cut the pieces too small, the meat will boil rather than fry in the oil, and you won't get the rich colour and flavour.

Note 2: After the chicken is tender, you can cool and store the dish for future use. Or you set half aside for future use if there are only two of you. There will still be leftovers!

These recipes first appeared in the April 2003 issue of Compass.



DIFFERENT WAYS TO GET ASHORE

Dear *Compass*,

I found a few more shots for the 50 Ways to Get Ashore Challenge. I promise these will be the last three!



ALL PHOTOS: DOUG LEIHBACHER

Fair winds,
Doug Leihbacher

Dear Doug and* Compass *Readers,

Don't stop now — we're halfway there!

In Jim Hutchinson's article "50 Ways" in May 2021 issue of Compass *(see page 22 at www.caribbeancompass.com/online/may21compass_online.pdf), Hutch reckoned there must be 50 ways to get ashore from a boat. Are there?*

We asked you to send a photo showing how people get ashore — inflatable with outboard, rowing dinghy, sailing dinghy, kayak, paddleboard, windsurfer, noodles, fins — or something else entirely? And Compass *readers have accepted the challenge.*

If we succeed in getting photos showing 50 different ways, your photos will appear in a full-page montage in a future issue of Compass. *It might even be suitable for framing!*

Set your phone or camera to the largest image setting, snap your getting-ashore vehicle of choice, and send the picture(s) to sally@caribbeancompass.com.



Above: Returning the empties by kayak in Lower Bay, Bequia.

Left: A fisherman rows a wooden double-ender in Chatham Bay, Union Island.

Below: A cruiser's sweet gaff-rigged sailing dinghy in Admiralty Bay, Bequia.



A MYSTERIOUS DISAPPEARANCE

Dear *Compass*,

I just recently received some information regarding a mysterious disappearance (possible homicide) that was reported to have happened sometime around 2006-2007 in Trinidad. The characters involved were two German sailing captains. One of those captains was Ari Grim on *S/V Semira* and the other, who disappeared, was Alex Hansen. Alex's boat was a black steel hull that was called *Tartaruga*. It is possible that Alex had either lost or sold *Tartaruga* before coming to Trinidad so he might have been serving as captain on another vessel.

I originally met the two captains in the Coconut Grove anchorage in Miami in 1988. I sailed with Alex and his crewmember, a Swiss man named Andrea, on *Tartaruga* from Miami to Jamaica. After arriving in Jamaica, Andrea and Alex had a falling out over financial matters. Andrea left *Tartaruga* and he and I became partners.

The following year Andrea and I returned to the US and purchased a sailboat we found for sale in the Coconut Grove anchorage, that we named *Swiss Kiss*. At that time we saw Ari Grim again, prior to our sailing our boat to Jamaica. He and Andrea became good friends. Eventually, Andrea and I went our separate ways but always remained friends and corresponded from time to time to catch up on each other's lives.

Andrea and Ari also kept in touch over the years. About ten years ago Ari called Andrea and told him that he was dying of cancer and requested that Andrea come to Trinidad from Switzerland to help him prepare his boat for transport back to Germany. It was to Andrea that Ari gave the accounting regarding Alex's demise. Andrea kept the story to himself over the years but recently relayed the details to me.

In order to corroborate this story, I would like to hear from anyone who was in Trinidad around that time frame if they knew or have information about the two captains or if anyone heard about the mysterious disappearance of Alex Hansen. Not much can be done now as both men are presumed to be dead, but it might help clear up a cold case with Trinidadian authorities.

I can be reached at the following email address: kfdaniels48@gmail.com

Sincerely,
Karen F. Daniels

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Dear* Compass *Readers,

We want to hear from YOU!

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

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HARD AGROUND

by Jim Hutchinson

I have moved ashore after nearly 37 years of living aboard my little yacht, *Ambia* (7.5 metres). I have "swallowed the hook," as they say. I'm hard aground.

When my sailing buddy Dan, of *Igon*, who is now wandering other parts of the planet, heard the news, he wondered if I was going to turn my place ashore into some version of *Ambia*. Now there's a thought. One is reluctant to let go of a home that has served well in many ways. She is where I lived. She was my refuge. She was wind-powered travel. She was freedom.

My new home, my vessel ashore, is an upstairs apartment a couple hundred metres inland — near a dinghy dock. My view of the bay is obscured by mango trees and coconut palms, but I can hear waves washing ashore beyond.

The grounds around me have many fruit bearing trees and rows of planters, from which I am invited to help myself.

My new home is a big place. My little yacht would fit on the breezy veranda, which I refer to as the flying bridge. The weathered-in space behind the flying bridge contains many times the living space I had aboard my little yacht, more than a large yacht — comparable to a small ship. Her lines, however, are more like a barge than a ship — flat bottom, straight sides and square corners... and she has a cathedral ceiling.

Right off, you get the flavor of a ship. The ladder up to what I call the quarterdeck, the only way aboard, is two feet wide, set at a 60 degree angle, and has good handrails on both sides. The roof over the flying bridge is stepped on recycled sections of broken masts, one of which even has a winch with handle for lifting heavy loads aboard. The hardwood shutters, which open half of the wall between the flying bridge and the interior, are raised with block and tackle. The deck light is clearly recycled from a ship and there are several lamps within that are cleverly crafted from bits of yacht hardware. Metal was Dominique's creative medium.

The interior, however, is notably lacking in seaworthiness. There are vast spaces with no handholds and none of the counters or tables has fiddles. And, unlike a berth aboard where one can wedge into a deep corner, the bed is a platform right out in the middle of the room that you could roll right off of. Were the house to take a heavy roll, it would be chaos. (And there is, after all, the active underwater volcano, Kick 'em Jenny, not far to the south of us. And St. Vincent's recently erupted La Soufriere is at twice the distance to the north. Without volcanoes these islands wouldn't be here.)

I instinctively set down things that might topple or roll athwartships — so far, it doesn't seem to matter.

I am adding some touches of my own, of course. In addition to the sail that shades the morning side of the bridge, I have rigged a loose-footed lateen dinghy sail on a bamboo yard to port to shade the bridge against afternoon Sun. That sail gets set around noon and I strike it after Sun sinks below the hill to the west, well before Sun sets into the sea — I don't get green flashes anymore. Tradeoffs.

The small-scale chart on which I track tropical weather crossing the North Atlantic, my globe of planet Earth, has a miniature block and tackle system to hang it at various heights according to whim. And I use small stuff (cordage of 6mm and less) all over the place. Solar charged LED lamps provide almost all of my night lighting, subdued light that lets me see into the night and doesn't make me feel as if I am on stage.

I have brought some of my liveaboard behavior ashore as well. In the center of the flying bridge I have clustered a chair and a table with things I habitually had around me in *Ambia's* cockpit, which served as her living room. The rest of the flying bridge, unless I have company aboard, is vacant. When it got wet and blustery aboard *Ambia*, everything in the cockpit went below. Aboard my ship ashore, I drag it around to the other side of the wall, from the cockpit into an area I call the pilothouse.

I remain frugal with fresh water, even though the house has ample catchment and more than 6,000 gallons of tankage — compared to *Ambia's* 40 gallons.

The medley of nature ashore is different from that afloat, an alternate ambiance, no lapping waves or fish in the water and a much different set of birds.

My new vessel is up among the treetops. Off our bow, below deck level, sloping outward and downward, is the roof over the veranda of the house we sit atop. It separates us from a mature mango bordered by a tall bush of white flowers, backed by the first of the palms. It forms a corridor through which 50 or a hundred birds, perhaps a dozen species, fly daily, along with countless butterflies. Occasionally there is an iguana on the roof. There are two small birds, a couple, that have built a nest inside, up in the peak of the cathedral ceiling. They are quick and quiet and their nest is out of sight. The outer walls of this house leave a three-inch gap beneath the ceiling, allowing the breeze and the birds to pass at will. I only see them if I happen to look up during the second they take to flit through. We have a night visitor that scurries out when I get up to pee, who samples bananas, bread or potatoes if I leave them out. There are few mosquitoes, presumably due to being up in the breeze. There are no ants but too many flies.

It is somewhat more noisy than I had hoped for.

Someone opined that sailors who finally move ashore generally die within a year. A couple of years ago, I began learning to let go of what I can no longer have. Sailing *Ambia* was always a good workout, but my last two Immigration departures had been grueling. However, I still got my exercise while living aboard in the bay by paddling in against the wind from way out where I anchored. (See "A Paddle Ashore" on page 34 at www.caribbeancompass.com/online/december20compass_online.pdf.) *Ambia* is now moored close to the dinghy dock, so paddling out to check on her and an occasional dinghy sail in the bay don't cut it.

So I climb off my ship and walk (almost) daily. There are three ways to depart: up a steep hill behind us to the main road or along a long stretch of beach (each, in my condition, a fair workout) or by dinghy from the nearby dock.

Many who swallow the hook go "home" for the end game. For me, that would be Colorado, much more expensive and subject to serious winters. In what they call "temperate latitudes." one needs a house that is insulated and can be sealed and heated.

Here, one needs only shelter from the Sun, rain and excess wind. My ship ashore is only half a house, its exterior shell. Not only do the exterior walls stop short of the roof, the bedroom walls are only high enough for visual privacy, open above. The encompassing walls are planks screwed to hardwood 2x4 studs and diagonal bracing on wide spans. On first glance, it would horrify a carpenter used to building with softwood studs on 16-inch centers and roofs that withstand heavy snow loads. One side of the planks is the exterior, their other side, the interior. There is no inner wall with which to sandwich insulation, the dark brown framing is visible over the beige painted planking — quite attractive.

Left to right: The dark side of my Planet Earth globe, solar lights poled out to charge and the back of my head as I sit in my hanging chair gazing into the view. Often there are birds and butterflies in the scene, occasionally an iguana.

If, however, one opts for air conditioning here, the house does need to be sealed and insulated. When you leave your cooled interior, the warm tropics will feel hot.

(By the way, GrenLec, which generates with diesel, recently, unexpectedly and dramatically increased its rates. If this makes people cut back on usage, I'm for it — global warming, you know. But I don't think that's why they did it.)

While my subdued solar lighting decreases GrenLec usage, I do have a refrigerator, which I never had aboard — with a freezer! The fridge is set to its lowest setting, which is still colder than I like. Cold food isn't as tasty as when raised to room temperature or cooked. And my new home also has a four burner stove (*Ambia's* was one burner) — with an oven! (Modern dirt dwellers, even modern yachties, take such amenities for granted!)

While I might have managed another year or more aboard, I had already been contemplating a move ashore. Climbing aboard after swim call and paddling ashore against a strong wind was becoming difficult. The place I found is better than I had hoped for, so when it became available, it was time. Onward.

That doesn't mean I wouldn't like to be 50 again, sailing my lively little *Ambia* around the Bahamas or Grenadines. For me, those days are now past. But *Ambia* still has years left in her if she finds a hard-core single-hander that wants to live the life that I did. She's the smallest and slowest yacht in the bay and admittedly a bit rough. But she's still strong and nimble and is ready to go.

Her motion is strange. She doesn't move at all. No rock and roll and she doesn't lie to the wind. Her heading is fixed at 030 degrees true. Thus, here in tradewind latitudes, we are nearly always on the starboard tack, generally between a beam reach and a close reach, hard on the wind when it has a northerly component. The tradewind is from the east, whence also comes sunrise. So I've rigged a dinghy sail on a bamboo spar at the starboard end of the flying bridge as shade against morning Sun and to moderate the tradewind. Once Sun is above the yardarm, if the breeze isn't too strong, I take a deep reef in the sail to open up some.

As it happens, my ship ashore already has some nautical touches built into her. The late Dominique Weber, who built it, was the proprietor of the *Sea Rose*, a floating metal shop alongside which yachts and local vessels could raft for metal work. Plus, Dominique lived most of his life aboard. He and Genevieve created their marvelous place ashore in later life (see my story "Dominique and Genevieve" on page 12 at www.caribbeancompass.com/online/august21compass_online.pdf).

Jim Hutchinson is the author of "One Man's Sampler", an e-book collection of minor nautical adventures lived in younger years. See ad on page 24.

CALENDAR

MARCH

2 Public holiday in many places (Ash Wednesday)
3 - 6 St. Maarten Heineken Regatta. info@heinekenregatta.com
5 – 7 Dark & Stormy Regatta, BVI. www.westendyachtclubbvi.com/post/weyc-2021_2022-race-calendar
7 Public holiday in BVI (HL Stoutt's Birthday) and in Belize (National Heroes' Day)
8 International Women's Day
9 - 13 Superyacht Challenge Antigua. www.superyachtchallengeantigua.com
12 Cruisers' Fishing & Liferaft Seminar, Island Water World, St. Maarten
14 Public holiday in some places (Commonwealth Day) and in St. Vincent & the Grenadines (National Heroes' Day)
17 Public holiday in Montserrat (St. Patrick's Day). St. Patrick's Day Festival, Grenada
17 – 20 St. Barths Bucket Regatta, St. Barths. www.BucketRegatta.com
18 FULL MOON
18 Public holiday in Aruba (Flag Day)
20 Vernal Equinox
20 – 27 (TBC) Yachtie Appreciation Week, Dominica. dominicapays@gmail.com
22 Public holiday in Puerto Rico (Emancipation Day)
24 Round St. John Race, St. Thomas, USVI. stthomasyachtclub.org
25 – 27 St. Thomas International Regatta. stthomasyachtclub.org
26 - 27 Antigua Optimist Open & Antigua Laser Open. www.antiguayachtclub.com
29 – 3 April BVI Spring Regatta & Sailing Fest, Tortola. bvispringregatta.org
30 Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day)
30 – 4 April Antigua Classic Yacht Regatta. www.antiguaclassics.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

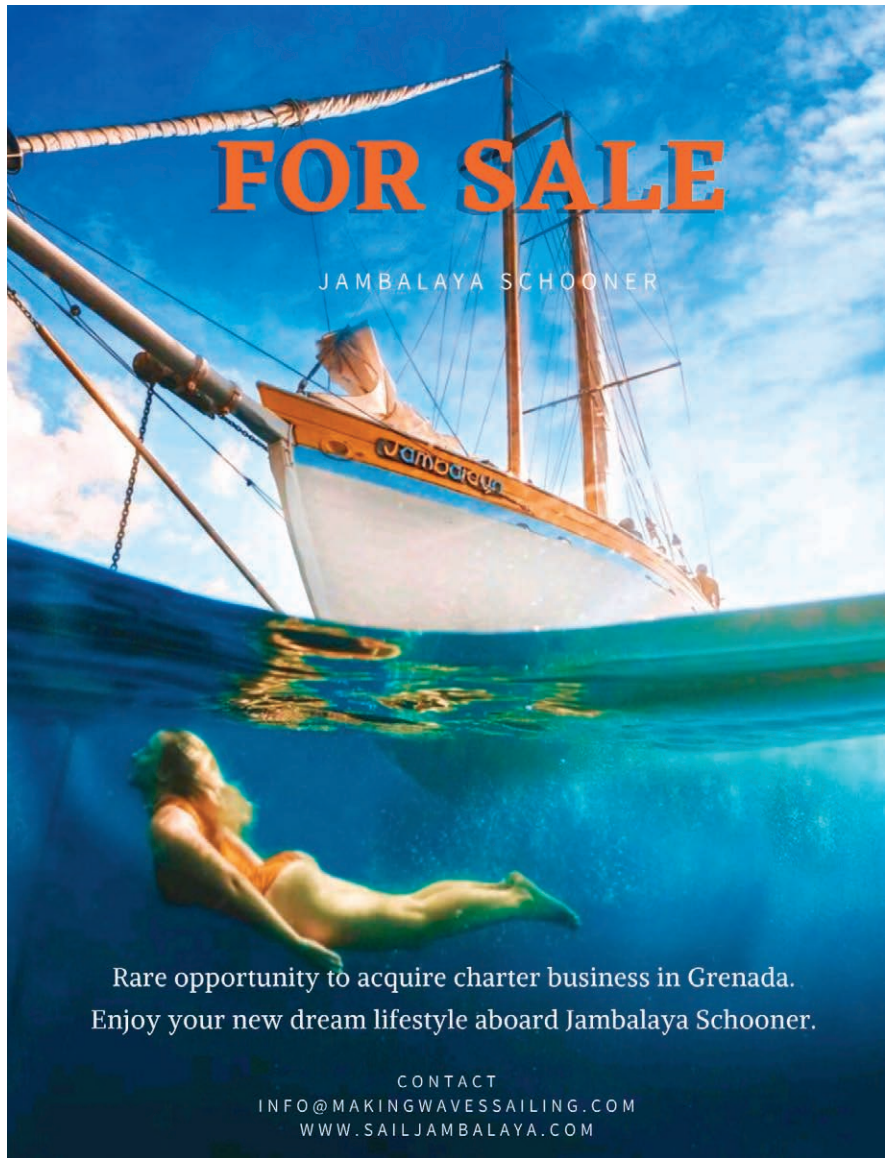
APRIL

2 Cruiser's Safety & Security Seminar, Island Water World, St. Maarten
2 – 1 May St. Thomas Carnival, USVI. usvifestivals@usvitourism.vi
15 Public holiday in many places (Good Friday)
15 - 17 St. Croix International Regatta. www.stcroixyc.com
16 FULL MOON
17 Easter Sunday
17 – 23 Les Voiles de St Barth. www.lesvoilesdestbarthrichardmille.com
18 Public holiday in many places (Easter Monday), and in Puerto Rico (Birthday of José de Diego)
18 Antigua & Barbuda International Kite Festival. www.facebook.com/CPKites
18 – 19 Buccoo Goat, Donkey & Crab Races in Tobago
21 - 25 (TBC) Tobago Jazz Experience. Tel 1 (868) 639-2284
21 – 26 (TBC) Jamaica Carnival
22 Earth Day
23 Governor's Cup Race, BVI. www.royalbviyc.org
23 Cruiser's Atlantic Crossing Seminar, Island Water World, St. Maarten
24 – 28 Oyster Regatta, Antigua. https://oysteryachts.com/events/antigua-regatta-2022
26 Start of Salty Dawg rally, VI to US East Coast. www.saltydawgsailing.org
26 - 27 St. Maarten Multiclass Regatta. www.smyc.com
27 Public holiday in St. Maarten (King's Day)
28 Public holiday in Barbados (National Heroes' Day)
29 Public holiday in St. Maarten (Carnival)
29 – 1 May West Indies Regatta, St. Barth. http://westindiesregatta.com
30 Public holiday in Bonaire (Rincon Day)
30 Peters & May Round Antigua Race. www.antiguayachtclub.com
30 – 6 May Antigua Sailing Week. www.antiguayachtclub.com
30 – 8 May Cayman Islands Carnival (Batabano). www.explorecayman.com
TBA Conch Republic Cup Regatta, Florida to Cuba. http://conchrepubliccup.org
TBA Girl Pat Race (Trinidad to Grenada). www.ttsailing.org

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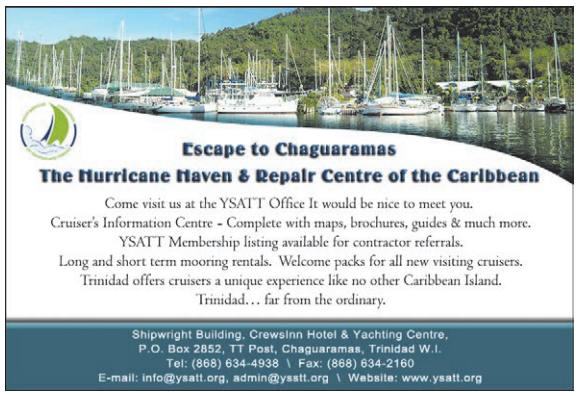
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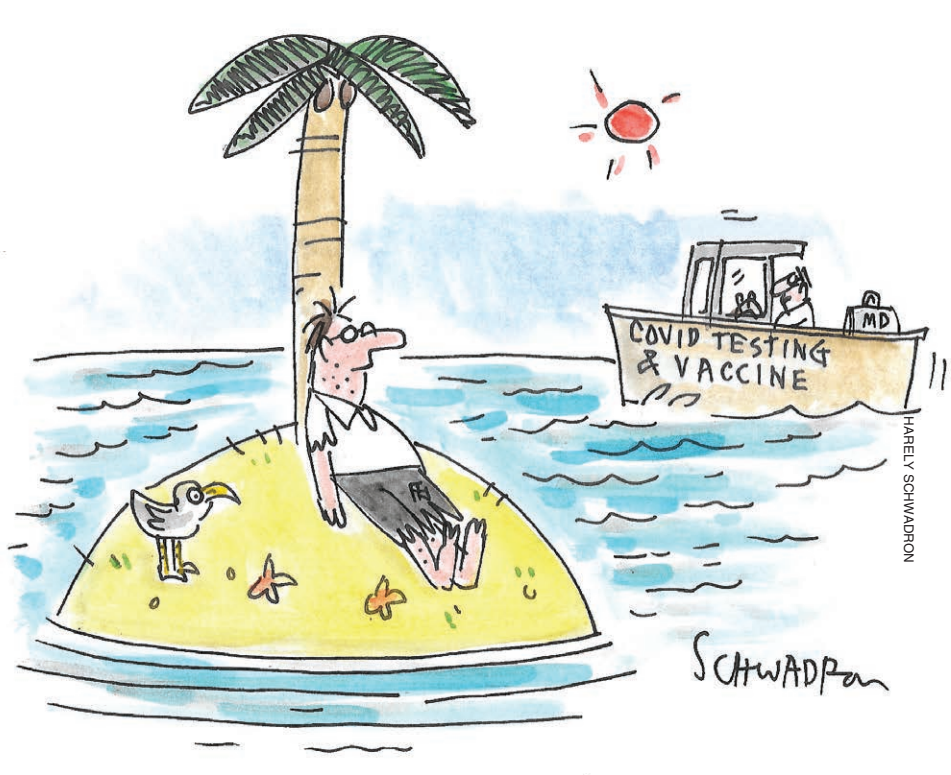


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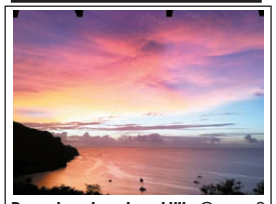




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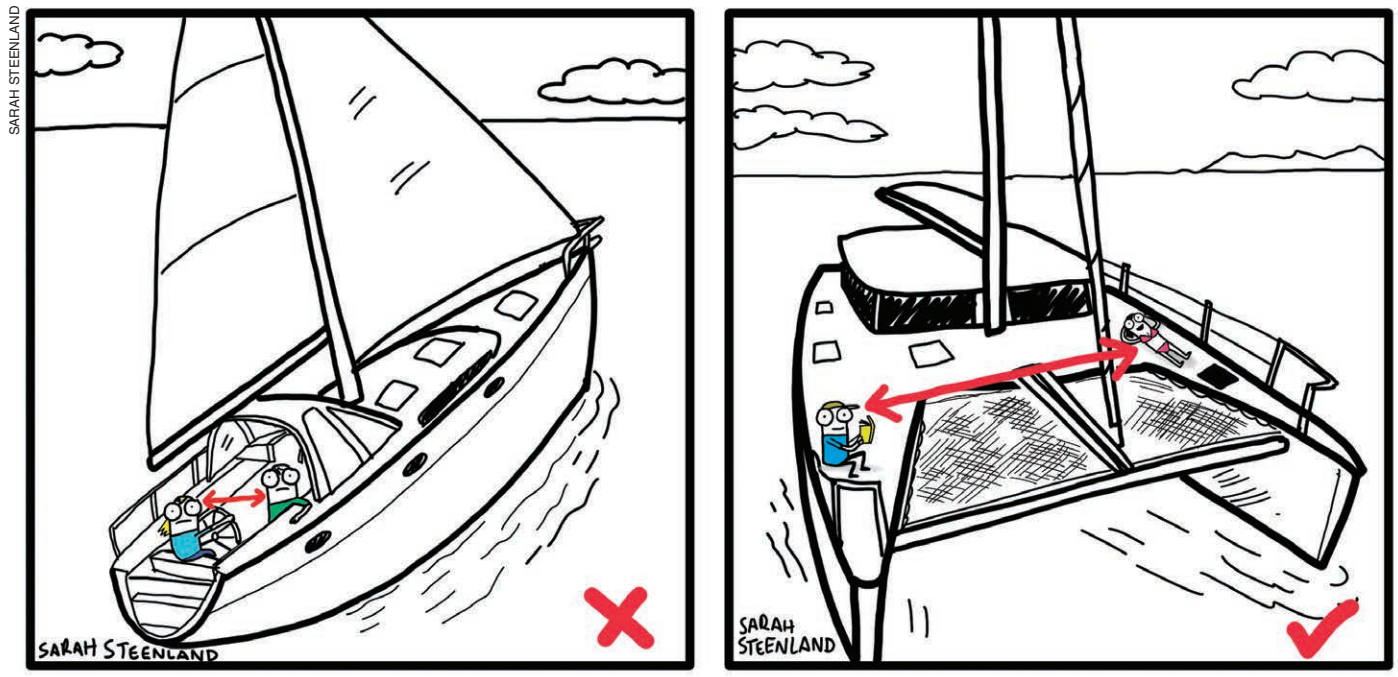
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Published by Compass Publishing Limited, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago