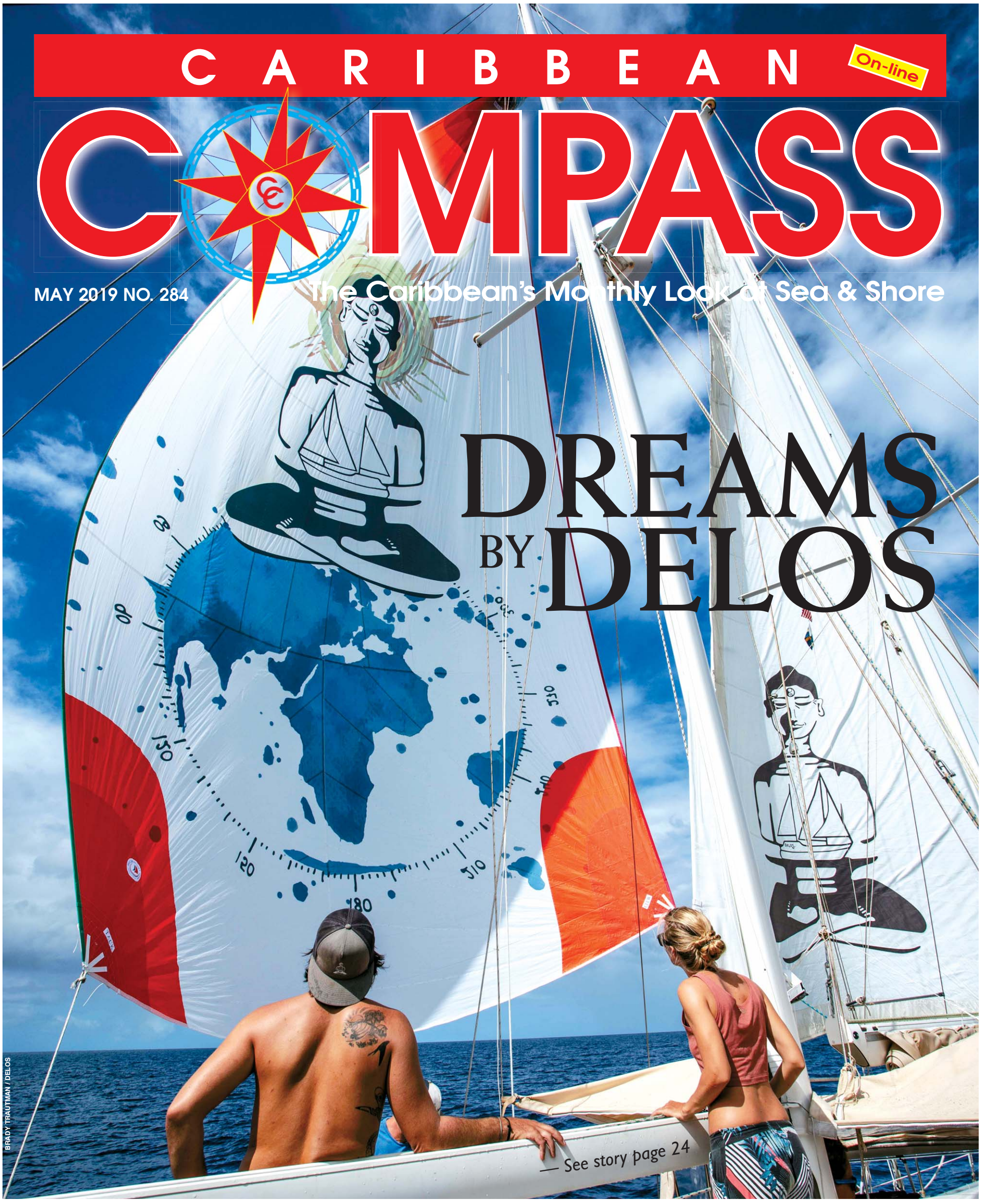
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DREAMS BY DELOS



BRADY TRAUTMAN / DELOS

— See story page 24



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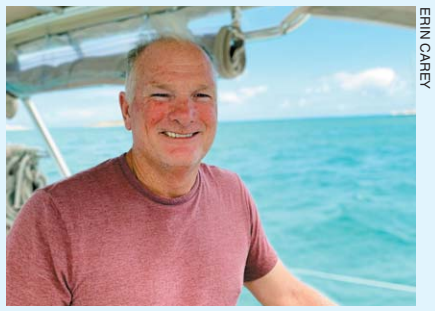
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Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, P.O. Box 727, Anguilla, British West Indies.
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ISSN 1605 - 1998

On the cover: As the Delos crew cruises, their YouTube channel has inspired many sailors, young and old, to follow their own dreams. See story on page 24



Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

Dominica Jazz 'n Creole Festival Now!

Act now! The Dominica Jazz 'n Creole Festival will be held May 3rd through 5th at the Cabrits National Park in Portsmouth, Dominica. The Discover Dominica Authority in collaboration with the Portsmouth Association of Yacht Security and Services (PAYS) is providing specials in order to encourage yachts to attend. PAYS will be providing free security and 50 percent off on water for all yachts that will be coming in for the event. The main stage event will be on May 5th.

Visit https://discoverdominica.com/en/events/7/jazz-n-creole for more information.



DISCOVER DOMINICA

Vending Suspended at Sandy Island, Carriacou

The uninhabited Sandy Island in Carriacou is a beauty spot popular with visitors and locals alike. However, with increased commercial activities, such as the sale of food and beverages, and escalating tensions between parties there, the Sandy Island/Oyster Bed Marine Protected Area, the Ministry of Carriacou & Petite Martinique Affairs, and the Local Government are calling on all stakeholders to be guided by the regulations that govern the area.

Davon Baker, the Marine Protected Area Focal Point with the local ministry, said that the sudden increase in human activities in an ecologically sensitive area might have significant implications for the well being of the area.

He added that while the MPA supports livelihoods and income generation, the SIOBMPA desires that those opportunities should occur with a great measure of fairness and proper management, so that the activities may not introduce new conflicts, or further compromise the unique environment that exists at Sandy Island.

"Sandy Island is pristine and naturally beautiful," he said. "An abundance of commercial activities with built infrastructure is not required to enjoy the island, especially when those things occur outside of the regulation of the MPA authority." Other concerns included the sale of alcohol without the requisite permits, and the establishment of semi-permanent facilities to provide food services without the necessary considerations and amenities for environmental health.

The Ministry has, therefore, decided to act in the best interest of the SIOBMPA to curtail unmanaged and unauthorized commercial activities on Sandy Island, while a carefully thought out and participatory plan is developed to regulate events of such or similar nature. According to Kisha McFarlene, SIOBMPA Outreach Officer, "Whatever we do here must not only protect nature but must also be done in the interest and safety of people."

"We believe that livelihood activities must be responsible in the context of ecosystems and biodiversity conservation, and must be done in accordance with the rules that exist," Mr. Baker added.

The Sandy Island/Oyster Bed MPA was established by the Government of Grenada in 2010, with a primary objective to conserve the marine and coastal resources within the 659-hectare space on the Carriacou coastline. The MPA was further identified as a priority area for management planning and ecosystem protection within the Wider Caribbean Region, and implements management activities with the support of a host of partners. The MPA authority and its partners are keen to see the protected area achieve its goals for the benefit of a wide cross-section of stakeholders, even in the face of challenges.

Currently, the traditional daytime picnics with no fires, with no cutting of trees, and with no waste left behind are allowed on Sandy Island. SIOBMPA also encourages patronage of existing food and beverage facilities at Paradise Beach and L'Esterre, on Carriacou, and,…

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—Continued from previous page



JOHN JAMES / PALM TREE VYBEZ

…also advises that holding live creatures in captivity within the protected area, including in the natural pools of Sandy Island, is strictly forbidden and will not be allowed.

SIOBMPA thanks stakeholders and visitors for complying with the rules and instructions given by the MPA team.

More information on use of the protected cays or on SIOBMPA in general may be obtained from the Ministry of Carriacou and Petite Martinique Affairs by calling (473) 443-6026.

Toward New Nautical Charts for Antigua

The UK Hydrographic office (UKHO) has completed a three-week capacity building programme in Antigua & Barbuda to support safer maritime trade.

Equipment and training, presented as part of the UK government's Commonwealth marine economies programme, will allow Antigua & Barbuda to undertake seabed mapping surveys of its coastal waters. These surveys will enable the capture of data that support the creation of new nautical charts. Data collected will also be key to supporting disaster planning and resilience, coastal infrastructure development and protection of natural resources.

Wayne Mykoo, deputy director maritime affairs and external relations, Dept. of Marine Services, said: "The provision of a multibeam sonar and training from the Commonwealth marine economies programme will allow Antigua & Barbuda to continue to develop new skillsets and apply the knowledge gained to conduct marine surveys in our coastal waters.

"As well as being used to allow vessels safe access to our ports and harbours, the data will be utilised in other disciplines such as fisheries and coastal zone management, environmental planning, and maritime security, and will also assist in the promulgation of policies focused on the protection of our marine environment."

Sailability Super Sunday a Success

The fourth annual Sailability Super Sunday took place in Antigua on March 16th and 17th and programme director Bob Bailey was delighted with the response, both financial and by show of support. "Nearly 350 people walked from the National Sailing Academy through English Harbour to Nelson's Dockyard. Most of the walkers were from the disabled community of Antigua with all manner of disability." He went on to say, "This day is the key fundraiser which pays to keep the Sailability programme operating. Money donated by corporate sponsors and private citizens of Antigua, along with funds generated on the day, raised a total of EC$35,000. We are delighted with the response and want to thank everyone who contributed."

This was the largest gathering of those differently abled ever to be assembled at one time in Antigua. It took place to support the Sailability Antigua Sailing programme, which operates out of the National Sailing Academy year-round.

Sailability Antigua is the only program that offers recreational activity for disabled people in Antigua as well as, in some cases, the opportunity to sail independently.

—Continued on next page





—*Continued from previous page*

For many people who are part of the disabled community it is the highlight of their week, giving them interaction with their peers in a different environment and a fantastic experience on the water.

Sailability Super Sunday is a full-day programme that includes the walk led by a marching band, as well as a party back at the National Sailing Academy. Through the afternoon, pan players, clowns, face painters and games kept children entertained and the event came to a climax with live music from the band 1761. Alongside this, seven teams of superyacht crew held a fun sailing regatta on the new dinghy dock built specifically for the Sailability programme.

Patron of both Sailability Antigua and the National Sailing Academy, Governor General His Excellency Sir Rodney Williams, and his wife Lady Williams, the founder of the Halo Foundation, presided over the event. The Honourable Minister Samantha Marshall plus her two Permanent Secretaries also attended the event along with 500 people from the community.

It's the third year that Budget Marine Antigua has been part of this event as one of the main supporters. "We're very pleased that we were part of Sailability Super Sunday again this year and pledge our continued support," said Louisa Norris, General Manager of Budget Marine Antigua. "We support sailing and boating in all forms and to contribute to this activity — which paves the way to allow people to enjoy a day out on a boat regardless of their age, mental or physical challenge — is what we are quite happy to do and will support in any way we can to make it a success."

Visit www.sailabilityantigua.org for more information.

Visit Updated Noonsite!

Noonsite continues to work through the Caribbean countries to get all the formalities and country information updated as they do every year on a rolling basis. To date they've upgraded information on the BVI, USVI, Cayman Islands, Cuba, Barbados, Martinique, St. Martin and Sint Maarten.

Don't forget to let them know if they've missed anything by posting a comment on ports in the Caribbean you have visited.

Visit noonsite@noonsite.com for more information.

Book Now for 58th Antigua Charter Show

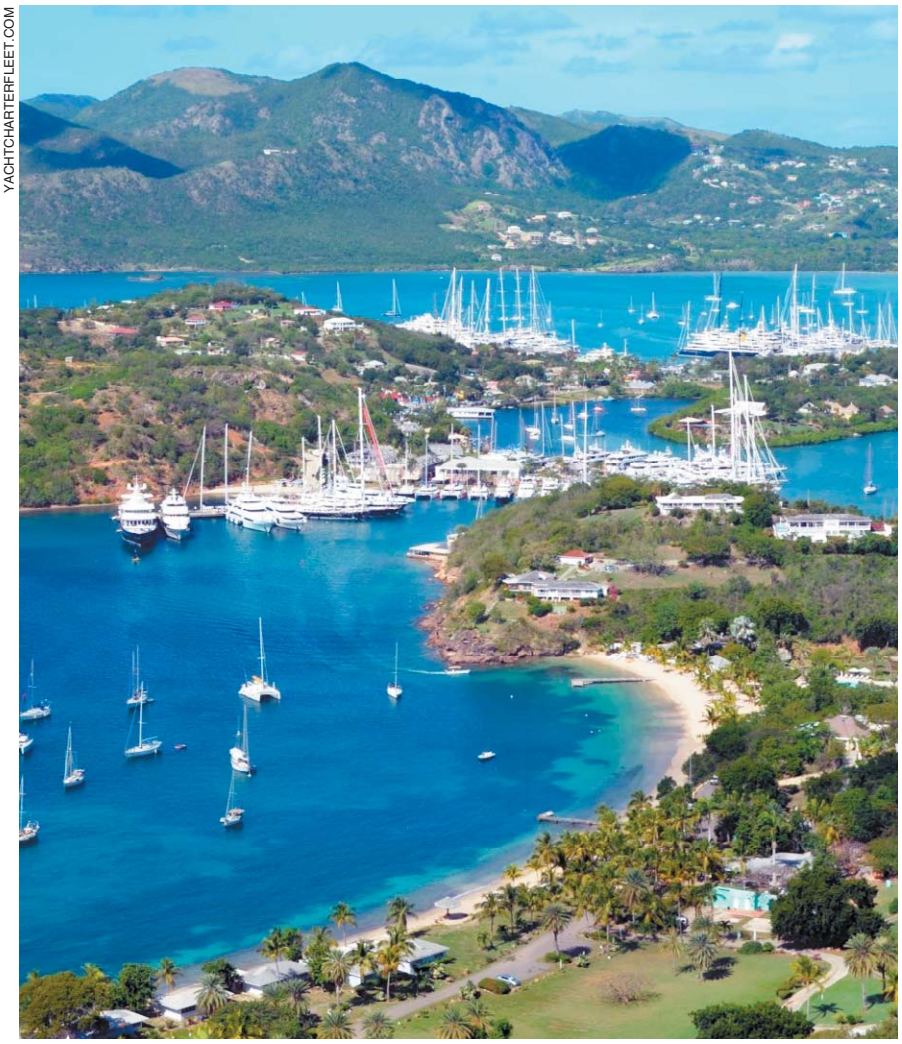
This year's Antigua Charter Yacht Show is extended to cover six days, December 4th through 9th. The event will again take place at Nelson's Dockyard Marina located in English Harbour, and at the Falmouth Harbour Marina and the Antigua Yacht Club Marina, both located in Falmouth Harbour.

Owing to demand from charter brokers and yacht management companies, all registered yachts will remain on the dock throughout the full five viewing days. The fifth day is also "Sail Day", offering management companies an opportunity to invite visiting brokers to experience a "micro-charter" cruising Antigua's coastal waters and islands aboard a choice of some of the finest charter yachts in the Caribbean.

Registration for the Antigua Charter Yacht Show 2019 opens on May 15th. Yachts that register and pay their registration fee by July 31st will receive a ten-percent discount.

Visit www.antiguayachtshow.com for more information.

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The Antigua Charter Yacht Show, December 4th through 9th, will again take place in English Harbour and in Falmouth Harbour



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BUSINESS BRIEFS

Expanded Services at Bocas Marina, Panama

Luis Fabian reports: We have expanded our nautical products shop at Bocas Yacht Club & Marina in Panama. Now, our clients will have more space and more variety. We have over 1,000 different products and we have been representing Marine Warehouse for more than ten years. We can get any item from their catalog within four weeks by ocean and FedEx shipping.

We also have new dishes on our Calypso Cantina menu: Taco Tuesdays with a great selection of Mexican food, on Wednesdays we offer fresh local seafood, and on Fridays we have our famous Barbecue Friday with Live Music. Our regular menu includes succulent burgers, veggie options, homemade desserts, and top-shelf cocktails.

RAY JASON



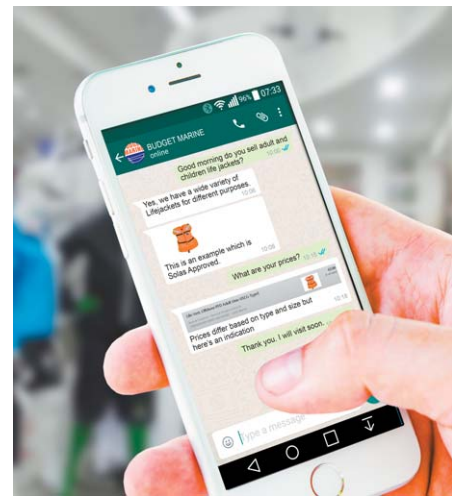
At our shipyard, we have improved the safety fence with tougher materials. Also, our 60-ton travel lift had a complete overhaul and all mechanical and hydraulic parts were renewed. Lots of new tools and equipment were added to our yard, too.

For more information about Bocas Yacht Club & Marina see ad on page 27.

WhatsApp at Budget Marine!

Communication has come a long way, and with the smartphone it is changing from talking to texting. "We have seen an increase in questions through our Facebook pages. Texting lowers the communication barriers. People just want to send a message and get a quick response," says Nicole Corvellec, Marketing Manager of Budget Marine Group. "We want to give our customers convenience by introducing WhatsApp numbers in all our locations."

WhatsApp Business, launched in 2018, is the most popular messaging service accommodating customers' desires to interact with businesses in a more convenient way. The application allows the sending of text messages and voice calls, as well as video calls, images, and other media such as documents. Budget Marine St. Maarten and Grenada were the first to launch this service.



"This social media tool is fast, simple, and user-friendly. All the customer has to do is download the free app on their device and save our number," says Trisha Celestine of Budget Marine Grenada. "The majority of customers contacting us through WhatsApp send us photos of the item they're looking for, to see whether it is available in the store. Others send the item codes they are looking for and also seek out our prices. When customers send photos of items they're interested in, it is easier to pinpoint the product and provide feedback quickly. If we do not carry the item, we can easily share these images with our suppliers to inquire for special orders."

Ellen van Holland-Little of Budget Marine St. Maarten agrees: "The response so far is tremendous; in the first two months of having our WhatsApp number, we have already received 330 inquiries. Most of the messages are pricing or availability requests. People usually know what they want and asking a quick question avoids using their limited data plan for downloading websites and navigating pages. Another obvious advantage is that customers receive confirmation that they will be able to get what they want when they visit the store."

Budget Marine stores that have a WhatsApp contact number are Aruba: (297) 737-3796, Antigua: (268) 764-8625, Bonaire: (599) 700-7500, Curaçao: (5999) 526-6779, Grenada: (473) 418-3933, St. Kitts: (869) 660-8933, St. Maarten: (721) 559-2863, and Trinidad: (868) 280-8015.

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

Sea Hawk Sponsored Nickatime Wins in Grenada

Nickatime is a sleek racing sailboat built and owned by Jason Fletcher of Grenada Marine. Sea Hawk Paints sponsored *Nickatime* by providing our marine-grade epoxy, Hawk Epoxy, for the construction of this speedy vessel. Like proud parents, all at Sea Hawk were happy to see *Nickatime* take first place in this year's Grenada Sailing Week in the CSA Division. Congratulations to Jason and the entire crew on *Nickatime* for skillfully sailing your way into a huge win!

For more information about Sea Hawk Paints see ad on page 9.

Shelter Bay Marina, Panama Presents New Staff

This full-service marina, located in the western part of Bahia Limon, just behind the Panama Canal breakwater on the Atlantic side, has just incorporated into their team new members with vast experience in marina management.

Juan José Boschetti (Juanjo) from Puerto Rico is the General Manager at the Marina. He brings his marina construction and management experience, as well as his boating and sailing skills, to Shelter Bay Marina. He joins Emilio Lau, who became part of the team in October as Dock Master. Complementing the Dock Team is Eddie Vega, Assistant Dock Master. You will be attended on the slips by at least two of them upon arrival and departure.

At the Shelter Bay Marina Yard is Edwin Chavez, who will provide any of the multiple services offered at the yard.

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"With a personal attention and customer service mindset, we aim to make your stay at Shelter Bay Marina one to remember and talk to your fellow cruisers about," says Juanjo.



Left to right: Juanjo Boschetti, Emilio Lau, Eddie Vega and Edwin Chavez

Come and visit, and ask Juanjo, Emilio, Eddie or Edwin about the services and amenities Shelter Bay has to offer: a haulout facility, full service yard, secure storage, fuel, laundry, hotel, restaurant and bar, mini-market, chandlery, swimming pool, and transportation to Colon and Panama City among others.

Shelter Bay Marina has the capacity to receive vessels of up to 320 feet with 20 feet draft on the channel and ten feet draft on many of the slips.

Visit www.shelterbaymarina.com for more information.

Latitudes & Attitudes is Back

Cruising Outpost magazine is going back to the name *Latitudes & Attitudes*, starting with the summer issue, which goes on sale June 6th at newsstands in the US.

Publisher Bob Bitchin tells *Compass*: "In 2011, I sold *Latitudes & Attitudes*, which at the time consisted of the magazine, a weekly national television show, and a radio station, so I could retire and 'get back out there'. Unfortunately, I was too trusting and sold the company to a couple of conmen. They ended up absconding with over one million US dollars and left Jody and me bankrupt. About 700 of my *Lats & Atts* readers sent in US$250 each via a PayPal account to get a new magazine — *Cruising Outpost* — started."



He continues: "Two years ago, I was sitting at a friend's home in Tortola discussing things when he asked if I got the trademark back. I told him I couldn't, as I would have to sue them for non-payment and they already had over three million US dollars in 17 judgments against them for previous scams. He picked up the phone and called his trademark attorney in Washington DC. It seems, unbeknownst to me, that the title was never trademarked, just copyrighted, and if a publication doesn't use a copyrighted title for over two years it is considered abandoned. Long story short, his lawyer (now mine too!) got the *Latitudes & Attitudes* trademark back for us, so *Cruising Outpost* is being renamed *Latitudes & Attitudes*!"

Visit www.LatsAtts.com for information.

USVI Charter Yacht Show in November

The USVI Charter Yacht Show, the premier event in the US Virgin Islands for charter brokers and crewed yachts to see and be seen, is set for November 11th through 14th at IGY's Yacht Haven Grande in St. Thomas. Organized by the Virgin Islands Professional Charter Association, this show allows charter brokers to see sail and power catamarans, monohulls and motor yachts in one location. It also allows crews, managers, and local vendors to launch their Caribbean season and promote themselves and their services.

"Being in the Virgin Islands earlier in the season gives crews an opportunity to tour the islands pre-show, giving more in-depth and up-to-date knowledge of the cruising grounds, businesses, and services offered, as changes happen often during the off-season, when local businesses undertake renovations or add services," says Jamie Deehan, captain of the 52-foot sailing catamaran *S/V Island Hoppin*. "These insights can then be explained to brokers at the show, presenting the crew as experts on the cruising grounds and allowing the brokers to better explain conditions



and activities to guests. This translates to a better charter experience for both guests and crew, hopefully leading to repeat guests and growth in the industry."

More than 60 yachts and 100 charter brokers from the Caribbean, US, and Europe are expected to attend. "A growing number of boats in the fleet base themselves in the USVI and the number of participants in the show has grown exponentially," says Emily Mack, president of the Charter Yacht Brokers Association.

The 2019 USVI Charter Yacht Show's schedule features four days of yacht viewing, a crew cocktail party, an awards dinner, a sunset cruise, a marine expo, and the "State of the Industry" address, which highlights many of the off-the-beaten-track anchorages in these cruising grounds.

Visit www.vipca.org for more information.



CARIBBEAN ECO-NEWS

Coral Reefs Now More Resistant to Warming

As reported in the March 2019 issue of *SevenSeas* marine conservation magazine (sevenseasmedia.org), ocean warming threatens coral reefs globally with more frequent and deadly coral bleaching events. But a new study, using 20 years of Reef Check data, finds that corals now can withstand higher temperatures before bleaching than they could a decade ago.

The study was published on March 20th in the journal *Nature Communications*. The study team included Ph.D. student Shannon Sully and professor Rob van Woesik at the Florida Institute of Technology, Deron Burkepile and Mary Donovan at the University of California Santa Barbara, and Reef Check founder Gregor Hodgson.

The team analyzed Reef Check data from more than 3,300 sites in 81 countries to examine global coral bleaching patterns in relation to water temperature. They found that, compared to the previous decade, corals now can withstand 0.5 degrees C (about 1 degree Fahrenheit) higher temperature before starting to bleach. According to Hodgson, this is most likely due to adaptation of both the corals and the microscopic algae that live in their tissues.

"It is a bit of good news that we may have a little more time to solve global warming," said Hodgson.

The authors suggest that the higher temperature threshold for bleaching in this decade is likely a consequence of the decline in temperature-sensitive corals during previous bleaching events, and that the remaining corals now are adapted to higher thermal stress.

Jan Freiwald, Reef Check's executive director, was glad to see Reef Check's data put to good use. "Global warming is now the biggest threat to the survival of coral reefs — and humans. Reef Check's citizen scientist divers work hard to survey reefs all over the world to provide the data we need to make effective management decisions on a changing planet and reverse the trend of coral loss," he said, and thanked all of Reef Check's professional and citizen scientists who helped collected the data.

Ciguatoxins in Seafood Now Readily Detected

The International Atomic Energy Agency's Department of Nuclear Sciences and Applications has reported that the first laboratory in the Caribbean to be able to detect ciguatoxins has became fully operational in Cuba. Naturally occurring, ciguatoxins are responsible for ciguatera poisoning, which causes tens of thousands of seafood poisoning cases every year. Symptoms can include vomiting, diarrhea, and dizziness or even, in extreme cases, death.

To address the ciguatoxin problem, the IAEA has been building capacity for ciguatera monitoring in the region through the use of nuclear and isotopic techniques. Nuclear techniques can quickly identify biotoxins in seafood and in the environment, and pinpoint these outbreaks more accurately than other methods. The laboratory in Cuba is now fully operational to detect ciguatoxins in samples received from other laboratories in Latin America.

Previously there has been no quick and accurate way to detect ciguatoxins in seafood, despite "old wives' tales" ranging from cooking fish with a silver coin to see if the coin turns black to feeding some to the cat to see if gets sick.

The IAEA Environment Laboratories' work in Cuba is part of a larger technical cooperation project in the Caribbean on strengthening regional monitoring and response for sustainable marine and coastal environments.

Read the full story at www.iaea.org/newscenter/news/laboratory-in-cuba-first-in-region-with-capacity-to-detect-key-biotoxin-thanks-to-nuclear-techniques

Marine Resource Study at Nelson's Dockyard

The Antigua & Barbuda National Parks Authority (NPA) has mounted a major undertaking to determine the health and status of the natural marine resources within Nelson's Dockyard National Park.



A large number of stakeholders, some of whom depend on the park's natural marine resources for their livelihoods, turned out for an outreach and education exercise at the NPA's Event Centre on March 21st. Participants shared their observations about some of the significant changes they have seen in the coastal areas of the park and discussed the likely causes.

"This is an important exercise that will guide and inform the ongoing work in data collection for our marine and coastal ecosystem," explained Advisor Ruleta Camacho Thomas.

The effort has received support from the Australian High Commission and the BIOPAMA Regional Gateway programme, while the Antigua & Barbuda Marine Ecosystems Protected Area Trust has facilitated outreach. Antigua & Barbuda's Department of the Environment and the country's Fisheries Division provide technical support.

"Ultimately, these engagements will help us to build our understanding of our marine and coastal resources and contribute to the shaping of our management responses to emerging ecosystem issues," stated Parks Commissioner Ann Marie Martin.

Funding for TCI Marine Environmental Projects

The Darwin Plus funding agency will provide US$4.5 million for developing sustainable environmental projects in the Turks & Caicos and other British overseas territories. The Turks & Caicos Islands' Department of Environment and Coastal Resources (DECR) announced in March that the TCI had successfully secured four projects.

The DECR and the South Atlantic Environmental Research Institute will be heading a two-year project entitled "Developing marine spatial planning tools for Turks and Caicos". The project builds a territory-to-territory partnership between SAERI in the Falklands Islands and the DECR, to develop marine spatial planning tools to feed into long-term planning and decision-making in the marine environment.

Similarly, the DECR will be working with partners to restore and safeguard wetlands of the Caribbean UK overseas territories. The project aims to improve ecological status and climate-resilience of wetlands through better recognition, protection and restoration of wetland biodiversity and ecosystem functions.

The third awarded project, "Sustainable solutions for sargassum inundations in Turks and Caicos", aims to assess the macro-algae inundations from environmental and socio-economic perspectives.

Finally, the DECR will be collaborating on a project that considers regional-scale marine conservation through multi-territory tracking of frigate birds. The project aims to improve the ability of managers and policymakers in the Caribbean overseas territories, and more widely, to recognize, designate and protect vulnerable ecosystems offshore, nearshore and onshore.

Read the full story at http://tcweeklynews.com/ots-win-million-funding-for-environmental-projects-p9519-127.htm

Dominica's Indian River Environment Under Threat

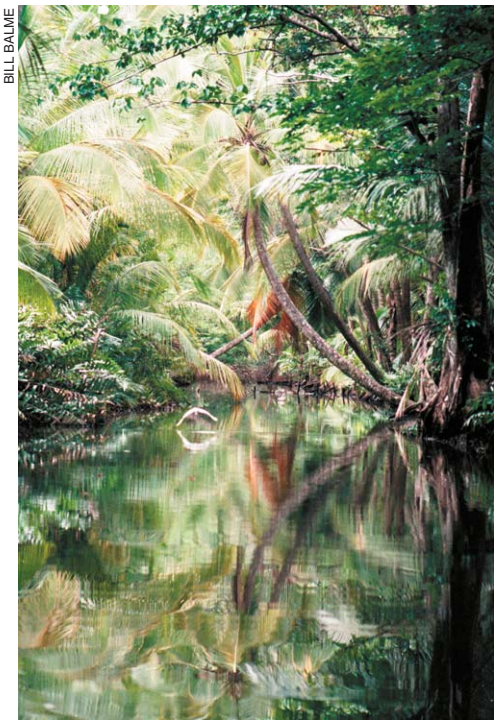
by Chris Doyle

The Indian River is deeply ingrained into the life of those who live in Portsmouth, Dominica. Every year thousands of visitors come to visit this spectacular spot, where wavy swamp bloodwood's buttress roots line the bank, and crabs dart in and out along the shore. Herons, kingfishers, hawks and other birds show themselves for avid photographers, and iguanas hang out in the trees. This wonderful river helps support a couple of dozen Indian River guides, well trained by government departments, who row visitors up the river and show them its wonders. In a town the size of Portsmouth, it's one of the bigger employment opportunities.



Above: Swamp areas by the river are being filled, increasing the risk of pollution and flooding

Below: The Indian River is a haven for wildlife and a source of employment for guides



BILL BALME

Given its importance, it seems like little is being done to protect this area's environment. Refuse and fill have been dumped near its banks, threatening the quality of the water and cutting back on the surrounding swamp that acts like a big sponge to absorb run-off.

I noticed this four years ago, and rather than write about it, I talked to some people in government who assured me they knew about the encroachment and would fix it. Not only is it not fixed, the filled area seems to have doubled in size, with a new area of fill on the western side where there was none before. It is easy to see that it will not be long before these two fills join each other, destroying much of the protective swamp and leading to a degradation of the Indian River and the wetland that does much to protect the town of Portsmouth from flooding.

You can see in the upper photo that the branch of the Indian River that the guides follow goes from the river's mouth to the east. A second tributary comes south to the dumping area. You will notice that the fill goes right up to the edge of this branch of the river with absolutely no protective zone, leaving the river open to serious pollution of numerous kinds. It is a heartbreaking sight.

Portsmouth has had more floods recently in heavy rains, and several local people have told me the damage done to the wetlands by this fill is contributing to it. Any flooding in Portsmouth will be worsened by the volume of the swamp that has been filled. This is because prior to the filling, the swamp is where the water would go, becoming a shallow lake. Once the swamp is filled, there is nothing to absorb the water, leaving it free to flood.

Strange though it may seem, given the importance of the Indian River to the Portsmouth community, all the land around it is privately owned, and it seems, on the current evidence, the environment can be destroyed at the whim of the owners.

I have found the government of the Honourable Roosevelt Skerrit to have some good ideas and to be very open to encouraging the yachting industry. So I hope he can find it in his heart to do something about this situation. Surely the time has come to put a stop to the current filling, to make a plan to reverse the environmental damage already caused, and to consider acquiring the lands that surround the river and its swamp and make them into a national park that can be a lasting natural treasure, a source of employment for local people, and a flood protection area for Portsmouth. If outside help were needed to accomplish this, it would seem to be the kind of project that international environmental agencies and perhaps the EU could help support.

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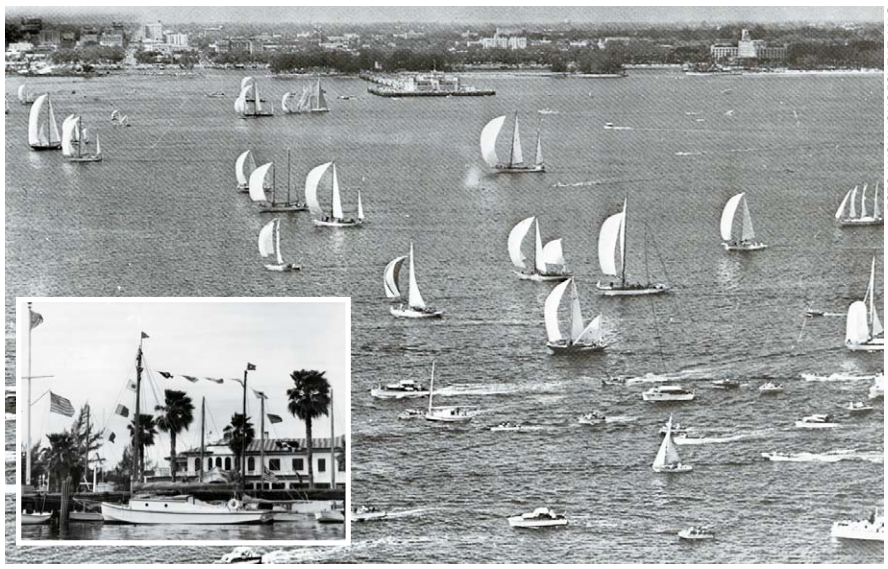


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REGATTA NEWS

Building Friendship: St. Petersburg-Havana Regatta

The St. Petersburg-Habana Regatta, March 18th through 21st, saw 21 American vessels racing in the first in a series of races celebrating the 500th anniversary of the founding of Havana, Cuba. It departed from Tampa Bay, Florida at 9:00AM on



ST. PETERSBURG YACHT CLUB

The 1957 start of the St. Petersburg-Habana yacht race

Inset: In 1929 St. Petersburg, Florida was suffering from the effects of the Great Depression and Prohibition. In Havana, Cuba, the rum was flowing and the nightlife was unsurpassed. George S. Gandy, Jr. sailed his 36-foot ketch, Cynosure, *to Havana. He approached Commodore Rafael Posso of the Havana Yacht Club and a partnership to conduct a St. Petersburg-Habana yacht race was born*

March 19th.

Competing under PHRF handicaps, the sailors took heavy northeast winds, strong tides, and the long, narrow, and dangerous entrance channel of Marina Hemingway into account before arriving in Havana. The Race Committee of the St. Petersburg-Habana Regatta welcomed the first vessel, the 34-foot *Fresh Pineapple*, at 5:49PM on March 20th in Marina Hemingway. Other sailboats arrived during the night with the last one entering port near dawn on the 21st. A Welcome Party took place the next day.

On March 23rd, vessels from the Regatta and the Hemingway International Yacht Club (HIYC) of Cuba participated in a Nautical Parade for the 500th Anniversary of Havana and in the Torreon de La Chorrera Regatta. This race had a course between Castillo del Morro and the embassy of the United States of America, to celebrate the friendly relations between the American nautical community and the HIYC.

At 8:00PM, the Awards Ceremony of both regattas happened at the HIYC headquarters. Everyone applauded the hospitality provided by Commodore Escrich and his team. Past St. Petersburg Yacht Club Commodore Winning noted that the St. Petersburg-Havana Regatta is held to improve relations between the USA and Cuba, while SPYC Vice Commodore Blacker stressed being proud of this international community of sailors. Commodore Escrich, who received a recognition plaque from the Committee, pointed out that the power of love among yachtsmen prevails over hatred. "We want to remain friends and maintain friendships. See you in 2021," he concluded.

The class winners were as follows. Spinnaker: *Silver Surfer*, J/112e, Mistele/Ford, St. Petersburg, Florida; Cruising A: *Seanchai*, Little Harbor 44, Edward Steadman, St. Petersburg, Florida; Cruising B: *Woodland-DC*, Catalina 400 (40 feet), Johannes Vanderkrabben, St. Petersburg, Florida; Cruising C: *Flagship*, Island Packet 40, George Norwood, Riverview, Florida; Multihull: *Shearwater*, Conser 47 (47-foot catamaran), Geoffrey Conroy, Tampa, Florida; and Transpac Double Handed: *415*, Mini Transat Prototype 21, Peter Fray, Venice, Florida.

All About Wind: 46th St. Thomas International

Carol Bareuther reports: Clouds and a couple of squalls sent windy curve balls across the courses set for the 50-plus boats racing in the 46th St. Thomas…

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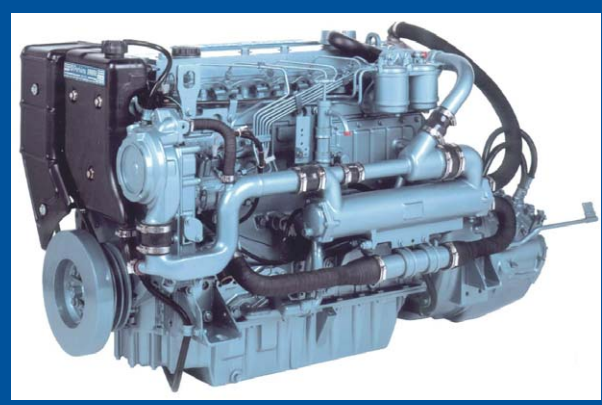
DEAN BARNES



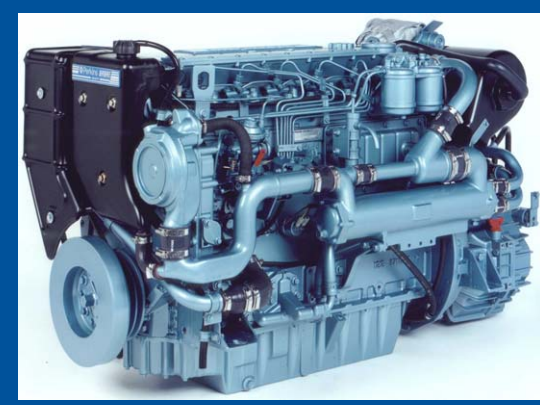
St. Thomas' Niall Bartlett topped the nine-boat Hobie Wave class

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…International Regatta (STIR). STIR delivered professionally set round-the-rocks and round-the-buoy courses, and first-class competition.

However, the big story of the final day of racing was all about the wind.

"We had light air and heavier air, a little bit of everything," says David Tower, tactician aboard St. Thomas's Peter Corr's King 40, *Blitz*, winner of the CSA Spinnaker 1 class. "Today, when the squall blew through in the second race of the day, winds hit over 30 knots. We broached and briefly had a man-overboard situation. But, there was no damage, no one was hurt and the team recovered quickly to carry on and finish sixth. Overall, it was a really amazing regatta."

Blitz tied on points with Antigua's Pamala Baldwin's J/122, *Liquid*. However, Blitz had the greater number of firsts to win the tie-breaker to *Liquid's* second place. Belgium's Philippe Moorgat's Swan 45, *Samantaga*, came in third.

In the CSA Spinnaker Racing 2 class, St. Croix's Mackenzie Bryan drove the J/100 *Bad Girl*, to a first place finish. "That squall today was as windy as I'd seen it the entire regatta. So much so that we decided not to hoist the spinnaker on the first run and we were still flying," says Bryan, who served as a junior crew several years ago when *Bad Girl* also won her class. "Our strategy was to have good boat handling, minimize mistakes and stay out of the current. The effect of the current was huge."

St. John's Mike Feierabend's J/24, *Bravissimo*, ended second, with the BVI's Henry Leonnig's Melges 24, *Fire Water*, third.

The only boat in the regatta to earn all first-place finishes handily won the CSA Non-Spinnaker class. What's more, *Touch2Play*, a Reflex 38 owned by Canada's Rob Butler, was a double winner. That's because Butler personally donates money to Canadian breast cancer research based on how many times the boat wins a race and a regatta. Thus, with one regatta win and six individual race wins, the contribution was sizable. "The squall that blew through really shuffled the fleet on that last race," says Larry Huibers, who helmed. "*Spirit of Juno* (Ondeck Antigua's Farr 65) liked the big air, went flying and in 15 minutes had jumped ahead to Two Brothers rocks. Then, the wind died. It hurt *Juno* the most and chewed about seven minutes out of their corrected time. That was an advantage for us."

Wild T'ing, St. Thomas' Lawrence Aqui's Dufour 40, took second in class, with Ondeck racing's *Spirit of Juno* third.

The 18-boat IC24s were likely the most competitive class. After 12 races, it came down to the last race, on the last day, for the winner to be decided. And, that winner was not the boat that led the first two days of racing. "We started four points behind *Sembrador* going into today," says Fraito Lugo, who skippered *Orion*, along with crew who included his 16-year-old son, Alejandro, and 11-year-old daughter, Alejandra. "Our strategies were starting clear, hitting the left side of the course and starting to the leeward side of *Sembrador* so we could get control over him with the air. We did that and closed the gap to two points going into the last race. We were prepared if he tried to match race, but he didn't. He ended up starting late and sailing way to the south. In the end, we won by seven points."

St. John's Dane Tarr won the Beach Cat class, with crew Tristan Ewald, aboard the Nacra 18 Infusion, *Family Cruiser*. St. Thomas' Niall Bartlett topped the nine-boat Hobie Wave class.

Visit https://stthomasinternationalregatta.com for full results.

Hard-Fought Victories at St. Barths Bucket

Barby MacGowan reports: The sailing on March 24th, the last day of the 2019 St. Barths Bucket Regatta, couldn't have played out any better for the 34 superyachts in five spinnaker classes and one Corinthian Spirit (non-spinnaker) class. Winds ramped up to 18 to 20 knots just before the start of the scheduled "Wrong Way Around" race, which sent the fleet counter-clockwise around the island after a downwind start that required precision crew work and timing, especially in the cases where super-sized spinnakers were deployed. After two days of racing in moderate breezes, no one minded a brief squall that passed through on the north side of the island; it gave way to the day's balance of more clear skies and shifting moderate-to-high breezes that would make or break many teams' chances.

MICHAEL KURTZ / PANTAENIUS



In Les Elegantes des Mers class, Velsheda *missed first place by just one point*

With a 1-2-3 scoreline, the 59.9m ketch *Hetairos*, a design collaboration between Dykstra and Reichel/Pugh, won the six-yacht Les Gazelles des Mer class and took home overall honors and the Bucket trophy. It prevailed after a finish-for-the-ages in Sunday's race where the ultimate third-place finisher, *My Song*, a 39.7-metre sloop, beat out *Hetairos* by eight seconds. Then, in final scoring, a mathematical tiebreaker had to be applied to determine *Hetairos's* series victory over runner-up *WinWin*, a 33-metre sloop. Proving that the handicap rating rule (ORCsy for the spinnaker classes and ORCcs for the non-spinnaker Corinthian Spirit class) worked well here, Sunday's race for the Gazelles also saw five yachts finish within one minute of each other.

In the six-yacht Mademoiselles des Mers class, the 35-metre ketch *Sojana* was never more than 5.7 seconds from the starting line in the pursuit starts that have become a hallmark of superyacht racing. She had a perfect score line, with the 31.8-metre sloop *Farfalla* and the 32.9-metre Vitters-built *Missy* taking second and third, respectively.

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The top two yachts in the six-strong Les Elegantes des Mers class exchanged leads on the first two days of racing and were knotted up in Sunday's race until the 56.2-metre ketch *Aquarius* edged out the J Class yacht *Velsheda* by one point in final scoring. Taking third in class was the 42.4-metre ketch *Rebecca*.

Blue Too, the 33.3-metre ketch that finished second here last year, stepped it up to post consecutive wins this year and top six yachts in Les Femmes des Mers class. Second-place finisher *Bella Ragazza*, a 43.1-metre Vitters-built sloop, sailed solidly with finishes of 3-2-3, while the 33.3-metre *Nakupenda*, with a first-time owner/driver, finished third overall in a three-way tiebreaker.

In Les Grandes Dames des Mers, by the end of racing on the Saturday, three yachts — the 55.8-metre Perini Navi ketch *Rosehearty*, the 58.7-metre Perini Navi *Perseus^3* and the 47.7-metre Royal Huisman sloop *Hyperion* — were tied on points. On the Sunday, *Rosehearty's* crew sailed quickly off the line and finished almost five minutes ahead of *Perseus^ 3*, who took second, while *Hyperion* settled for third.

In the third year for Les Voiles Blanche class, the 49.6m sloop *Ohana* won both Friday's and Saturday's races against two others in the class. On the Sunday, the 51.7-metre ketch *Q* beat *Ohana* by 35 seconds. Nevertheless, she took second overall, while the 31.9-metre sloop *Child of LIR*, a local team back for a second year, finished third.

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

BVI Spring Regatta Buzzing Again!

The 2019 BVI Spring Regatta, March 25th through 31st, attracted more than 800 sailors on over 90 boats, and the Mount Gay Race Day, as the newest addition, was a huge success.

"It was thrilling to see this place buzzing again!" Miles Sutherland-Pilch, general manager of Nanny Cay Marina enthused. "It's been incredible to be part of the BVI rebuild, and this week to be out on the water on a boat that was recovered from Hurricane Irma and to win in class. I can't thank everyone enough for making this happen." Sutherland-Pilch raced with Team Naia on *Odyssey*, a Beneteau First, in CSA Jib & Main 2. CSA Jib & Main 1 was won by the USA's Andy Lippman of the Swan 48 *Catch 22*.

Jeremy Jablonksi of the US-based Hanse *Avanti* won Performance Cruising by just one point over longtime racing friends on the GS52 *Cachondo*. Winner of the Offshore Multihull class was Steve Cucchiaro's Gunboat Flow.

Winner of the Sport Multihull division was the Corsair 31 *Island Hops*, skippered by Mark Sanders of the BVI.

In Bareboat 1, Charlie Garrard won on *Jada*, a Moorings 48; and in Bareboat 2, *Blowing the Blues Away*, a Moorings 45, helmed by Mike Graham, took first, two points ahead of Jim Proctor on *Senior Moment*, a Moorings 45. Local legend 88-year old Robin Tattersall, helming *Midnatt Solen IV*, won Bareboat 3.

The Regatta welcomed a new fleet this year, the Hanse class. Tony Teixidor, owner/skipper of the Hanse 455 *PortoMar*, was racing for the first time in 16 years on his new boat, which was delivered to Nanny Cay in January. He took five bullets in five races sailed.

CSA racing class winners were Racing 1, Clint Brooks's TP52, *Conviction*; Racing 2, Peter Corr's King 40, *Blitz*; Racing 3 and the Best BVI Boat, Henry Leonnig and his crew on the Melges 24 *Fire Water*.

Judy Petz, Regatta Director, noted that the event was expanded this year to include more entertainment and businesses in the Regatta Village. "We wanted to help generate more income for local businesses and charities," Petz said. "Our message for 2019 — Building BVI Back, Bigger, Better, Stronger — was heard and embraced by the sailors and visitors from around the world who absolutely helped us accomplish that goal. See you in 2020 — March 30th through April 5th!"

For full results visit www.bvispringregatta.org

INGRID ABERY



Peter Corr's King 40, Blitz, was victorious in CSA Racing Class 2

Antigua Classics Regatta — Stay Tuned!

The 2019 Antigua Classic Yacht Regatta ran from April 17th through 23rd. The new International Dragon Class attracted much attention, and the new Historic Class (yachts designed or built before 1976, any material, any hull configuration) was aimed at encouraging the many boats that have previously not been eligible for this event. There was a great schooner line-up in the Classic and Vintage classes, with Spirit of Tradition and Traditional Classes also strong.

Congratulations to Jane Coombs on receiving the 2019 Classic Boater of the Year Award for all the amazing effort and love she has put into the Antigua Classics over the years. When her husband, Kenny Coombs, died in 2013, many thought the Antigua Classic Yacht Regatta would falter.

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But Jane, who had helped organize the regatta from its first days, ensured that it carried on. She also wanted to retain its positive impact on the island, not to mention the good it did for traditional and spirit-of-tradition sailing. In 2017, Antigua Classics celebrated a spectacular 30th anniversary. Jane stepped down as regatta chairman after 31 years of service to the event last year.

We'll have a full report on Antigua Classic Yacht Regatta 2019 in next month's Compass!

New Racing Marks for Antigua Sailing Week

As this issue of *Compass* goes to press, Antigua Sailing Week 2019 was slated for April 27th through May 3rd. The 52nd edition would commence with the Peters & May Round Antigua Race, followed by five days of racing off the rugged south coast of Antigua.





Key changes to this edition of ASW included two new classes (Double Handed and High Performance), four new racing marks to facilitate longer coastal courses and improve options for windward and leeward legs.

The start line for the Windward Course was farther offshore than in previous years. New leeward marks allowed the Race Committee to set a square run and provided a third choice for a square beat. A new mark for coastal racing allowed courses of up to 16.5 nautical miles.

For the Rendezvous Course, a new mark allowed coastal courses of up to 26 nautical miles. Twenty-four course options provided multiple race lengths to suit different classes. Typically, these races are shorter than Windward Courses, where boat handling is the key to performance. All classes switched between the two course areas and raced for two to four hours, allowing enough time to get everyone back to enjoy the fun ashore.

We'll have a report on Antigua Sailing Week in next month's Compass.

ON THE HORIZON

Wrapping Up the Caribbean Season?

At the end of the Caribbean season, a return or onward trip to Europe is sometimes seen as a burden rather than an adventure. That doesn't have to be the case. Why not join ARC Europe? The rally follows a west-to-east transatlantic route from the Caribbean to Europe via Bermuda and the Azores. ARC Europe 2019 begins at Tortola, BVI on May 4th.

Visit www.worldcruising.com for more information.

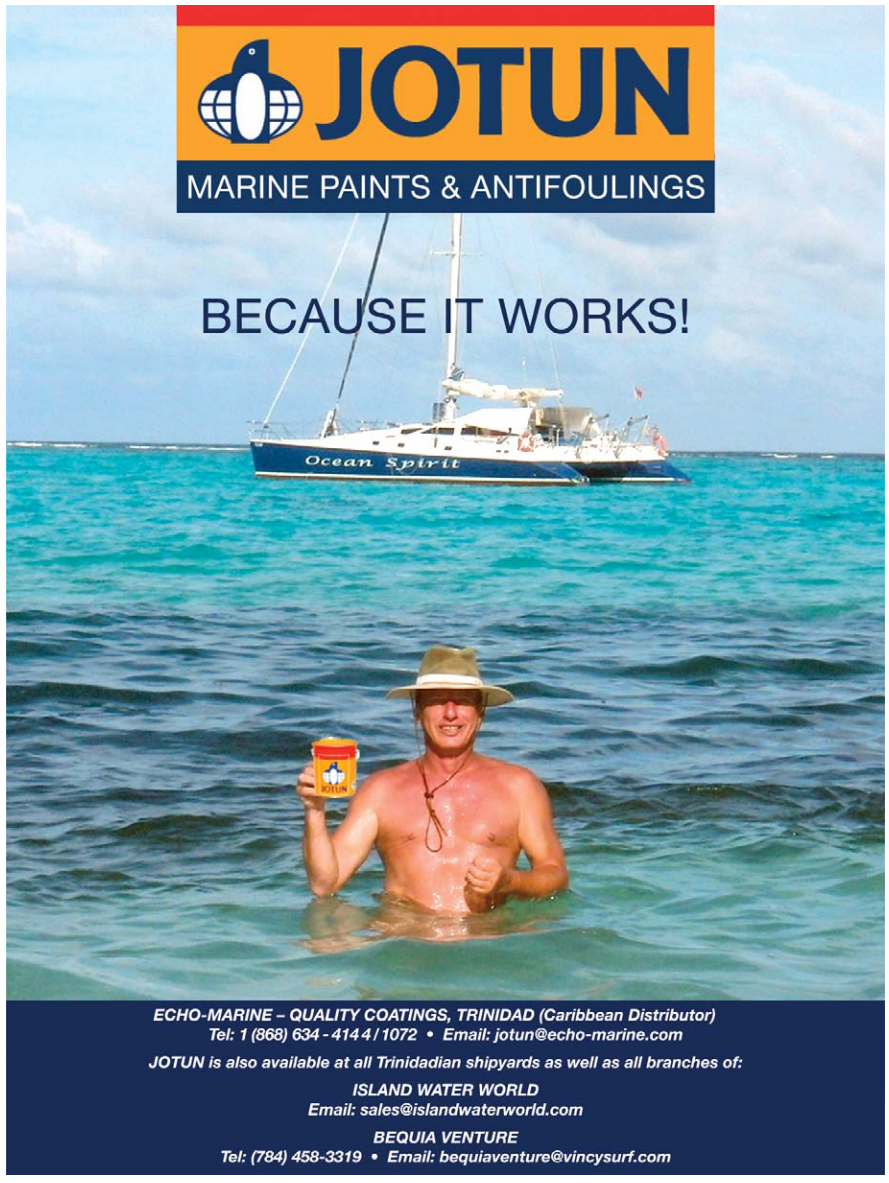
YOUTH SAILING NEWS

Curaçao Youth Championship, Lasers & Optis

Jesse Bérénos reports: From March 7th through 10th, Youth Sailing Curaçao (YSCO) organized the annual Curaçao Youth Championship in the waters of Caracas Bay.

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Youth sailors from Curaçao, Aruba, and Colombia sailed Lasers with the Radial and 4.7 rigs, and Optimists in three fleets. Prior to this event, most participants practiced under the guidance of international coaches such as Argentinean Martin Manrique during a clinic also organized by the YSCO. The so-called "kuaresma" wind, present during February and March, blew strongly, averaging 20 knots during the races.

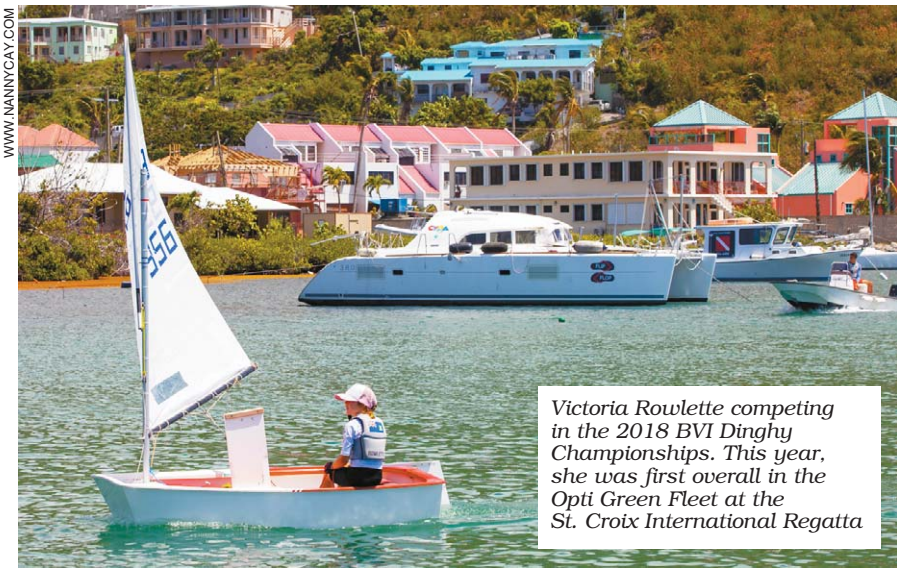
The competition was limited to sailors up to 18 years old. Darius Bérénos claimed the title in the Laser Radial category. This winner of the Curaçao's Overall Youth Athlete of the Year 2018 prize, finished first in 11 of the 12 races in his class. Bas van der Gulik came in second with one bullet, while Bruno Brouwers finished third.

The Aruban sailor Gavin Debevere won the champion title in the Laser 4.7 class, where sailors who have less weight than the participants in the Laser Radial class compete with a slightly smaller sail. The runner-up was Ian Huizinga, while Jadir Khouri finished third. Manuela Breman won the title of best female sailor.

Santiago van Werkhoven became champion in the Optimist A class, after winning nine of the 12 races. Koen van der Gulik ended second and Milan Redeker finished third. Christiaan Meloen claimed the championship title in the Optimist B class. He was followed by Jan Carlos Lendering and Noah Beaujon finished in third place. Finally, Thomas Breman won the competition in the Optimist Club class. This category is intended for younger and less experienced sailors. Romer Jansen was second and Joey Tjon Sin Kie finished third.

Rowlette Tops Opti Green Fleet in St. Croix

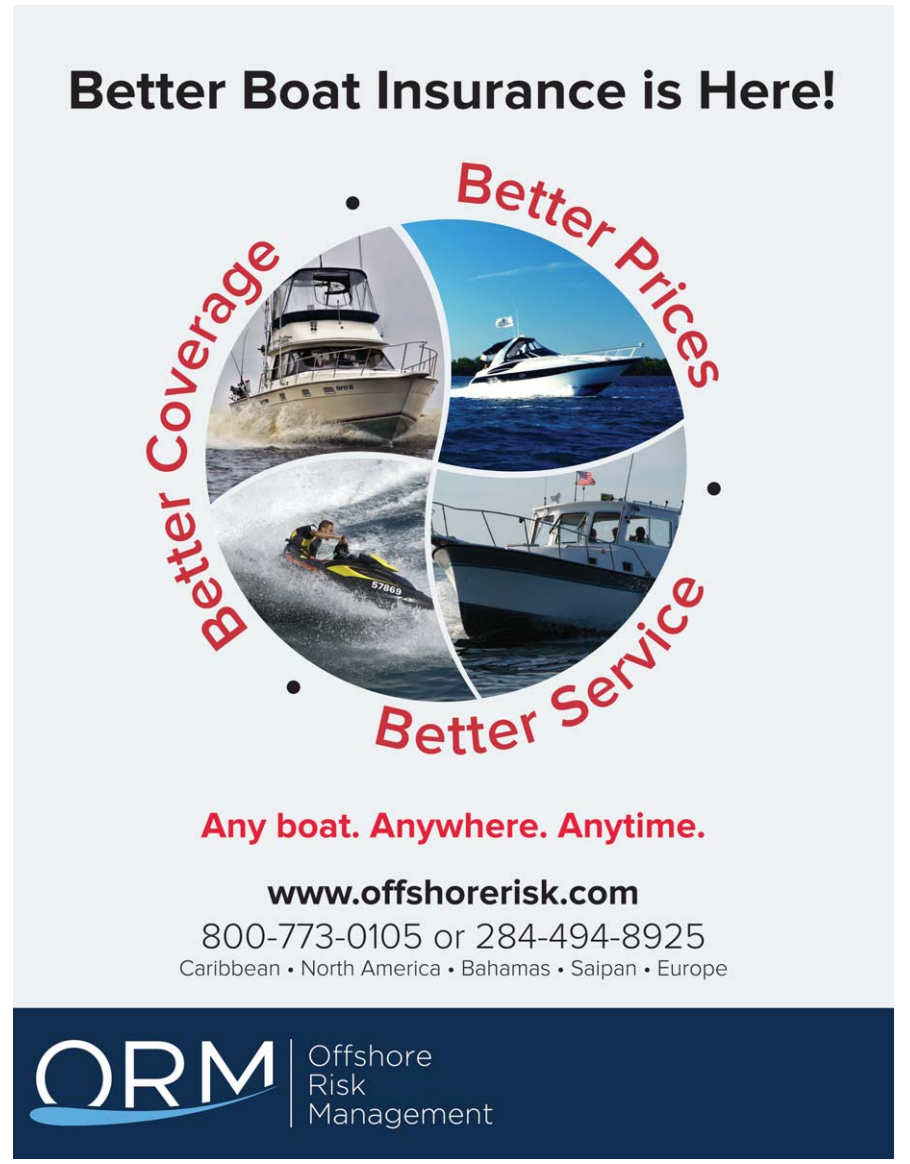
Congratulations to Victoria Rowlette, who competed in the Opti Green Fleet at the St. Croix International Regatta, held March 8th through 10th. The Opti fleet consisted of ten boats and completed a total of 15 races. Rowlette placed first in seven of them. Her final score of 19 points was comprised of all first and second place finishes to earn her first Optimist regatta win.



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Victoria Rowlette competing in the 2018 BVI Dinghy Championships. This year, she was first overall in the Opti Green Fleet at the St. Croix International Regatta





MARTINIQUE IS OPENING DOORS

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

Visiting Cercle Nautique de Schoelcher (CNS) in 2015, I'd made the following notes of my impression: "Calm. Patient. Organized. Consummate."

To watch Martinique's CNS in action is exhilarating.

In 20 knots of wind with higher blasts, the CNS instructor stands knee deep on the shoreline holding his student's Optimist stationary with sails in a reach position. The sails flag to port, leaving the student space within the tiny vessel to get her bearings. He calmly explains to her what she'll do with each tack. She pushes the tiller away from herself. She stands crouching beneath the boom to move her little bottom to the other rail. He continues to hold the Optimist as it crosses the wind. His hand guides her to bring the tiller back into a neutral position. In pelting wind, they calmly repeat, repeat, repeat. He has her do several mock tacks with her back to the bow as well as a few facing the bow. In between tacks, he places his hand amidships and encourages her to shift her weight forward. She responds.



When the instructor lets her loose he jumps aboard, barely fitting in the forward section. Dexterous, he balances as she sheets in and the boat moves forward. He lets his student move at her own pace. She has finally sheeted in enough to have good steerage when a gust lifts the instructor's brimmed hat airborne. Without flinching, he continues his lesson. She eventually gets the Opti tacked around in the direction of the westward-bound hat, which is quickly making its way toward the open Caribbean Sea. With help from another student, the hat is retrieved and soon passed into the boat holding the instructor.

Despite zooming Windsurfers in their midst and tourists readying on P-Cats ashore, there are no screaming or sand-throwing children. With adequate instruction and plenty of boats, CNS seems nearly devoid of horseplay.

CNS is a good example of a sophisticated community sailing center. The French government has long supported a "sailing for all" approach. This writer has never visited a Caribbean place that better exemplifies this philosophy.

And it seems to work well.

CNS is located on a black sand beach within the town of Schoelcher, only a brief bus ride north of bustling Fort de France. The location, adjacent to a city park with grass and lush decorative palm trees, lets you know that CNS's success is by design.

The water on this lee side of Martinique is characteristically calm and accommodating to neophyte sailors. Moored and anchored boats within the bay add to a sense of protection from the wide-open Caribbean Sea beyond.

Accommodating sailors from Learn to Sail level all the way up to elite racers, CNS does it all. They also build goodwill within their community and beyond through programs accommodating the physically disabled and visiting tourists. These additional revenue streams keep year-round staffing possible.

A model organization, the grounds are designed for the storage of one-design boats; a rolling clothing rack holding dozens of life jackets can be rolled out onto the patio for ease of access by students and then rolled back inside the warehouse-sized loft. To look inside the CNS "loft" is to get a glimpse of a clean, neatly organized space accommodating stations that meet the needs of sailors: sail and spar storage, sewing machines for sail repair, a large bulletin board displaying schedules and announcements.

A faucet and sink for freshwater rinsing is designed into the exterior wall of the building. Large trash bins store paddles.

A dozen bare-rigged Prindle cats, rudders upside down, rest in brown sand. Dozens of sailboards, kayaks, and Optimists are stacked four-high on wooden storage mounts. A dozen Laser Picos appear to have been sprayed down and gleam in the midday sun. Many of the large catamarans have canvas covers. Most of the Lasers are stored under the loft roof, and handcarts are abundant to shuttle boats down the concrete ramp or sandy shore to the water.



Left: A diverse fleet supports the goal of "sailing for all'

Above: The Pico can be crewed by one or two children

Below: CNS is located on a black sand beach within the town of Schoelcher, only a brief bus ride north of bustling Fort de France



One gets a real sense of how well the boats are cared for.

CNS continues to lead with yet another innovation: "Open Doors", an event for disadvantaged Martinique youth that was held late last year. According to Oliver Rene-Corail, President of Club Nautique de Schoelcher and President of the Sailing League of Martinique, "We organized this special Open Doors at Club Nautique de Schoelcher." Although he was unavailable for further comment as this issue of *Compass* goes to press, maybe more of us can visit Club Nautique de Schoelcher and check out the scene first hand!

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go *to life skills built in childhood in coastal southern California. Believing swimming and sailing along with reading, writing, arithmetic, music and art are essentials for island youth, she supports youth development through writing and networking.*

BLUE LAGOON HOTEL & MARINA

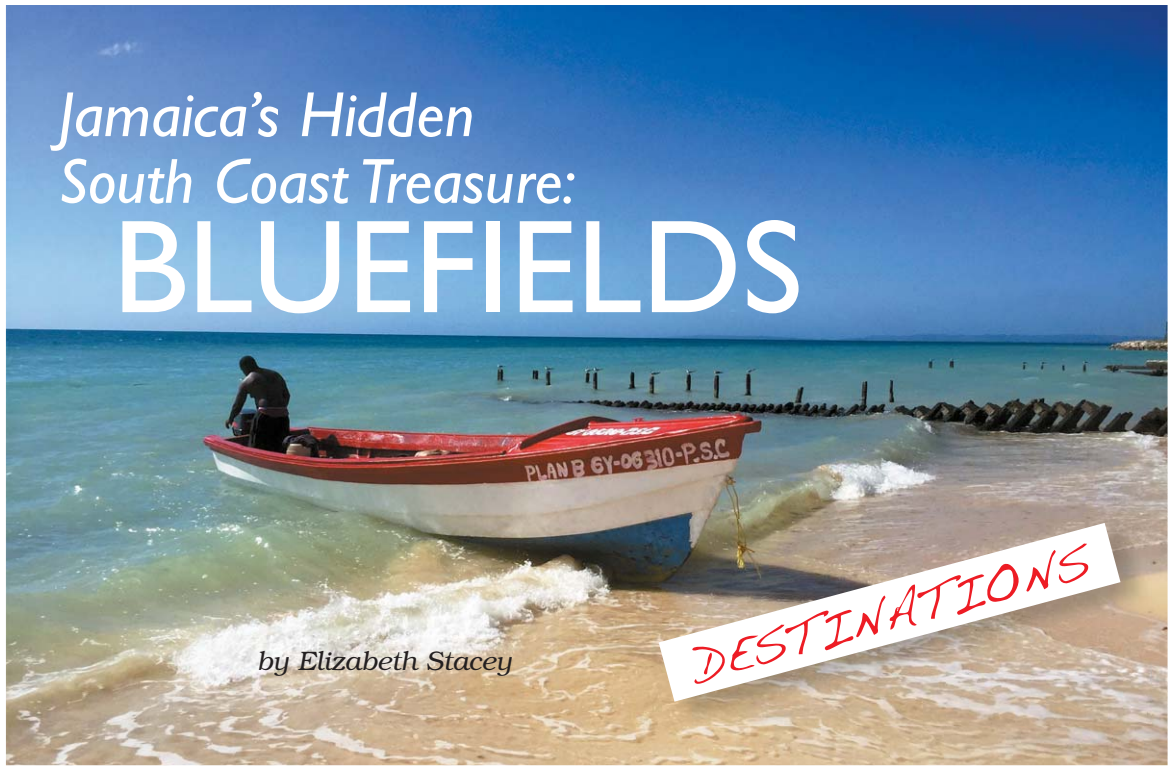
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Plan B *on the beach by King's Place, east of the anchorage*

The sail from Black River to Bluefields along Jamaica's south coast is a brief one so Garth and I had a leisurely morning and eventually got around to pulling up the anchor of our 42-foot ketch, *Irwinish*, and heading out. Our short sail of about 30 kilometres (19 miles) was made even shorter by lively winds that had us surfing down waves at over nine knots.

A few hours later we made our way in to Bluefields Bay near the town of Belmont; as in Black River, *Irwinish* was the lone boat in the anchorage area. The Navionics charts for this location aren't very detailed so we worked our way in slowly, trying to get as close in as we could to get away from the rolling swell. We spent quite a bit of time worrying over our position relative to "One Tree Rock", which was shown on the charts as just under water about a quarter mile away from where we were anchored. Later conversations with local fisherman revealed that the "rock" was really now the point and had a small hotel built on top of it; yes the one tree is gone. I guess charts can't be perfect!

We arrived on a Sunday and Bluefields Beach is a very popular weekend local swimming area. Once we dropped the dinghy we headed over to a lively family beach scene: lots of people cooking up food, kids playing and parents watching from the shade. A group of local teens were showing off their customized Hondas in a wheelie competition on the access road — one of the bikes is going to need a new clutch very soon. A perfect Sunday beach day!

The Belmont area has a strong free local WiFi that we were able to pick up on the boat antenna so we spent Monday morning catching up with news, talking to family and, to be honest, doing a lot of Facebook scrolling. We had a morning visit from the Jamaican Coast Guard who gave us a friendly hello, checked our paperwork and were on their way.

By the afternoon we headed down the beach to check out places to land the dinghy and find out if there was a local market or vegetable stand. We beached the dinghy and walked over to King's place, which is east of the anchorage around the point with the tiki hut. King serves beer, rum and some serious food that is cooked in another "rustic" kitchen, like the one we found at Black River [*see "Coast Guards, Crocs and Cool Vibes: Black River, Jamaica" in the April 2019 issue of* Compass]. In addition to cold beer and a sweet view, King gave us some great information on where we could buy some chicken, get some much-needed fresh vegetables, and a lead on a possible refill for our propane. We had tried to get it filled when it ran out in Black River but the only thing available was a tank exchange so we weren't holding our breath that an even smaller community would have a way to fill our tank.

Bluefields Bay is a protected area and is overseen by a local fishing cooperative (marked as Fisherman's Friendly on Navionics charts). The co-op works with the community to preserve the bay, and is doing reef restoration projects and a community gardening cooperative. We discovered that almost all things you need could be found on the fisherman's co-op grounds! We were able to dock our dinghy, get rid of our trash, refill our propane tank, check out the local hardware store, watch the work being done on the fishing boats, get some fishing tips (because, yes, we still are really bad at fishing) and, best of all, have some of the best fried chicken and rice-and-peas that we have ever eaten, from Kevin's Cook Shop. A ten-pound US LP tank refill cost about US$9, while we waited. The hardware store is a 40-foot shipping container full of stuff and with a friendly lady manning it.

There is a small grocery store with basic items such as chicken, bread, snacks, etcetera, located just south of the Fisherman's Friendly dock, about a three-minute walk.

—Continued on next page



SECRET HARBOUR
MARINA

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





—*Continued from previous page*

There are vans on the side of the road near the store that sell fresh vegetables. They typically have tomatoes, onions, yams, potatoes, green onion and thyme bundles, and fruit that is in season. We got a juicy pineapple.

While we were having lunch we ran into Wolde Kristos from RAJ Tours, who does bird-watching tours throughout Jamaica and has been a huge part of the effort to restore Bluefields Bay. He chatted with us over lunch about the history of Belmont, the state of the environment in Jamaica, the work going on to restore different areas, and some insight into the recently passed marijuana decriminalization laws. Before we realized it, the afternoon was gone and we headed back to the boat to make some water and get ready to move on to Negril the next morning.

Belmont is also home to the Peter Tosh Memorial. We walked by and it seemed a little run down and may have been closed. We gave it a miss, but if you are a serious Peter Tosh fan it may be worth checking out.

Yes, the anchorage here rolls some. No, there isn't exciting nightlife and big crowds. However, this stop has been our favorite, hands down. The incredibly friendly community is doing great work to keep their part of Jamaica thriving. Great sunrises over the hills and awesome sunsets over the ocean are a gift. Bluefields, we will miss you.

Coming next month, the last in Elizabeth's five-part series on harbor-hopping the south coast of Jamaica: "All the Way West — Negril".

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



At Kevin's Cook Shop we had some of the best fried chicken and rice-and-peas that we have ever eaten



Just south of the Fisherman's Friendly dock there is a small grocery store



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Farewell Grenada — What Could Possibly Go Wrong?

by Samantha Pettitt



Although we were reluctant to call the St. Vincent Coast Guard for assistance, it was the right decision

Hurricane season was still with us, but it was time to start making plans to sail our 45-foot yacht, *Wanderlust*, back north to Antigua. It would be a bit of a wrench to leave Grenada for many reasons, but we were looking forward to re-exploring the wonderful island of Antigua and catching up with old friends, and the chance to welcome more family and friends on board over the coming months.

Stephen Green and I were well provisioned and had made the most of stocking up on the wonderful fresh produce that is so abundant in Grenada. We were amused to see a couple of young sailors in the supermarket queue who had decided their provisioning only required 20 packets of instant noodles, four bags of tortilla crisps and two bottles of mojito mix. Our passage planning for the 350+ miles was done to give us roughly a week island hopping with a few stops, a possible night sail, plus five days contingency before family landed in Antigua. With plans A, B, C, D and E in place, safety checks done (including a quick hop onto the back of the boom to check the backstay fittings), we had a final swim on the wonderful Grand Anse beach, had a few farewell drinks and even said our farewell on the cruisers radio net. We were ready.

As sailors, we should know better than to say that.

Our first hop was to Carriacou where we intended to snorkel at Sandy Island before finally leaving Grenada and her islands. We were having to motor-sail for a while in the lee of Grenada when we heard an alarm sound. The engine coolant was too warm. We stopped the engine, a Volvo Penta D2 55, stuck up the headsail and managed to continue to make progress as we waited for the engine to be cool enough to investigate. Steve tracked the problem down to the impeller, but there was obviously an underlying issue as he had replaced the impeller only a few days earlier and it was already starting to wear. Despite putting in another new impeller, checking and clearing all the pipes, checking the through hull fittings etcetera, etcetera, the engine refused to work.

By now some very wet squalls had arrived and the wind was drifting us too far off our intended track, so we made the prudent decision to return to Grenada and get the problem fixed. As we progressed towards St. George's the wind died and we kept our fingers crossed that we would have enough momentum to sail across the entrance channel to the marked anchorage area. We finally glided into position just before dark and no doubt gave the other yachts something to look at as we anchored under sail.

We managed to get an engineer on board the next afternoon who fixed up the impeller housing and got the engine running. He advised that the repair would last the season, but we cheerfully said we would get a new part as soon as we arrived in Antigua. Having had an enforced rest and being keen to progress, we made the decision to sail overnight up to Bequia and save Sandy Island for another time.

This time we progressed much further, but after a few hours of running, the engine decided to fail again. We continued to sail well through the night and the next morning, after much short tacking into Bequia, we were pleased to see that there were very few yachts around and that Lower Bay was empty.

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We successfully anchored under sail again and decided to go below for a couple of hours sleep before tackling the engine again.

An hour and a half later our sleep was disturbed when the wind picked up and a short while later we heard a loud bang. We leapt on deck to discover that a catamaran had dragged its anchor from Princess Margaret Beach and somehow managed to hit the only yacht in Lower Bay — us! We quickly deployed our fenders and got on the radio to see if someone could assist with the runaway cat. Apparently no-one listens to the radio in Bequia on a Saturday morning, but eventually a dinghy approached with a very worried looking couple, who turned out to be the owners. By now their cat had managed to hook our anchor or chain and was bobbing very close to our stern. We explained that we couldn't start our engine to try and sort the problem out, so the husband valiantly dived into the water and managed to unhook the chains and his wife then raised theirs out of the way. They were extremely apologetic, but miraculously we had suffered no damage. Unfortunately they had a scratch in their hull where they collided with our anchor roller, but it could have all been much worse.

As our plans for sleep had now been somewhat disturbed, we discussed what to do next. While we thought that we could find an engineer in Bequia, we were not sure if the small chandlery would be open or have parts that we needed. After much deliberation we took the decision to try to sail on to St. Lucia, where we could find much larger chandleries and a boatyard. We successfully sailed off the anchor and picked up the winds in the Bequia Channel. We decided to sail up the east coast of St. Vincent, as this should give us more wind and a good direction to reach St. Lucia. As we rounded the bottom of St. Vincent, we were hit by a massive squall and had to just run with it for 40 minutes until it had reduced enough for us to try and get back on track. As is typical with sailing, the wind then decided to completely die, but we were left with a nasty swell. We realized that our situation was now far from ideal and Steve spent the next four hours trying everything to get the engine running as I tried to find a puff of wind to keep us offshore.

By late afternoon we were faced with the predicament of having no engine and no wind, with the swell pushing us onto a lee shore. "What does the chart show for this part of the coast if we have to try to anchor?" I shouted down below. "Uncharted rocks" came the reply. Oh dear! After much discussion we made the very difficult decision that we were going to have to contact the St. Vincent Coast Guard and ask for assistance. For the first time in our sailing lives we had to be towed in, but this was a much better alternative than drifting onto a rocky shore, without an engine, as night approached.

The Coast Guard managed to secure *Wanderlust* to a mooring buoy in Calliaqua on St. Vincent's south coast, and came on board to check we were okay, and to fill in the necessary paper work. We were very pleasantly surprised by the fee for being towed in and very grateful when they offered to get an engineer to us next morning.

The very helpful Coast Guard returned at 8:00AM next day with an engineer who proceeded to spend many hours tracing issues, going ashore to his workshop and returning to get our engine running again. While very happy, we were also very cautious with our optimism and decided to spend another night in St. Vincent so that we could test the engine. We ran, stopped, and ran the engine for many hours during the afternoon until we finally started to believe that the problem had been resolved. We finally retired to bed, ready for an early start next morning.

We decided to sail up the west coast of St. Vincent this time, as we knew there were numerous anchorages if we ran into problems again. Unfortunately, four hours into our journey, the engine failed again. We decided to return to see if the engineer could have another look, but knew that we couldn't risk sailing around the reef into the Blue Lagoon and so chose to try and pick up a mooring buoy at Young Island instead.

We radioed as we approached and were kindly escorted onto a mooring buoy by one of the Young Island Moorings team. Our engineer returned and, after another few hours of swearing and work, the engine seemed to be back on track. By now we were completely paranoid and decided to spend yet another night in St. Vincent, running and testing the engine. We were obviously also rather behind schedule and concerned that our family member would be arriving in Antigua before we did. After much reviewing of flights, hotels and options, we decided to book them into a hotel in Antigua for a few nights to take the pressure off our arrival and ensure they would be comfortable.

We then took the opportunity to go ashore for some fresh produce and so checked in with Customs and Immigration first. We were very, very happy to be advised that as the Coast Guard had towed us in, the Customs and Immigration fees would be waived. How wonderful are the St. Vincent & the Grenadines Coast Guard, Customs and Immigration! Yet another thing to love about the fascinating island of St. Vincent.

The lovely sailing gods decided to treat us to yet another storm in the middle of the night and at 1:00AM we responded to a strange noise to discover that our mooring line had snapped. We quickly started the engine (phew!) and circled as we tried to find another mooring buoy. We soon realized that the wind, driving rain and dark was not going to make things easy and we were also concerned about catching one of the many mooring buoy lines in our propeller. We made the possibly crazy decision that we were better out of the bay and drove out to sea, crossing our fingers that we wouldn't snag any lines. Things were calmer out there and we decided to use the wind to our advantage and set sail again for Antigua. This may sound like another crazy decision to many sailors, but was the decision we took at the time.

We had wonderful wind and speed and were soon past St. Vincent and St. Lucia. Relieved to finally be making good progress, we pressed on through the following night. We lost the wind up the west coast of Dominica, as expected, and the engine inevitably decided to fail again. After a few hours of trying to fix the engine, drifting backwards and dodging a tanker who must have wondered what we were doing, the wind returned and we continued up past the Iles des Saintes and the west coast of Guadeloupe.

As we approached the north of Guadeloupe the wind died and we started the tedious drift backwards again. By now we were resigned to having to face yet another challenge and decided it was a good opportunity to have a shower off the back of the boat and a relaxed lunch. At the most inconvenient moment the wind returned and we raced off on the final leg to Antigua.

We know Antigua fairly well and were able to keep well clear of the reefs in the dark and finally dropped anchor again near Jolly Harbour. We collapsed into bed and caught up with some well-needed sleep and were finally moored alongside the Jolly Harbour Marina pontoon next morning. We were really rather relieved to be back in our home port in one piece, able to catch up with our family member only a day late and order the new engine parts we so clearly needed.

We can look back slightly more calmly now on our "adventure" and marvel again at various aspects — how contingency days just vanish; we do still remember how to anchor under sail; the people in St. Vincent are very helpful; our yacht sails fantastically (a comfortable eight knots with three reefs in at one stage); and how unbelievable it is that you get hit by a runaway yacht when anchored alone in a bay. That's idyllic sailing in the Caribbean for you!

Lessons Learned

- Sailing to deadlines will force choices/decisions that you would not ordinarily make. Completing the journey non-stop under sail from St. Vincent to Antigua was fine in the end, but we would not usually choose to set sail knowing we had a faulty engine. If we had not been working to a deadline we would have stayed around Grenada until we had been able to thoroughly test that the engine was working correctly.
- We had not had engine problems until this issue, which was all due to a worn impeller housing. The various engineers we had on board were all convinced they had repaired the problem. In hindsight, it would have been better if we had just purchased and fitted a new impeller housing from the local chandlery in Grenada. Steve fitted a new impeller housing and exhaust elbow after we arrived in Antigua and we have had no problems with this since. Steve also discovered that the exhaust elbow was the original and was very choked with carbon deposits, which had probably exacerbated the engine issue.
- Although we were extremely reluctant to call the St. Vincent Coast Guard for assistance, it was the right decision at the time.
- We usually have two mooring lines when tying up to a mooring buoy, and can only think we were too distracted by events to realize we had only used one when tying up prior to our last night at St. Vincent.

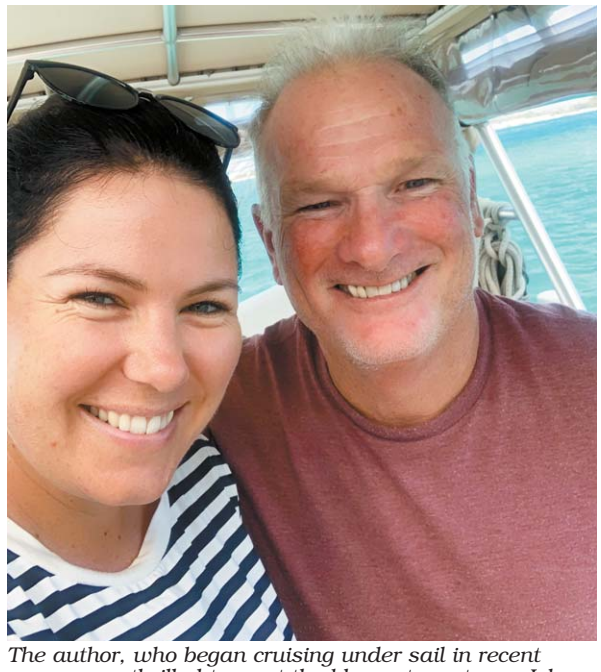
Samantha Pettitt and Stephen Green have previously worked professionally on yachts, but are currently taking the opportunity to experience the cruising lifestyle on their own Bavaria 44. They have been in the Caribbean since January 2017, and the trip described took place that October.



In the Hot Seat with John Kretschmer

by Erin Carey

John Kretschmer has sailed so many nautical miles, he lost count after 300,000. That's the equivalent of sailing around the world at least 14 times! He's crossed the Atlantic Ocean at least 28 times (and I say "at least" because it could be more; again, he's lost count), the Pacific Ocean twice, and he's the author of seven books, including a bestseller titled *Sailing a Serious Ocean*. He runs a business, training crew in all matters relating to offshore sailing, and conducts workshops and gives presentations around the world. Crewmembers come aboard with John hoping for rough seas and treacherous waters — the more dangerous the crossing, the more popular the passage, often booking out a year or two in advance. John has experienced 30-foot waves, been washed overboard and suffered a knockdown rounding Cape Horn.



The author, who began cruising under sail in recent years, was thrilled to meet the bluewater veteran John Kretschmer in St. Martin — and to have the chance pick his brain before her first transatlantic passage

He's lucky to be alive, and I was fortunate to meet him and his wife, Tadji, in St. Martin recently. I was interested to hear John's opinion on a number of contentious topics. To gain insight into the mind of this highly experienced sailor, I put him in the hot seat, asking his opinion on various subjects, the only rule being that he had to answer with the first thing that came to mind.

Here's what he had to say.

Tethers?

John: Overrated and cumbersome. They provide a false sense of security, yet people are obsessed with them. If you fall overboard, you have to release 80 percent of the time anyway — the idea that you're safe while tethered is crazy. People need to know how to release and deflate their PFD as much as they need to know how to clip on and inflate it. If you fall overboard with an inflatable on, you can't swim; you can barely move. Practice that, and then imagine being underwater with your tether under load.

I recommend people run their jackstays up the middle of their boat and instead of clipping on, wrap your tether under the jackstay and clip back onto yourself.

iPad navigation?

John: Cool! What can I say, I'm a fan; technology is fantastic. GPS is the single greatest invention ever.

Weather routers?

John: Not a fan — although, I've been in a lot of gales; maybe I should be a fan! Self-sufficiency is key. There is so much great data available; my preferred program is Ocens. There are two main sets of GRIB files, and the apps just use various ways of displaying them. GRIB files are also much more accurate over oceans, as they just have to deal with atmospheric occurrences rather than any land influences, so the GRIBs are super accurate out there.

Center cockpit?

John: My wife loves center cockpits; I like to see the sails. However, we built a solid dodger I like to refer to as a bomb shelter, so we can't see the sails anyway. Center cockpits are great for living aboard, but wetter because you are closer to the waves as they break. In general, though, the living spaces on center cockpit boats are very nice.

Catamaran versus monohull?

John: Misunderstood. Most monohull sailors have no catamaran experience, and most catamaran sailors don't have the years of monohull experience to be able to compare, so the two places don't intersect well.

I am a monohull person for sure. I think they have a lot more flexibility weather-wise and destination-wise. I have done a lot of ocean sailing in catamarans; I've crossed oceans, but there is a higher level of angst about sailing in a cat. You really need to pay attention in a cat; you need to think about doing everything early. I believe there is a great misunderstanding, but catamarans are definitely taking the world over.

Pets on board?

John: I don't know. We've had cats, they seem to be pretty trouble free, but it seems like sailing is challenging enough without a pet. I look at some dogs onboard, and I feel bad. I think it's cool that humans love animals and it's good for us as a species, but it's debatable as to whether it's good for them to live on a small boat.

Seasickness?

John: The bugaboo, so unfortunate; it would be such a better life if people didn't get seasick. If I were king of the world for one day, after establishing world peace, I would eradicate seasickness. It seems to me utterly random; I would say a third to a half of all my crew get seasick. They all usually get over it in a few days, with varying degrees. I wish there were a cure-all. Even Lin Pardy gets seasick on every passage. It's a curse, it really is. I don't know if there is a particular cure, Meclizine or Stugeron seem good, along with the patches.

Favorite Caribbean island?

John: Les Saintes followed by Dominica, which is a bizarre combination, I know.

Bluewater versus Production Boat?

John: The advantage of having a good boat is that your dreams are completely unshackled. You have enough to worry about; you don't want to have to worry about your boat, too. So, to me, the definition of a good boat is really simple, it's one that you can haul up the anchor at any time and shove off to anywhere, it provides the ultimate freedom. There are plenty of disadvantages to bluewater boats too. They are expensive, they are heavy and not worth a dime under power, they aren't spacious, but to me, a bluewater boat is the definition of freedom.

Electric or manual toilet?

John: Happy wife, a happy life, which translates into one manual and one electric, which I'm not allowed to use. We have friends who have a composting head, and they are moderately happy. I love the idea. We are all just emptying overboard here anyway; there is no place to pump out in the Caribbean.

Wind generator?

John: Not much experience; we don't have one. I'm a big fan of solar. We're just living in a solar world, we only run our engine to make hot water. Our stern is not very friendly for having more crap on it. We have 400 watts of solar.

Buddy boats?

John: Don't like them — another thing to worry about. They also provide another kind of false sense of security. I want to have my own experience.

Pirates?

John: Overrated, overblown, over worried about. We live in a data-driven age, we know where the bad guys are, and we can usually avoid them.

To read more about John, check out his website www.yayablues.com or look out for his new book titled Sailing to the Edge of Time.

Hailing from the land down under, Erin and her family currently live aboard their Moody 47 in the Eastern Caribbean. They plan to cross the Atlantic to Europe this spring.

Despite having never owned a boat before and having had practically no sailing experience, the family quit the rat race and bought a yacht, sight unseen, on the other side of the world. Follow their journey on Facebook and Instagram @ Sailing to Roam, as they navigate not only the seas but also how to live aboard a boat with three young boys!

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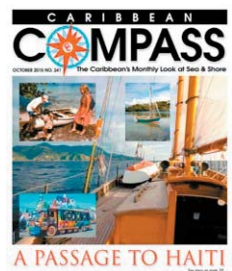
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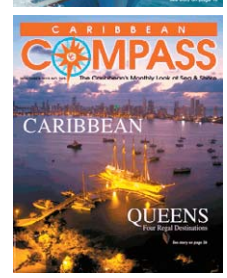
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ONE SUNDAY MORNING IN APRIL

by J. Wynner

One Sunday morning in April 2019 felt like "Yesterday Once More", though not the Richard Carpenter song recalling pleasant memories from youth, but rather remembering the back-to-back attacks on yachts bound for or departing Trinidad that took place in late December 2015.

After three years and three and a half months of incident-free sailing between Trinidad and Grenada, the question of piracy in Trinidad waters again reared its ugly head from the deep on Sunday, April 14th.

The news was the subject of many conversations with yachtspeople sailing the Caribbean as the word spread fast and, yes, furious about the attack 15 nautical miles north-northeast of the Hibiscus oil rig by an estimated eight armed and apparently Venezuelan men in a 40-foot pirogue with two powerful outboard engines, who, when they realized they could not board the 53-foot Jeanneau *Sylph*, opened fire on the yacht. Although the boat was damaged by the gunfire, no one aboard was hurt. The seamanship of the couple on board, and the zigzag course the vessel took, outmaneuvered the would-be pirates and *Sylph* sailed safely onward to Grenada.

The current dire economic situation in Venezuela is believed to have played a part in prompting Venezuelans to look for "opportunities".

Needless to say, this incident has made both the Caribbean cruising community and the yachting industry stakeholders in Trinidad more concerned than ever. A meeting was immediately called, and on April 15th, Tommy Johnson, acting president of the Yacht Services Association of Trinidad & Tobago (YSATT) released a notice outlining the facts as known, and noting the following:

"The Trinidad & Tobago Coast Guard will step up the frequency of patrols and ask that float plans be submitted. They recommend that boats attempt to go in convoys or on the same day. This will give them information on when to plan their patrols.

"They will contact the Venezuelan Coast Guard, with whom they have a good working relationship, and ask them to patrol the northern T&T/Venezuelan border. They will also give a description of the pirogue to the Venezuelan Coast Guard to be on the look out for it.

"YSATT reported that float plans filed with them were sometimes not acknowledged. The Trinidad & Tobago Coast Guard operations manager promised to look into this and ensure this is rectified. North Post Radio also receives float plans. Calls when departing can be made to the Coast Guard or North Post Radio and you can reach North Post Radio right up to Grenada."

The Trinidad & Tobago Coast Guard and North Post Radio were praised by Charlie Garry and Anina laCour, who sailed to Trinidad from Bequia in their Oyster 435, *Prism* — one of the first boats to brave the passage since the incident. Docked at the Crews Inn marina in Chaguaramas three days after the attack, Charlie and Anina reported "good sailing" of their slightly under 24-hour trip. Charlie laughingly offered that, "This may be the safest time to go to Trinidad because the coast guard is right out there." The Coast Guard is always out there, but since the attack, the security has now become even tighter.

Charlie and Anina confirmed the importance of filing a float plan, among other safety measures that boaters can take. "We also tell everybody you have to file your float plan, so that the coast guard can look out for you. You have to go at night and have on your navigation lights: it is the safest time; most of these acts happen during the day. Also check in with North Post Radio, and call Jesse James." Charlie and Anina filed their float plan and were continuously in touch with the North Post Radio station and the T&T Coast Guard during their trip.

Charlie, Anina and Jesse James of YSATT all agree that when boaters do not file their float plan, turn on their AIS, and check with North Post Radio and the Coast Guard, it makes Trinidad's security personnel's work much more difficult to track yachts in transit.

They all agreed, too, that after the first set of attacks, which took place within a week of each other in late December 2015, all the stakeholders got on board and there were subsequently no further incidents until the one last month. Again the stakeholders have stepped up to the plate, making every effort to ensure that the problem will fade once more.

Jesse James will assist cruisers wanting to sail in convoy to Trinidad in coordinating with the Coast Guard and North Post Radio station, but it is important that cruisers group for convoying themselves, and contact Jesse in advance (see contact info below).

Since the recent attempted piracy, the first convoy — which was continuously in communication with the TTCG — sailed safely into Chaguaramas on the morning of April 23rd. Steve Manley led the convoy aboard the yacht *Receta*. Four other boats also made their way individually into Trinidad that morning.

The crew of the yacht *Sylph* says, "We would like to thank all for their concern and best wishes relating to our recent incident. Firstly, we would like to thank the Grenadian authorities, along with Port Louis Marina and Tyrell Bay Marina for their concern and professionalism shown to us.

"We urge all persons to stick to the facts and not add their personal negative opinions to the event which, due to social media, can have devastating effects on Trinidad's yachting industry.

"We also would like all parties to be aware that our yacht will be travelling back to Trinidad for repairs, as we have confidence in both the increased patrols by the TTCG and the procedures which are in place to ensure a safe passage.

"Our yacht has always had repairs and upkeep done by some of the best marine professionals that are based in Chaguaramas, Trinidad, and we will continue to do so."

When sailing to or from Trinidad, file float plans at www.membersonlymaxitaxi.com/index.html

If planning to sail in convoy, contact Jesse James at jessejamesmembersonly@yahoo.com or (868) 683-5202.

FLOAT PLAN FORM

INSTRUCTIONS: Complete this plan before you go cruising between Trinidad and Grenada. Save and email this document to the Trinidad & Tobago Coast Guard at floatplan.ttcg@gmail.com or call (868) 634-1476 or fax it to (868) 634-4039. In addition, please cc the North Post Radio at northpostradio9yl@yahoo.com or call (868) 637-9023 or (868) 637-4474. Please cc Jesse James on your Float Plan jessejamesmembersonly@yahoo.com www.membersonlymaxitaxi.com Phone: (868) 633-3486 or (868) 683-5202 or (868) 634-1658

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Communications: ☐DSC equipment ☐VHF Radio ☐MF/HF Radio ☐Transmitting AIS

PERSONS ONBOARD

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Number of Crew Aboard: _____

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Approximate Speed: _____

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WELL-KNOWN YOUTUBERS INSPIRING A NEW BREED OF SAILORS



by Erin Carey

Today, with the advancement of technology and mediums such as YouTube, we have a world of information at our fingertips, a window into the lives of those documenting their every moment. Yet, perhaps the most relevant to those of us cruising in the Caribbean, are the YouTube sailing channels. With over 800 in existence, one doesn't have to look very far to find information, inspiration or entertainment of the nautical kind. The Caribbean is currently the cruising ground for numerous sailing channels, with the most popular being that of *Delos*, a crew of four aboard a 53-foot Amel Super Maramu. The well-known crew have been cruising the Caribbean since their arrival in Trinidad in February 2018, and many cruisers throughout the island chain have had a chance to meet them. Often described as inspirational, I wanted to find out for myself just how they manage to encourage people from all around the world to live life differently.

Brian and Brady Trautman, brothers from Arizona, didn't set out to sail around the world. Brian was working as a software engineer when he read a book that sparked the feeling that something was missing. One thing led to another and three boats later he was preparing his yacht for a two-year sabbatical cruise across the Pacific Ocean. It was a college vacation that saw Brady, ten years Brian's junior, fly out to spend his spring break aboard. What neither of them knew was that, despite not living together since Brady was nine years old, he would never leave. The two brothers sailed through the Pacific where they met Karin, a Swedish student who was studying in Australia. She was invited aboard for the weekend and, she too fell in love with the lifestyle and, as luck would have it, the captain as well, and from here the duo became a trio. With various crewmembers coming and going throughout the following six years, Brian, Brady and Karin remained a consistent team through the ever-changing scenery. It was an online application that saw their fourth crewmember, Alex, join the fun-loving squad in 2017, blissfully unaware that, you guessed it, she too would fall in love with the *Delos* crew and their inspirational lifestyle, yet more specifically, the first mate, Brady. Two years and 12,000 nautical miles later, Alex is now a permanent member of the *Delos* crew.

With almost 320,000 subscribers and 5.4 million views of their most popular episode, the contagious positivity the crew emanates is perhaps the reason for their popularity. So, how do these young adventurous soul seekers inspire a new breed of sailors to get out of their comfort zone? "The message that we try to give is that you don't need the big boat, you just need a dream, and that doesn't even have to be sailing, it just has to be something you love," said Brian. "Take charge of your life and live it how you want to live it instead of how society tells you to live it," added Alex. "You probably know a lot more than you think you do and common sense goes a long way out here. Follow what you believe and stay true to yourself instead of listening to what others have to say. If your dreams aren't a little bit scary, then maybe they're not big enough," said Brian.

Above: Floating in Anegada. The contagious positivity the crew emanates is perhaps the reason for their popularity

Below: The Delos *crew in the Tobago Cays*



However, Brian never dreamt that he'd still be living aboard his yacht nine years after setting off from the United States while also documenting his lifestyle for all to see. "Filming all started as a bit of fun, it was a way for us to share our lifestyle with our family and friends; we had no idea we'd be able to make a living from it," said Brady. "But now it's more than that — we're helping people.

—Continued on next page



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—*Continued from previous page*

"We get countless messages each week from people who say we have inspired them to live their life to the fullest. It may not even be sailing, it might be the fact that we have inspired someone just to leave their house that day or read a new book," Karen added. "What always gets me every single time, is when we get messages from people who can't go sailing because they're sick, they're in the hospital with cancer, PTSD, or other illnesses, that really gets me in tears," said Alex, "to think that person gets to experience sailing around the world, even though they physically can't, that's intense. If we can bring a little touch of happiness to a person's life, if they get to escape and find some joy in the videos, that's enough, that's incredibly special!"

Self-described "travelers with a sailing problem", the crew love exploring new lands and meeting new people, yet I wondered, do they ever get sick of the lifestyle? "Of course, there are things, like all cruisers experience, that we miss, our families, a regular pizza joint and personal space. It's hard leaving friends and having a transient lifestyle, never really knowing when we'll see someone again. We make a lot of sacrifices living this way, but the pros far outweigh the cons," agree Brian and Brady.

As someone who used to live his life in 50-minute chunks, Brian's life once revolved around conference calls and spreadsheets, so I was curious as to how the crew balances their life aboard *Delos* now. Each working more than they'd like, they admit they still struggle with finding the right balance. Brian commented, "Each episode takes over 50 hours to produce; it's a lot of hard work. People often say we are lucky but the longer I've been sailing, the less I believe in luck; we create our own luck by having the right mindset along with lots of planning and preparation. It's not luck that we're still out here, it's a lot of hard work and attitude is 90 percent of it."

With stunning cinematography, relaxing music and lots of laughs, it's little wonder their videos are so popular. When speaking to fellow cruisers, it's obvious the *Delos* crew is influencing a new generation of sailors. Khiara and her partner Adam had never dreamt of sailing before they stumbled upon the *Delos* channel on YouTube two years ago. "We'd never owned a boat, and we had no idea how to sail, but watching Delos inspired us to sell everything and sail away." The couple now live aboard their Tayana 42, named *Millennial Falcon*, in the Eastern Caribbean and have no regrets with their decision.

However, are *Delos's* videos a realistic portrayal of boat life? "To be fair, we probably spend 90 percent of the time at anchor and only ten percent of the time actually sailing, but we also film and edit what makes us happy, so while we do include everyday things like provisioning from time to time, we obviously don't want to include that in every video," laughed Brady.

As someone who had based all of her expectations on *Delos's* channel, Khiara said, "I feel that watching *Delos*, in conjunction with a lot of research and planning, gave us a realistic idea of what living aboard was like, yet, more importantly, *Delos* inspired us to dream big, to come up with a crazy goal and achieve it." What more can you ask for in a 25-minute episode?

So how does it feel to know you have inspired someone to live their best life? "It's incredible, it's the best reward we could possibly get," said Brady. "It's humbling and very cool to know we may have had a positive influence on somebody to follow their dream, whatever that may be," added Brian. Karin, on the other hand, still finds the fact that they are having such a profound effect on people's lives hard to grasp. "When we meet people and they tell me their story and how I've impacted that, it's really, really special. I find it hard to really show my appreciation, to show just how much their words mean to me." After nine years, one might think that meeting new people and hearing similar sentiments over and over again may be wearing thin, yet the entire crew were quick to add, "it never gets old, I personally get energy and inspiration from all of the messages we receive and the amazing people we meet. I am humbled to know we are changing people's lives," said Brady with genuine warmth.



Above: Delos *is a 53-foot Amel Super Maramu, but Brian says, 'You don't need the big boat, you just need a dream'*

Below: The Trautman brothers filming each other in French Guiana



With a fifth crew member on the way — yes that's right, Karin and Brian are having a baby — what's in store for the *Delos* crew? "We want to slow down and do less, make fewer videos so we can really focus on making videos we love, get back to our roots, get back to why we came out here in the first place," said Brady. The future parents will go to Sweden to have their baby, and Brady and Alex will remain on the boat, sailing across the Atlantic to the Azores. Brady and Alex are offering someone aged 16 to 22 the chance to join them on the passage - all expenses paid. As for where *Delos* is going to sail, the way they see it, they have three options for completing their circumnavigation: straight through the Panama Canal, which Brady worries is cheating, up and over the top of Canada or around the bottom of South America. Something tells me they aren't going to choose the straightforward option. You'll just have to watch and see!

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The Sky from Mid-May to Mid-June

by Jim Ulik

"And I'm waiting. Looking for a new blue moon. So many moons have come and gone and none of them were blue."

— The Travelling Wilburys' "New Blue Moon."

That is because a Blue Moon only happens once every 2.7 years, when there are four Full Moons in a season. Traditionally, the third Full Moon of four in a season is classified as a seasonal Blue Moon. The first Full Moon of spring occurred on its equinox, March 20th. The fourth Full Moon will squeak in a few days before astronomical summer starts on June 21st. A more commonly used adaptation also identifies the second Full Moon in a month as a Blue Moon.

"In the final decade of the 21st century, men and women in rocketships landed on the moon. By 2200 AD they had reached the other planets of our solar system. Almost at once there followed the discovery of hyper-drive through which the speed of light was first attained and later greatly surpassed. And so at last mankind began the conquest and colonization of deep space."

— Forbidden Planet *(1956) by Irving Block and Allen Adler. Based on Shakespeare's "The Tempest"*

Current space agencies are ahead of the 21st century schedule conveyed in the opening monologue of *Forbidden Planet*. To show military superiority, the race was on to get to the Moon first. The United States accomplished that in July 1969. Today, with funding for other programs and missions reduced or eliminated, the emphasis now is to be the first to construct a moon base.

"You know I just got the moon blues. Yes, I said, peoples I just got the Moon blues. 'Cause all we got down here on earth, babe, I think we might as well go to the Moon."

— Otis Spann, "Moon Blues" (1970)

Thursday, May 16th

There are just a few more days left to spot Venus as a morning star. It is predawn and the shining planet, named after a goddess, starts off this period no more than ten degrees above the eastern horizon. Over the next 30 days it will become less noticeable as it gradually sinks lower in the east. The bright object in the western sky this morning is Jupiter.

The last few days of the ETA Aquariids meteor shower are closing in during the predawn hours. While past its peak the shower could still offer up a reasonable display. The end of the Aquariids is May 28th.

Another shower began two days ago. The Arietids is a strong meteor shower producing up to 50 meteors per hour. The radiant is located just north of Venus. There is a short viewing window before the Sun rises but some of these meteors may be visible as the sky begins to brighten. These meteors become very bright as they streak across the sky at over 14,000 kilometers per hour (87,000 miles per hour). The Arietids will peak on June 7th.

Saturday, May 18th

Looking for tonight's Full Blue Moon? There is a Full Moon, but it won't be blue unless you live near an erupting volcano or a factory burning sulfur. Either option produces a blue smoke haze in the atmosphere. If you are in either of these locations get your gas mask and your camera, and take some shots of the blue-tinted Moon. Virtually all Full Moon images on the internet are altered to appear blue. Expect the Moon to rise around 1830 hours. So, blue drinks at happy hour!

Monday, May 20th

This evening the Moon will share the night sky with Jupiter. The double star Antares is rising out of the east-southeast around 1930 hours. A short time later, Jupiter will make its appearance followed by the Moon.

Wednesday, May 22nd

Look for a close approach between Saturn and the Moon tonight. There is a bit of separation between the two objects, allowing better observation of Saturn. The ringed planet is located in Sagittarius, a bit north and east of the Moon. Tomorrow night Saturn will be positioned off the dark side of the Moon.

—Continued on next page

FIGURE 2



Blue Moon created with photo software. Notice there is no atmospheric distortion of the Moon

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—Continued from previous page

Saturday, June 1st

Venus and the Moon will pair up in the predawn skies this morning. For about one hour the two bodies can be seen low in the eastern sky. Even though the Moon is only illuminated at four percent, its glow will be much brighter than Venus. By the way, Uranus is right alongside them.

Tuesday, June 4th

Hope for a clear horizon as the Sun sets. Maybe you will catch a glimpse of the green flash. After sunset there are fewer than 30 minutes to spot Mercury and the Moon before they sink below the horizon. A few degrees higher trails Mars.

Wednesday, June 5th

The Moon has left Mercury behind and now joined Mars. The red planet is located just off the illuminated side of the sliver Moon. Mars will remain in Gemini for the next three weeks on its way towards Cancer.

Saturday, June 8th

Seven Sisters, a young cluster of stars barely 100 million years old, will share the eastern sky with Venus. The goddess of love and beauty is typically depicted in art and sculpture as a beautiful young woman. The planet however is anything but. Besides being inhospitable, it is more than 4.5 billion years old.

The Moon is on its way through the constellation Leo. Tonight it will meet up with Regulus, the Heart of the Lion. As long as you are looking up at Leo you are seeing the asterism called The Sickle, shown in Figure 3.



FIGURE 1

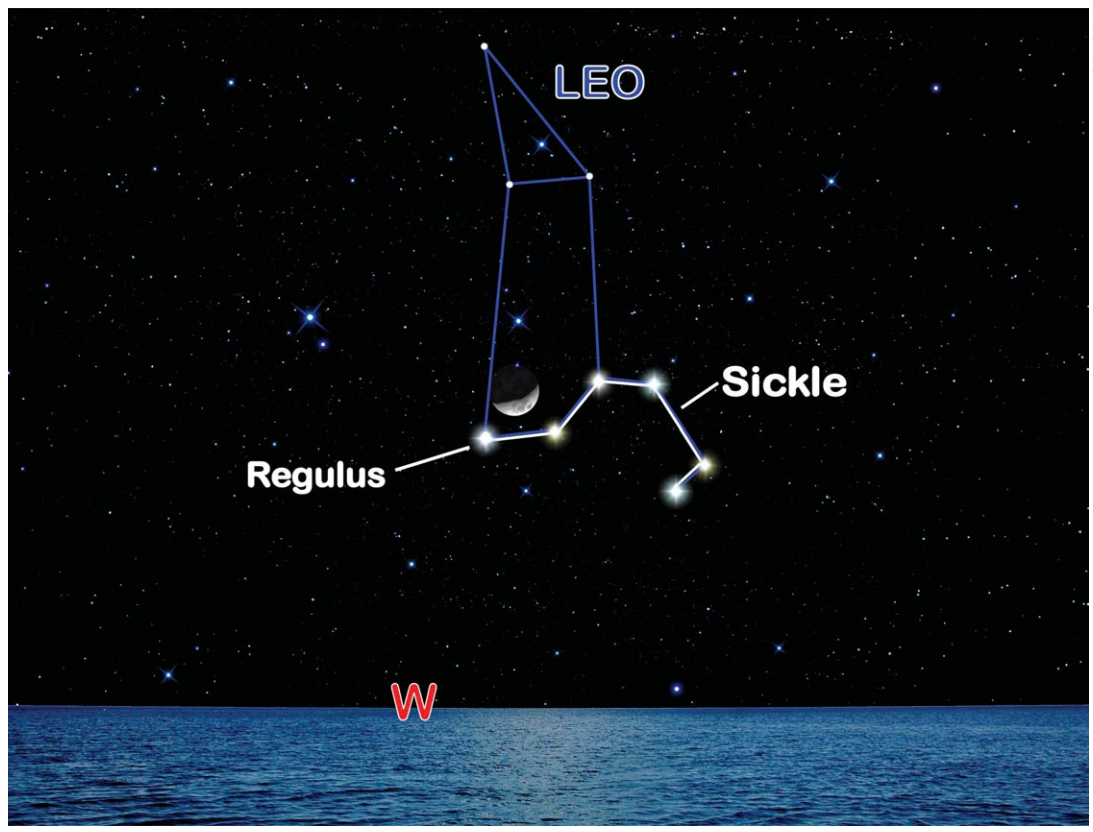


FIGURE 3

Top: Blue Moon visualized through Earth's atmosphere
Bottom: Conjunction of the Moon and Regulus in Leo including the asterism Sickle

Sunday, June 9th

The Herculids meteor shower produces a variable number of shooting stars from year to year. These meteors will radiate out of the northeastern sky.

Monday, June 10th

Tonight marks the peak of the Theta Ophiuchids meteor shower. This shower is active May 21st through June 16th. It can produce up to ten meteors per hour. Any shooting stars originating from this shower will appear from an area just east of the Moon.

Wednesday, June 12th

There is a close approach between the Moon and Spica. Even though the lunar surface is reflecting a lot of sunlight, Spica should shine through the Moon's glare. The rest of the stars in Virgo will not be visible.

Saturday, June 15th

It is two days until the fourth Full Moon this season. It will just make it into the spring season by four days. As it stands, tonight there will be a triangle of celestial bodies overhead. Just escaping the claws of Scorpius, the Moon appears to be in close proximity to Jupiter (eastward) and Antares (southward).

In the News

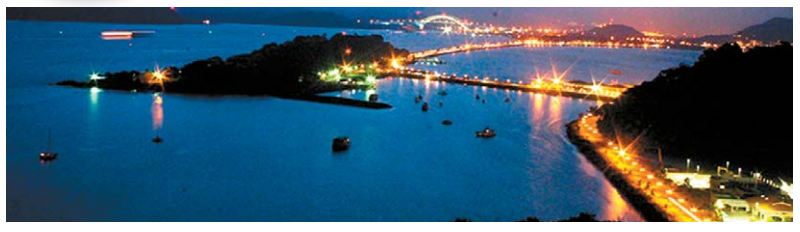
On the 50th year anniversary of man's first steps on the Moon the European Space Agency (ESA) has just signed a one-year contract with ArianeGroup (France and Germany). This agreement is to study and prepare for a mission to go to the Moon with the aim of mining regolith. Regolith is an ore from which it is possible to extract water and oxygen. The finished products will enable humans to inhabit the Moon. Split water into oxygen and hydrogen, you now have the components of rocket fuel for space travel. Fire those engines and the byproduct is water.

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

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

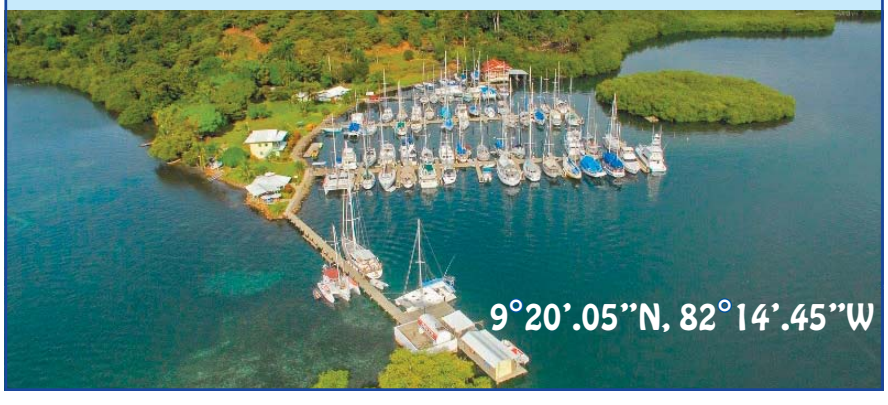
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The Stilt Sandpiper

On the beautiful island of Mayreau, there is a little, eerie salt pond alive with shorebirds wading across its silken surface. Their silvery voices echo the northern landscapes of wide open tundra, waterlogged muskegs and vast coniferous forests, from whence they travel annually.

Among these marvellous creatures I found the medium-sized Stilt Sandpiper, *Calidris himantopus*, a species once called the Mongrel and the Bastard Yellowlegs, by 19th century hunters, who thought it to be a hybrid between the Lesser Yellowlegs and Dowitcher, owing to a physical likeness with the Yellowlegs and a resemblance in feeding behaviour with the Dowitcher. Curiously, the Stilt Sandpiper was once considered the singular member of the genus *Micropalama* because of its relatively long, "wilting" bill, partially webbed toes and long, olive-green legs. Nevertheless, as these characteristics are not restricted to this species, it is currently placed within the genus *Calidris*.

As a long-distance flyer, this sandpiper stores large fat reserves during annual migration, in order to undertake 1,240-mile marathon flights between its North American sub-Arctic breeding grounds and wintering grounds in South America and the Caribbean region. Northbound migration occurs in waves over the Caribbean Sea, from March to late April, with experienced males arriving first at the breeding grounds in late May, beautifully dressed in boldly barred breeding plumage and skimming low over the tundra to settle in their previous territories, where they will wait for their mates from the previous year. Once reunited, these devoted couples relinquish courtship displays and begin nesting at once — courtship displays are held by first-time couples only.

Subsequently, the pair bond is ensured by extremely high territorial fidelity, which drives both individuals to return to the same nest every year. Indeed, by giving up time-consuming activities, such as securing new territory each season and performing mating rituals, they lay eggs earlier and as a result have a better chance of successfully raising their chicks before the tundra dries out. Failure to reunite is usually the result of death during migration and in such cases the surviving half will not mate that year, although males may still remain and defend territory.

Stilt Sandpipers select their mates according to body size, which is most likely assessed with ground displays, as smaller, shorter-billed males and larger, longer-billed females mate and hatch young first. As a means of self-promotion, male Stilts perform stunning aerial displays extending over extremely large areas, during which a male overtakes a flying female, raises his wings in a high V, and begins to fall with the heart-rending cry — *xx-ree xx-ree xx-ree xx-ree-ee-haw ee-haw ee-haw* — while swaying from side to side. After falling for several moments he resumes the chase and repeats the display.

Besides their plaintive courtship call, Stilt Sandpipers have an unusually complex and extensive array of calls, such as the assertive *eree*, trumpeted incessantly by flying males to mark territory, often ending with the harsh *errit* as they land, to confirm territorial control; the anxious oo-*it*, uttered when the eggs start pipping or have hatched; the sharp *kyow*, to proclaim when the eggs or nest have been disturbed or threatened; the protective *weet*, warning chicks about the presence of intruders, and the welcoming *toi*, given as a recognition greeting between couples. However, these vocalizations are restricted to the breeding grounds — in the West Indies, the species is for the most part silent with the exception of its migrant flight call, the single *tyur* or *tyurk*.



Stilt Sandpipers undertake 1,240-mile marathon flights between sub-Arctic breeding grounds and wintering grounds in the Caribbean

Although on its wintering grounds, the Stilt Sandpiper diverges from other *Calidrine* sandpipers by preferring coastal ponds and lagoons over mud flats and beaches, on the breeding grounds they favour open areas of moist tundra. There, males build a nest-scrape on well drained gravel, or on top of sedge hummocks, by leaning down and rotating their breasts against the ground. Sometimes they may prepare several nests before getting approval from the onlooking females, who will then improve the nest by either enlarging it or lining it with grass and leaves, or both. Reunited couples however, reuse their old nest following extensive "spring cleaning".

After females lay four yolk-rich eggs, couples set a fairly rigid incubation arrangement, where males incubate during the day and females at night, for about 21 days. In order not to attract predator attention to the nesting grounds, Stilts always feed outside their territory, usually in ponds located up to five miles from the nest. When within hearing range, they will respond to alarm calls from incubating partners by rushing back to the nest to challenge the intruder with wing-up displays. Sadly, in cases where the females are killed, the males usually abandon the eggs.

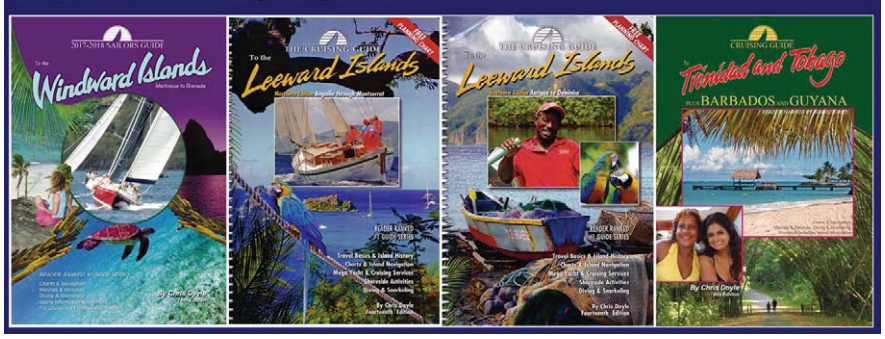
Hatching can be a chaotic affair, with unruly older chicks wandering off, while the younger chicks dry out, causing the parents to become edgy, as well as hastening the departure from the nest onto the brooding and feeding grounds. Chicks of up to ten days old respond to their parent's warning calls by crouching low, while older chicks typically run and seek cover. Parents not only respond to their own chicks' distress calls, but also to those of chicks from other species nesting nearby. Males will often look after unattended foreign broods when necessary.

Parental care is briefly shared by both parents up until chicks are two to five days old, when the females depart the nesting grounds, leaving the males to guide, brood and protect the young ones. The males depart less than two weeks later and before the chicks are able to fly. Unfortunately, only a small minority of these flightless, downy young actually make it past fledging, as it is when they learn to fly that they are most vulnerable, venturing out into the open to become conspicuous prey for flying predators such as Parasitic Jaegers.

At less than one month old, the surviving youngsters will depart the breeding grounds to undertake their first southward migration in order to escape the northern winter — a journey fraught with dangers, which takes them through the heart of the North American continent and over water to the West Indies and beyond.

Like each species of shorebirds, the Stilt Sandpiper has its own winged story to tell, of journeying from a place with widely fluctuating temperatures to Mayreau's salt pond, where it peacefully pecks at aquatic bugs and larvae, sometimes probing the mud for organisms, with a rapid stitching action similar to that of a Dowitcher. Each year these incredibly bold, poetic creatures, so easily overlooked, depend on the restless seasons to pick their world up and fly, on the wings of hope.

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CARIBBEAN Street CRUISING GUIDES

Coral-Munching Parrotfishes and Industrious Wrasses

by Darelle Snyman

Every month as I write these articles, I hope that there is something interesting and unique to say about the selected family groups and species of our underwater friends. Luckily nature is a wonderful thing, and this month the intriguing, coral munching, sand-pooping parrotfishes did not disappoint.

These variably coloured beauties belong to the family *Scaridae*; ongoing revision of the taxon, however, has resulted in them increasingly being considered a subfamily of the wrasse, or *Labridae*, family. Their most distinctive features are their prominently fused teeth that resemble a beak, hence the name parrotfish. This powerful beak allows them to rip chunks of coral from the reef. Then, special grinding teeth inside their throats crush the coral to extract the delicacies hidden inside. Studies have revealed that parrotfish teeth are harder than copper, gold or silver, thanks to the hard biomineral fluorapatite. That crackling sound you often hear while snorkelling is the sound of parrotfish munching away at the limestone.

This coral-munching behaviour has environmental benefits. Much of the sand in the parrotfish's range is actually undigested coral, excreted as fine sand in a cloud of waste as they swim along. So the next time you are basking in the sun on a beautiful sandy beach in the Caribbean, thank a parrotfish for its contribution!

Most, however, prefer algae that they scrape off the reef, a feeding preference that might seem destructive at first but actually makes them a vital component of the coral reef ecosystem. Through their constant grazing they keep algae levels in check and open up space on the hard coral and rocky surfaces, promoting the attachment and growth of coral polyps. Maintaining healthy parrotfish populations is therefore an integral part of the management and conservation of coral reefs. They are best avoided as a dinner treat anyway, as they are among the many reef species that can cause the horrors of ciguatera poisoning.

Parrotfish are a familiar sight on Caribbean reefs, but nowhere else in my, alas limited, travels have I seen them in greater numbers than during a visit to the Jacques Cousteau Marine Reserve off the coast of Basse Terre, Guadeloupe. This special reserve should rather be called the parrotfish reserve; the place abounds with Spotlight (*Sparisoma viride*), Striped (*Scarus iseri*) and Princess (*Scarus taeniopterus*) parrotfish.

Although they are very approachable, their constant movement makes them very frustrating to photograph and to date I still have only a sad collection of photos of them. My favourite to follow and irritate is the Spotlight Parrotfish, which stands out with its emerald green body and yellow and pink highlights. Identifying the different parrotfish species however can become a headache, as they are able to change their gender from female to male, and this change is accompanied by a complete colour change; juveniles also differ greatly in terms of coloration and patterning. The Stoplight Parrotfish goes from a mottled red, black and white pattern during its female phase, called the initial phase, to the beautiful emerald colour during its terminal phase as a male.

This species also exhibits many of the other behaviours that make this family so remarkable, such as its nighttime regime of encasing itself in a mucus cocoon secreted from an opening on its head. It is believed that this mucus bubble protects them from predators by masking their scent. Definitely another bucket list item of things still to see for me.

The wrasses are the much smaller, more elongated, fast-moving cousins of the parrotfish. They belong to the diverse *Labridae* family, which includes over 600 species. So, if parrotfish identification is difficult, then identifying wrasses is a nightmare! Apart from their sheer numbers they also display great variation in colour and patterning, depending on life phase and behaviour.

The two wrasse species that will immediately stand out as you swim around a Caribbean reef are the carnivorous Bluehead (*Thalassoma bifasciatum*) and the Yellowhead (*Halichoeres garnoti*) Wrasse. Anyone that has ever dunked their heads underwater to explore a Caribbean reef will agree that the Bluehead Wrasse is one of the most prolific little reef fishes. They are continuously darting in and out of your field of vision as you dive and snorkel — very annoying behaviour for taking pictures. It obviously gets its common name from the terminal phase male, with its conspicuous blue head on an otherwise green body.

Interestingly enough, terminal males represent no more than ten percent of a given Bluehead Wrasse population, despite their high visibility. The overwhelming majority is a mix of yellow juveniles and initial phase adults. These feisty little foragers live up to three years; no wonder, then, that they maintain such a prolific reproductive rate. Reproduction occurs by means of broadcast spawning, in which males and females release their gametes at the same time into the water column above the reef surface. This increases the chances of eggs being fertilized successfully and limits the number of fertilized eggs that become fish food.

Large terminal males hold court at favoured locations on the reef, where they spawn with numerous partners each day. According to literature, each male may spawn with up to a hundred females a day. Bluehead offspring have a bad reputation as egg stealers. Attacking in packs, they overwhelm and plunder the nests of unsuspecting Damsel Fish, Sergeant Majors and Blennies in a matter of minutes.

In non-plundering mode, juvenile and initial phase individuals redeem themselves by removing parasites and dead tissue from other fish. They advertise their cleaning services by performing a dance to attract customers. They provide a full valet service, cleaning not only the body and gills but also inside the mouth and between the teeth. This job however has inherent safety issues: they are often eaten by their carnivorous clients. It is estimated that their effectiveness amounts to about ten percent of cleaning on the reefs. No wonder they focus most of their cleaning efforts on the herbivorous fishes.

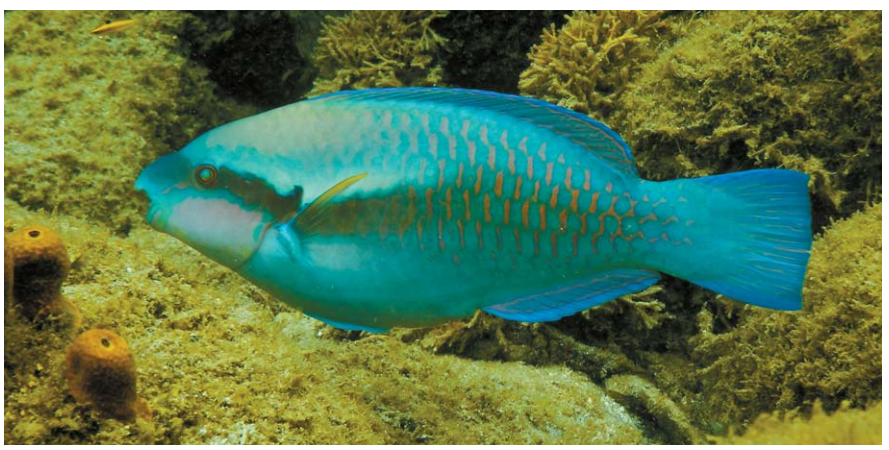
So next time you take the plunge I hope you will have a new appreciation for the sand-pooping parrotfishes and the industrious wrasses.



A Spotlight Parrotfish in the initial female phase



A Spotlight Parrotfish in the terminal male phase



A Striped Parrotfish in the terminal phase





Bottom left: A Bluehead Wrasse in the terminal male phase
Bottom right: Yellowhead Wrasse in the terminal male phase



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HOLY MACKEREL!

Food, Folks, Adventure and the Yachts That Bring It All Together

by Christine Scheibly Burstein

I'm writing from my balcony overlooking Lower Bay, Bequia, trying to remember all the different experiences, people and yachts from my past. It was a while ago that a decade of my life was spent sailing, chartering, racing and delivering boats — and, of course, cooking on them. So many adventures happened on those trips, as well as during my times at anchor, that I can't help smiling at the memories. I still feel a wonderful happiness when reminiscing about the people, the yachts and the glorious meals that made that decade such fun and so adventurous.

All these mental images have led me to write the first in a new series of articles: "Holy Mackerel! — Food, Folks, Adventures and the Yachts That Bring It All Together".

My sailing days started not when I was a youngster, but in my 20s. I had just finished nursing school — cooking in restaurants had helped put me through nursing school — and found myself in Montserrat baking bagels for American medical students. For some reason I carried the *Tassajara Bread Book*, an old hippie baking bible, with me on my travels. (To this day I don't know why I had even considered it as part of my luggage!)

During my Caribbean stay I found myself in Antigua for race week. I was amazed to learn that I could sail the world, make decent money crewing and cooking, and have adventures to boot — all with gorgeous sailors, owners and crew who ran around in skimpy bathing suits on some amazing yachts!

Some of these beautiful yachts ranged from Hinkley 43s to *Gitana IV*, a 93-foot Sangermani yawl. I spent years on Tom Watson's *Palawan*, a 63-foot S&S designed, Abeking and Rasmussen ketch, and many a varnish day on a beautiful old cruising 12 Meter named *Stiarna*. Many charter days were on *Ocean Claire*, an Ocean 71.

All of these boats had their own unique cooking challenges. On *Gitana IV* I was crew and the chef did the cooking! But *Palawan* was different. She had an old alcohol stove that always flamed up and stank. It always took a bit of effort to regulate



CIG HARVEY

A decade of my life was spent sailing, chartering, racing and delivering boats — and, of course, cooking on them

the flames. Once I got it going and overcame the smell of the alcohol, cooking went well. I learned how to bake bread in a pressure cooker from Paul Wolter, Tom Watson's incredible skipper back when he owned the boat.

Stiarna was an old wooden yacht and her galley was forward of the mast. During offshore deliveries, especially in nasty weather, I would wear my foul weather jacket with a towel around my neck to stay dry. Even with the hatches dogged down and storm covers on, sheets of water would come in, wave after much-too-big wave. The waves would hit the deck and water would be forced through some opening that it found, and come forcefully down into the galley onto my head!

Stiarna's stove was gimbaled, swinging from port to starboard — with the oven door facing port. Trick number two I had to learn on *Stiarna* was how to catch the baking dish full of lasagna (or whatever) once I opened the oven door. To be successful and catch the dish quickly, one had to move with the motion of the boat before the meal went flying across the galley. Always a challenge, especially with oven-hot food and wearing foul weather gear!

Ocean Claire's galley was a dream. Ocean 71s were great charter boats — big staterooms for the guests, great spacious galley with lots of fridge space, and nice crew's quarters. My challenge on her was that I never could get my chocolate mousse to set "level" in the fancy glass flutes. After a full day of sailing on the same tack it always came out slanted! During charters, I tried my best to get dessert made before we got underway for the day so I didn't have to deal with a moving galley — as any sailor knows, a challenge in itself.

Ten years later I traded the dinghy for a car and the boat radio for a phone. Now, I'm happy on my little 23-foot Ensign in Camden Harbor, Maine for the summer. She gets put on the float after the sail and my galley is at home on Megunticook Lake.

Enough about me! Now, the important part, food!

Here is a unique banana bread recipe that I found years ago in a *Compass* article. This recipe is from Sandra Fieger of Choppins, St. Vincent. It is delicious, moist and has a different flavor thanks to a few days of fermenting the bananas with spices and rum! I've found this after years of sailing, but never got to make it in a galley. I hope you try it out in yours. Your guests, family and crew will love this!

Sandra's Vincy Banana Bread

4 or 5 small over-ripe banana (3 or 4 large ones)
1 ounce dark rum
1 teaspoon vanilla
2 teaspoons ground cinnamon
3/4 of a whole nutmeg, ground

Coarsely mash bananas, add rum, vanilla, cinnamon and nutmeg. Place in a small container and let it sit for two days. Be sure not to put a tight lid on this, for the fermentation process might blow it off!

If you have refrigerated this mixture be sure to bring it to room temperature before continuing the recipe.

Preheat oven to 350 degrees Fahrenheit (175 Celsius).

Mix together and set aside:
1 teaspoon salt
1 teaspoon baking powder
1 1/2 Cups flour

In a large mixing bowl cream together:
1/2 Cup butter
1 Cup brown sugar

Add:
2 large eggs, slightly beaten and at room temperature

Beat this mixture thoroughly. Add banana mixture.

Add the flour mixture — gently stirring just until all the dry ingredients are moistened. DO NOT over mix (this causes the volcanic peak in the middle of your bread and makes air pockets during baking. It also can "toughen" your bread).

Spoon mixture into a greased and floured bread pan.

Bake 1 hour to 1 hour 15 minutes. Test your bread after 55 minutes.

If the top is golden and springs back when gently pressed, or an inserted toothpick comes out clean and dry, your bread is done.

Cool for 5 minutes before turning out the loaf. Loosen from the sides of the pan gently if necessary. Cool an additional 15 minutes before slicing.

Hope that you enjoy and have many delicious loaves grace your table.

If you have a favorite Caribbean recipe, work, live or have lived on a yacht, would you share your "tricks of the trade" in Caribbean cooking? I'd love to hear about an adventure and a bit about you. Please write me!

Fair winds,
Christine Scheibly Burstein
csbmaine@yahoo.com



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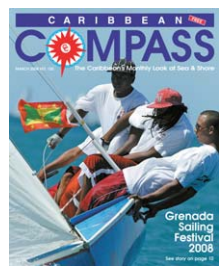
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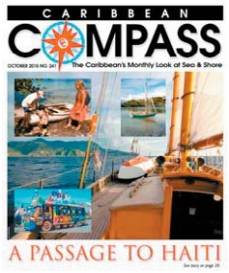
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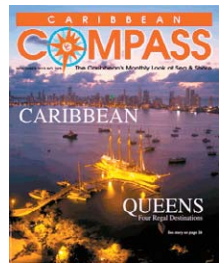
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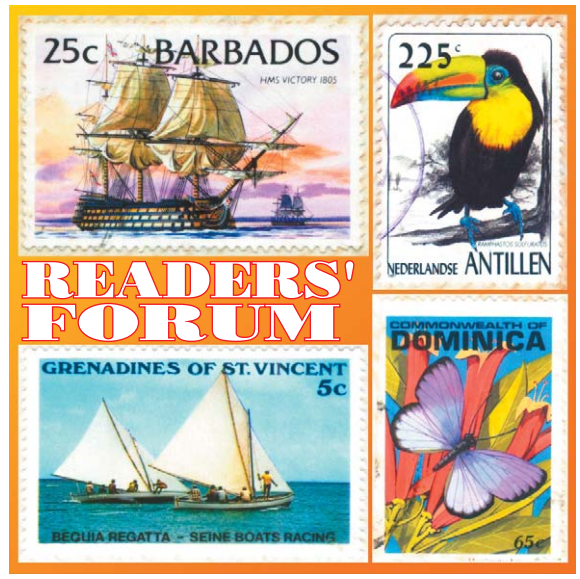
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INVENTED CARIBBEAN POLITICIANS

Dear *Compass*,

I appreciate the comments of the anonymous letter writer in the February issue in response to my reconsideration of Alec Waugh's novel *Island in the Sun*. (www.caribbeancompass.com/online/november18compass_online.pdf) I would like, however, to suggest relevant differences between Waugh's novel and *Ruler in Hiroona* by GCH Thomas. Both authors invented politicians who rose out of the labor unions based on figures from many islands beginning in the 1930s. Waugh's David Boyer and Thomas's Jerry Mole were composite figures.

Thomas writes: "There had been, however, many men with ideas — men like T Albert Marryshow of Grenada, Captain Arthur Cipriani of Trinidad, Charles Duncan O'Neal of Barbados, George McIntosh of St. Vincent. For years before 1951 [and Universal Adult Suffrage], these men had made stirring speeches, organized demonstrations, and written newspaper articles about socialist ideas, the underlying theme being the plight, rights, and dignity of the West Indian common man. In Antigua, there was Harold Wilson, the pioneer socialist editor of the crusading *Magnet*; and Reginald Stephen, the jeweler who organized the Antigua Trade and Labour Union and became its first president — to be succeeded by Vere Bird, who staged a cane crop year strike (February to August [1951]) to force the island's sugar barons to recognize the Union."

For Waugh's David Boyer, a union leader who does not, in the novel's time frame, find himself an elected leader of government, Grenada's Eric Gairy was, at his start, arguably a main model — Gairy organized a general strike for one month in February and March 1951 that established his career. The prolific British writer, who had been visiting the West Indies since 1927, was by his own account in the middle of writing the novel in 1953 when he revisited Grenada, St. Lucia, and Trinidad "to check upon certain points".

The background of Thomas was diametrically opposed. Thomas was a black Vincentian who taught school on the island before becoming an advisor to governments in the Leeward Islands. *Ruler in Hiroona*, which came out in paperback in 1972 in Trinidad, was his one and only published book. His protagonist Jerry Mole, a somewhat educated waterfront layabout who rose through a labor union to become Chief Minister, was indisputably if loosely based on St. Vincent's Ebenezer Joshua.

Further, Waugh's Santa Marta is truly an imaginary island blended from Anglo-Francophile Grenada and St. Lucia, while Thomas's Hiroona is obviously — right down to arrowroot — based on British St. Vincent, whose Amerindian name was Hairoun.

I would emphasize the professional job both novelists did in creating imaginary characters. Thomas's Jerry Mole is especially unique. Mole, with his dictatorial strategies, corrupt tactics, and staggering narcissism, is a representation of the worldwide disruptors of democracy the letter writer alludes to. It may be too much to hope for as one considers the reality of leaders of certain countries, but it is worth noting that Mole was eventually *voted* out of power.

Richard Dey
rdeyop@gmail.com

NO, THE ART OF SAILING IS NOT DYING

Dear *Compass*,

I read with great interest the letter by "Name withheld by request" in the March issue, which began as a remembrance of the St. Lucia sailor Roy Boughton. [*Roy disappeared from St. Lucia in November 2018].* We were on our way north from Grenada and I remember scanning the horizon and wondering what could have happened. It was sad news for the sailing community.

However, as I continued to read this letter, I found out that what the letter writer really wanted to say was that Roy was a REAL sailor, not one of those know-nothings of today's "driving waterborne apartments like a Winnebago". Apparently, the writer has the narrow view that REAL sailors only come on monohulls, with a paraffin stove and a "cigarette-smoke-fogged saloon". We consider ourselves real sailors; we actually sail our boat a lot, and we don't cook on a paraffin stove in a cigarette-smoke-fogged saloon.

I was also interested to find out that the writer thinks that catamaran sailors today have no appreciation of sailing and can never experience the exhilaration that comes from a Caribbean cruising life. This divisive attitude is something that my husband and I have seen and felt in various anchorages throughout the Caribbean. It is our thought that in the sailing community everyone is doing it their own way: that there are as many types of boats and budgets as grains of sand on a beach. To insult a large and growing subset of sailors seems to be the point this letter writer is trying to make. It is a terrible shame that the sailing community cannot come together to work for the islands, the ocean, and each other instead of insulting one another.

One would think that *Compass* too could have found a more loving and worthy remembrance of Roy Boughton. [*Editor's note: We did, and sorry if you missed it. See "Classic Boat Skipper Missing" in Info & Updates in the January 2019 issue of* Compass.] For all the people who knew him, Roy can never be replaced, but hopefully his passion for sailing will live on in those who follow this lifestyle, irrespective of the vessel they choose.

Regina Montgomery
S/V Ramble On

STOP KNOCKING OTHER BOATS

Dear *Compass*,

I thought the letter by "Name withheld by request" in the March issue was very appropriate until he got to the old "knock the catamarans" song. I'm getting darn tired of this crap. I realize if he really is a sailmaker, he'd want to remain anonymous. After all, you wouldn't take your Chevy to a mechanic who says "I don't like Chevrolets".

I've sailed my nine-metre cat on all points of sail and have been overtaken by monohulls motoring or motor-sailing. Don't get me wrong. I'm not knocking anyone's choice of boat. I've been lucky enough to sail on all sorts of boats and enjoyed the experience for the most part. I'm just saying, "Give up knocking other people's boats". Nothing is to be gained by small-minded, snide comments.

Jock Tulloch
S/Y Unleaded

RANSOM OR RESALE?

Dear *Compass*,

I was astonished when I read in the April issue Emma Doyle's story, "Sea Turtles for Ransom", about the latest environmental abuse: exploiting someone's genuine concern for the endangered turtle by demanding a ransom for not killing it.

I was thus reminded of a fellow whose dog was considered such a great hunter that he was able to sell it. A few weeks later his dog returned home. So he was able to sell it again in another village. I do not know if the dog came home again to be sold a third time!

So, with the internet, another rascal wounds the image around the world of our beautiful, unpolluted sailing waters.

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

KUDOS FOR HARD-NOSED SAILOR

Hi *Compass*,

I have just read Stephen Kiesewetter's story, "Circling Barbados Alone and Non-Stop", in the April issue of *Caribbean Compass*. You have done him proud. The picture of *Infinity* barrelling through the waves does full justice to him as a hard-nosed sailor. The chart makes clear that he is far from what normal people would call sane. The illustrations go wonderfully with the text, making the story sing. I hope *Caribbean Compass* gets a lot of readers' calls for more articles from Stephen.

Les Weatheritt
Author of *Caribbean Passagemaking*
www.lesweatheritt.com

LEND YOUTH SAILORS A HAND

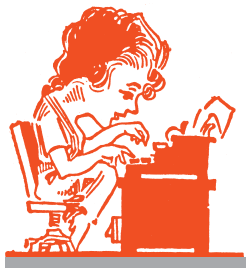
Dear *Compass* Readers,

Bequia Youth Sailors (BYS) is seeking funding to send three BYS sailors and a coach to the 2019 Optimist World Championships in Antigua in July.

Since the event is IODA sanctioned, we must comply with the committee's mandatory requirements to rent their Opti fleet boats for racing and stay in the venue village accommodations. This, although costly to BYS, ensures the safety of the sailors; alleviates the need for additional transportation and cooking facilities; allows the children to participate in the committee-sponsored sailing clinics and time to acclimate to their boats in the race area, to accustom themselves to the course, race rules and weather conditions, and to meet fellow youth sailors from all over the world.

To have BYS represent St. Vincent & the Grenadines on a world stage is a once-in-a-lifetime opportunity. For information on how you can donate, visit www.bequiayouthsailors.org or contact bequiayouthsailors@gmail.com.

Andrew Mitchell, President / Head Coach
Bequia Youth Sailors



Letter of the Month

STORM WARNINGS

Dear *Compass*,

The hurricane season starts next month. I've been studying these storms for decades.

Two of the most disastrous Atlantic hurricanes of all time struck near my New England home when I was a boy. The 1938 hurricane killed 588 people in the New London/Newport area and destroyed the yachting fleet of Manhasset Bay, where I learned to sail. In 1944, hurricane-force winds in a 600-mile circle sank a US Navy destroyer, two US Coast Guard cutters and a lightship; almost 400 sailors lost their lives. The Manhasset Bay yachting fleet was again severely damaged, and at age 14, I filed my first marine insurance claim, for damage done to Snipe Number 3, owned by myself and my three sisters.

In 1984 I was caught by the late-season Hurricane Klaus, which started south of Puerto Rico and headed northeast, rather than west or northwest — only the second hurricane to do this since 1851. Anchored on the north side of St. Martin, my engineless yawl, *Iolaire,* survived by using six of her seven anchors.

After the 2017 hurricane disasters, I bought the new NOAA book, *Tropical Cyclones in the North Atlantic Ocean 1851 to 2008,* with loose pages updating it through 2018, and did more studies of hurricane tracks and the frequency with which major Caribbean yachting centers have been hit.

Hurricane Tracks

As long as a depression, tropical storm or hurricane out in the Atlantic stays below 19°N, its landfall in the Eastern Caribbean is predictable. These systems proceed westward over the ocean, never changing direction more than five degrees in 24 hours. If they change direction, the change is almost always to the north. If it takes a dip to the south, its dip of five degrees only lasts for two days. (Only once since 1851 has the southward dip lasted for more than two days. It lasted for three days.) Thus, if a hurricane below 19°N in the Atlantic is aimed at your area, head south 48 hours before the hurricane is due to hit.

In contrast, a study of the hurricane tracks in *Tropical Cyclones in the North Atlantic Ocean* reveals how erratic hurricanes can be once they are above 19°N. The hurricanes that turn that far north before they reach the Caribbean can go anywhere and do anything. They can suddenly turn south, can do a 360-degree loop, do absolutely anything.

Those that develop in the western Caribbean and the Gulf of Mexico can also go anywhere. NOAA's batting average of predicting the tracks of hurricanes in these areas has not been particularly good.

When they hit the islands of the Eastern Caribbean, hurricanes may be very intense, but are usually relatively small in diameter. This is illustrated by the fact that Dominica received direct hits by the eyes of hurricanes in 1979 and in 2017, but in both cases, the damage to the north end of Martinique and the south end of Guadeloupe was relatively light.

The Frequency Score Card

I refer to the area from St. Barts westward to the east coast of Puerto Rico as Hurricane Alley. Since 1975, the area has been hit by eight hurricanes and half a dozen tropical storms. On a 45-year average, it means a hurricane every five or six years.

Antigua, at 17°N, has been hit by four hurricanes and six tropical storms since 1975, which works out to a hurricane every ten years.

Martinique, at 14°30N has been very lucky, as, although it has been brushed by many hurricanes it has not taken a direct hit since 1975, but has been hit by seven tropical storms — so, a hard blow every six years or so.

Similarly, St. Lucia, at 14°N, has been brushed by a number of hurricanes since 1975 but has not suffered a direct strike. However, it has been hit by seven tropical storms — again, one every six years or so, the same as Martinique.

Since 1975 Carriacou has been hit by two hurricanes and nine tropical storms — a hard blow every four years.

Grenada, at 12°N, was hit in the last years of the 18th century by four tropical storms. As years went by, everyone forgot about them. Then, in 1955, the island was flattened by Hurricane Janet. However, another 49 years with no hurricanes convinced almost everyone that Grenada was south of the hurricane belt. Then Hurricane Ivan hit in 2004, causing massive damage to the island and the yachting industry. As a result, many yacht insurance underwriters moved the southern limit of the so called "hurricane box" to 12°N, just south of Grenada. As time went by, the yards in Grenada really put their mind to properly tying boats down in specially made cradles, and convinced some of the major yacht underwriters that boats were so well chocked and tied down that they were insurable. As a result, many underwriters moved the southern limit of the hurricane box to 12°30 north. This is just far enough north to put Carriacou and Grenada south of the box.

More Hurricane Advice

Visit the hurricane page at www.street-iolaire.com for information on how to plot the danger cone of an approaching hurricane, and how to avoid the hurricane. In case you cannot avoid the hurricane, I give advice on what to do to minimize damage to boats laid up ashore, in a marina or at anchor. The advice is based on experience gained in 62 years of observing the results of hurricanes passing through the Eastern Caribbean. The website needs updating, but the hurricane section is all new. I think if you run down through it and see the list of subjects covered in detail, you'll see that I cover all aspects of hurricanes and advice a sailor may want.

Don Street
www.street-iolaire.com

Tribute to Dee Carstarphen

by Richard Dey

I never met the late Dee Carstarphen but I had a crush on her as soon as I came upon a clothbound edition of *Maverick Sea Fare,* her first book, self-published in 1977. That was in April of 1981, when in my schooner, *Bequia World,* I was anchored off Marsh Harbor, Abaco, and went ashore and found the book in one of the small shops.

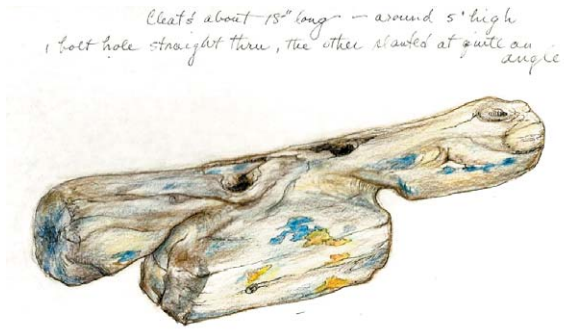
I had never seen anything quite like it, although it resembled another book I bought there, *Bahamian Sailing Craft* (1973) by William R Johnston Jr. Both are large, tall books of about 50 pages, with pen-and-ink drawings intermingled with handwritten text, and both were self-published. I would later learn that Johnston's book had inspired Dee to do her *Maverick* book.

She was living at that time on Man-O-War Cay, having recently lost her husband Jack Carstarphen to an untimely onslaught of melanoma. "Captain Jack", to whom the book is dedicated, had owned and skippered the headboat *Maverick*, a 76-foot, gaff-rigged topsail ketch, in the 1960s and '70s, principally in the Virgin Islands. Essentially a cookbook, *Maverick Sea Fare's* unusual artwork nevertheless captures not only Dee's working life aboard the boat and its chartering routine, but the spirit of those early chartering days in the islands. It remains these many years later a good and useful book to have aboard, and you can find used copies, clothbound and paper, online.

Dee was, she claimed, unschooled in art. Her pages, both in her early black-and-white books and in her last full-color book, have as predecessors, so far as this writer can tell, medieval illuminated manuscripts, the work of William Blake, and illustrated children's books. In an interview I did with her over the phone in the late 1990s, she said that initially she wrote illustrated letters to friends and that her books grew out of these. (See "Artist, Author, Sailor, Cook" in *Caribbean Compass*, May 1999.) Whatever their source, they are nothing if not imaginative and fun, and the funky sketches and decorative illustrations give her books an authenticity that suits her subject matter and is not to be found in slick publications.

I had started collecting signed first editions of literary and maritime books inadvertently in college, where professors were writers and writers from elsewhere gave readings. An old close friend is a rare-book dealer in New York, and from him I learned the fundamentals of the trade. And I also inadvertently caught the trade's disease, bibliomania, from him.

I write this to explain how, not quite a decade after acquiring that copy of Maverick *Sea Fare*, I located Dee ashore in Virginia (where she lived in Wicomico Church with her third and final husband, cruiser and sailmaker Stuart Hopkins) and wrote her, sending along the book for her to sign. She was pleased to do so and this led to an intermittent correspondence, often to get copies of her other books signed or to send her something I had published. Possibly as a thank you, she sent me an original sketch of a wooden cleat. In turn I wrote a poem in her voice based on the cleat that was published in *SAIL* magazine. Here as a final tribute to Dee is a much-revised version of the unrhymed double sonnet.



Cleat For Dee Carstarphen

"Hand-made of lignum vitae,
a hard wood that, oddly enough,
won't float, it sits here shelved
inside a tall vitrine.
We took it from a Haitian sloop
wrecked & half-sunk
in the shallows of Harvey Cay,
in the Exumas. Flecks
of blue & yellow paint
still stick in the unrounded places,
as you can see in this sketch
of it that I'm enclosing,
and deep grooves run worn
under the ends from lines
eased off or sheeted in.
What stories they could tell!

"I like to take it out sometimes
and, turning it in my hand,
float again over the reefs
on the Bahamian banks,
in their shallows, clear & blue,
in all that wordless glare,
when, like this cleat once on
the sloop to windward beating
or downwind running free, I
was useful & used, undrawn,
offshore, in the offshore air —
the boat work not withstanding."

MERIDIAN PASSAGE OF THE MOON



MAY - JUNE 2019

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

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

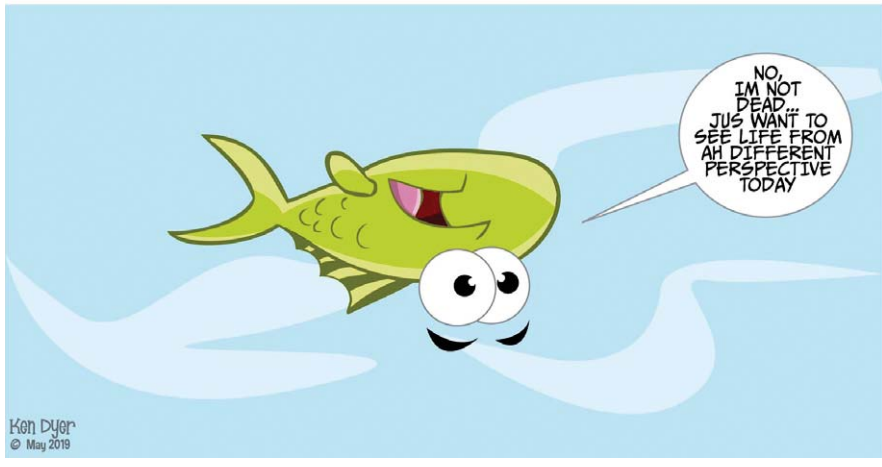
Note: the maximum tide is 3 or 4 days after the new and full moons.

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

May 2019							
DATE	TIME		21	0152	10	1840	
1	0930		22	0245	11	1930	
2	1012		23	0337	12	2019	
3	1058		24	0426	13	2108	
4	1141		25	0514	14	2158	
5	1249		26	0559	15	2250	
6	1320		27	0642	16	2342	
7	1414		28	0725	17	0000	FULL MOON
8	1510		29	0807	18	0035	
9	1608		30	0850	19	0128	
10	1706		31	0934	20	0218	
11	1803		**June 2019**		21	0307	
12	1858		1	1021	22	0353	
13	1951		2	1111	23	0438	
14	2043		3	1204	24	0520	
15	2133		4	1301	25	0602	
16	2223		5	1400	26	0644	
17	2314		6	1500	27	0727	
18	0000	FULL MOON	7	1559	28	0811	
19	0006		8	1655	29	0859	
20	0059		9	1749	30	0951	
					31	0934	

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CALENDAR

MAY

1	Public holiday in many places (Labour Day)
1 – 5	Mayreau Regatta, Grenadines. www.facebook.com/mayreau.regatta
3	500th Anniversary of Havana Sailing Cruise, Cuba. CNIH, yachtclub@cnih.mh.tur.cu
3 – 5	Jazz 'n Creole Festival, Portsmouth, Dominica. http://dominicafestivals.com
3 – 5	Bahamas Carnival 'Junkanoo'. bahamascarnival.com
3 - 26	St. Barth Theatre Festival. www.festivaldetheatredesaintbarthelemy.com
4	Lowell Wheatley Anegada Pursuit Race, BVI. RBVIYC, admin@royalbviyc.org
4	Start of ARC USA rally from Tortola to Virginia or Florida. WCC, www.worldcruising.com
4	Start of ARC Europe rally from Tortola to Portugal via Bermuda, www.worldcruising.com
4	Start of Salty Dawg Spring Rally to the US from Virgin Gorda, BVI. www.saltydawgsailing.org
4	Dockyard Day, English Harbour, Antigua. www.sailingweek.com
4 – 5	Virgin Islands Carnival, St. Thomas. USVI. www.vicarnival.com
4 – 5	Cayman Islands Carnival, 'Batabano'. www.caymancarnival.com
5 – 7	Point Fortin Borough Day, Point Fortin, Trinidad.
5 – 8	Cuba Rally, Key West to Havana. Florida Yachts Charters
5 – 12	St. Lucia Jazz Festival. www.stlucia.org/summerfestival
6	500th Anniversary of Havana Boat Parade, Havana, Cuba. CNIH, yachtclub@cnih.mh.tur.cu
6 – 7	St. Maarten Carnival. www.facebook.com/sxmcarnival
7	Point Fortin Borough Day Regatta, Guapo Beach, Point Fortin, Trinidad
8	Start of Antigua to Bermuda Race. https://antiguabermuda.com
12	Atlantic Back Rally departs Guadeloupe for Azores. www.atlanticbackcruising.com
12	UOC Race, Curaçao. CYA, info2cya@gmail.com
15 – 18	ANR Regatta, Tobago. anrsailing.com
16 – 20	Cayman Islands Carnival 'CayMas'. www.caymas.ky
17 – 19	BVI Dinghy Championships, Tortola. RBVIYC, admin@royalbviyc.org
17 – 27	Guyana Carnival. www.guyanacarnival592.com
18	FULL MOON
19	Rudy Dovale Sunfish Race, Curaçao. CSSA, tiki-mas@hotmail.com
20	Public holiday in the Cayman Islands (Discovery Day)
25 - 26	Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. www.foxysbar.com
27	Public holiday in Puerto Rico (Memorial Day)
30	Public holiday in Aruba, Bonaire and Curaçao (Ascension Day) and in Trinidad & Tobago (Indian Arrival Day) and Anguilla (Anguilla Day)
30 – 2 June	Baai Hoppen, Curaçao. Leden CYA, info2cya@gmail.com
30 – 6 June	Combat de Coques regatta, Martinique. CNM, www.clubnautiquedumarin.com
31 – 7 June	Grenada Chocolate Festival. grenadachocolatefest.com

JUNE

5	World Environment Day
5	Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
6 – 9	Barbuda Carnival 'Caribana'
7	Public holiday in BVI and Anguilla (Queen's Birthday)
7 – 10	Petite Martinique Whitsuntide Regatta
9	Budget Marine Challenge, Curaçao. CYA, info2cya@gmail.com
10	Public holiday in some places (Whit Monday)
10 – 16	International Opti Regatta, St. Thomas. STYC, www.styc.club
16	Massy Stores Dinghy Regatta, Barbados. BYC, www.barbadosyachtclub.com
17	FULL MOON
19	Public holiday in Trinidad & Tobago (Labour Day)
21	Summer Solstice
23	Jan Sofat Sunfish Triangles, Curaçao. WSV Jan Sofat, jcpvanzon@gmail.com
26 – 30	St. Kitts Music Festival. www.stkittsmusicfestival.net
29	Firecracker 500 Race, BVI. www.royalbviyc.org
29	Fisherman's Birthday; local boat racing in many communities

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

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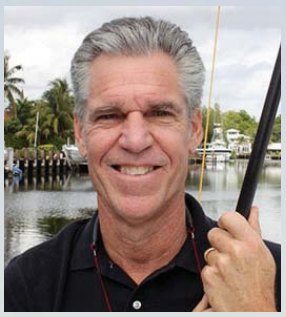
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2014 Lagoon 450
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2011 Lagoon 450
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2014 Balance 451
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2006 Privilege 435
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2001 Switch 51
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2016 Neel 45
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2001 Lagoon 570
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2015 Catana 47



2009 Catana 50



2010 Knysna 480



2000 Catana 471



2014 LAGOON 450



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2006 Sunreef 62

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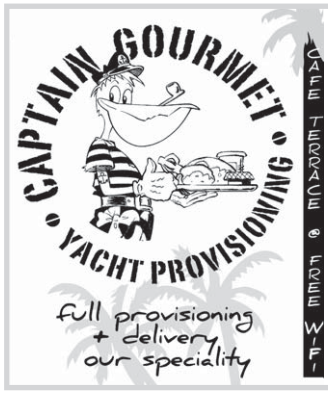


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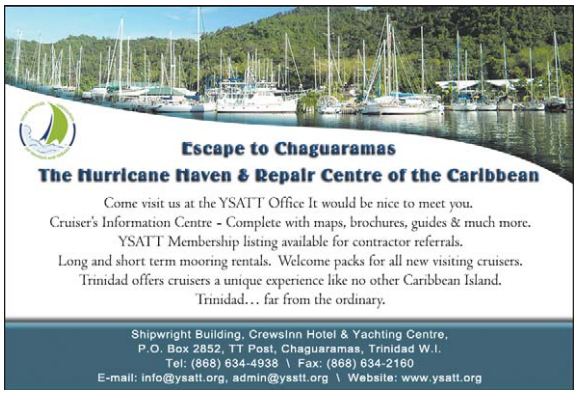


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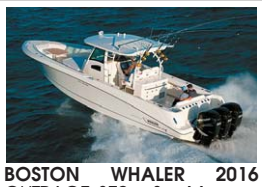


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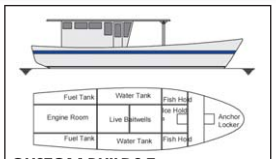
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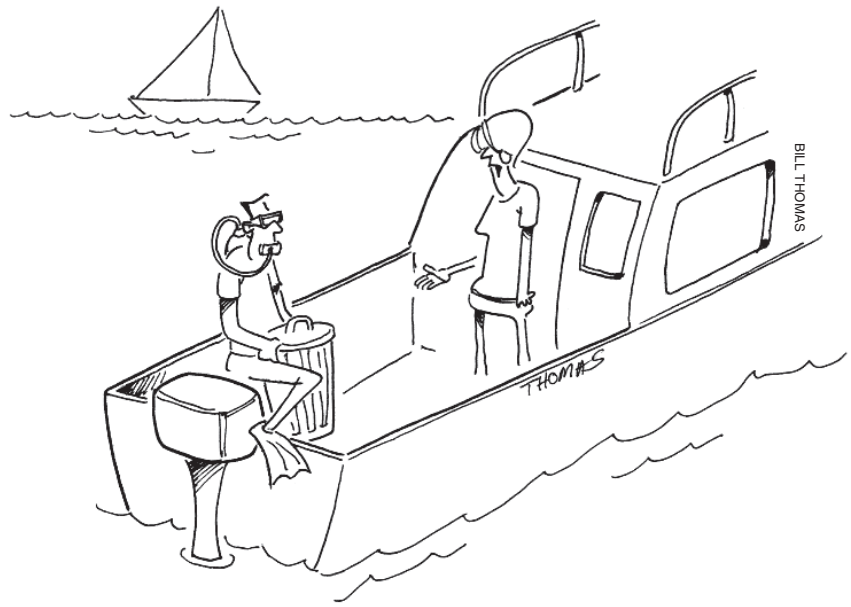


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Published by Compass Publishing Limited, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago