CARIBBEAN On-line

COMPASS

OCTOBER 2018 NO. 277

The Caribbean's Monthly Look at Sea & Shore

CARRIACOU 2018

See stories from page 15 - 18

DAVON BAKER

SLEEP WELL.



NEVER COMPROMISE YOUR PRIZED POSSESSION.

We carry fast setting, multi-purpose anchors with the highest holding power available for any bottom condition. Combine that with higher-strength grade 40 chain to save weight without sacrificing anchor security.

ROCNA ANCHORS

#WeAreTheCaribbean

BUDGET MARINE

The Caribbean's Leading Chandlery

www.budgetmarine.com

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

OCTOBER 2018 • NUMBER 277



GUINELL OLLIVIERRE-HAZELL

Carriacou Regatta
An iconic island event..... 15-18

Parham Gives Pause
Antigua's quiet side 21



AARON JALIL

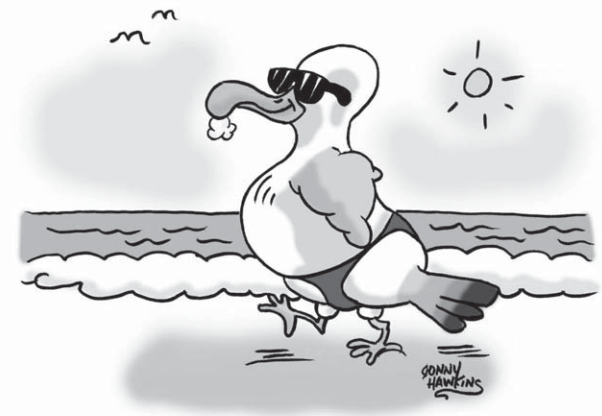
More Than a Canal
Harbor-hopping in Panama... 22

Profuse Predictions
Forecasts for the season 24



CHRIS DOYLE

Caring for Coasts
Cruisers can contribute 26



Thong Bird

DEPARTMENTS

Info & Updates 4
Business Briefs 6
Y2A..... 9
Eco-News 10
Regatta News..... 12
Destinations.....21, 22
The Caribbean Sky..... 28
Seaboard Birds 30
Look Out For… 31
Cooking with Cruisers 32
What's on My Mind..... 33
Caribbean Market Place..... 34
Calendar of Events..... 37
Meridian Passage..... 37
Classified Ads 38
Advertisers Index..... 38

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, P.O. Box 727, Anguilla, British West Indies.
Tel: (784) 457-3409, Fax: (784) 457-3410, compass@caribbeancompass.com, www.caribbeancompass.com

Publisher.....**Tom Hopman**
tom@caribbeancompass.com
Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Advertising & Administration...**Shellese Craigg**
shellese@caribbeancompass.com
Advertising
compass@caribbeancompass.com

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

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

ISSN 1605 - 1998

On the cover: This shot by Carriacou's ace photographer Davon Baker was taken at Carriacou Regatta 2011 — but some things never change!

See 2018 Carriacou Regatta reports starting on page 15



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

Info & Updates

New Moorings at Ashton Lagoon, Grenadines

The Sustainable Grenadines NGO reports: Ten new concrete mooring blocks have been installed in Union Island's Ashton Lagoon, near Frigate Island. We already see that yachts are utilizing the moorings instead of anchoring.



SUSGRENINC

We would also like to announce to the general public that currently, the moorings can be used within a trial period for FREE! The Sustainable Grenadines Inc. (SusGren) will announce at a later date the management process of these moorings.

We want to thank everyone who participated in the building of the blocks right through to their installation.

Visit us on Facebook, www.facebook.com/SustainableGrenadines, for more information.

Positive News from Soufriere, St. Lucia

James Crockett reports: There is positive news from Soufriere, St. Lucia to share with the yachting community.

As part of my engagement with the St. Lucia Department of Tourism as Community Yachting Consultant, I am assisting the boat vendors of Soufriere to professionalize their services and enhance yachties' experience when visiting Soufriere and the Pitons.

I recently visited the jetty that dinghies come in to when visiting the town. There I spoke with Carter Emmanuel, the Dock Master employed by the Soufriere Regional Development Foundation, who filled me in on some impressive developments already implemented or underway:



JAMES CROCKETT

Soufriere's dock master, Carter Emmanuel

- The security gate has been moved to the roadside to control all access to and from the jetty. From October 1st, a sign-in and sign-out will be required to further control activity on the dock and formalize it.
- The jetty is manned from 9:00AM to 5:00PM by ISPS-certified wardens (the St. Lucia Air and Sea Ports Authority undertook training in June) who are also licensed Special Police Constables with powers of arrest. The jetty is therefore now properly managed to a high standard.
- Security officers are also nearby to control any harassment on exiting the gate.
- The Soufriere Dock Master has a VHF radio and can be hailed on Channel 16 to request information on sea and current conditions if coming alongside for water, drop off, etcetera. Contact is encouraged on entering Soufriere Bay as a courtesy.
- New signage, reflective tape and solar lighting are being installed.
- Security cameras are already installed to view dinghy dock area.
- Spot lighting is in place and motion-sensor lighting soon to follow.
- Registered boat cleaners will be allowed access to the dock to undertake boat cleaning services or maintenance, etcetera, and they will have an official pass and dress code.

Overall, a significant level of attention is being given to improving the Soufriere jetty experience, safety and security. There should be zero harassment or dinghy-watching rackets going forward. Kudos to the SRDF team for all the enhancements to the jetty, and to the SMMA (Soufriere Marine Management Area) and the Marine Police and Police for the nighttime security patrols, which have resulted in zero crimes against yachts being reported in Soufriere since October 2017.

We'll have more news on this developing story in next month's Compass.

—Continued on next page



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

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

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

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

www.DOYLECARIBBEAN.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Costa Rica
Stellar Sails
Puntaarenos

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Jamaica
PJG
Kingston

Martinique
Voilerie Du Marin
30 Bld Allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
AMD
Chaguaramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

* Dacron and HydraNet only

DOYLE CARIBBEAN

SABORE - PRIVILEGE 585
www.yachtshotsbvi.com

100% BUILT WITH RENEWABLE ENERGY

—*Continued from previous page*

Working Link for New Colombia Guide

It was brought to our attention by *Compass* readers that the "We Transfer" hyperlink for the PDF of the newly revised and updated *Colombia Cruising Guide*, given in last month's *Compass*, has expired.



SALLY ERDLE

A permanent link to the guide, kindly provided by Colombia's Nautical Tourism Advisor, Jairo Andres Aguilera Soto, can be found at www.fontur.com.co/corporativo/turismo-nautico/104

Donate Now to Enter Vacation Sweepstakes

Harriet and Tom "TL" Linskey, co-founders of Hands Across the Sea, report: Donate to Hands Across the Sea and enter the 2018 Caribbean Getaway Sweepstakes and you'll be in to win one of three great Caribbean vacation experiences, plus you'll be putting brand new books into the hands of children in Antigua, Dominica, Grenada, St. Kitts & Nevis, St. Lucia, and St. Vincent & the Grenadines.

Follow the sweepstakes entry link to make a donation to Hands Across the Sea to help raise the literacy levels of Caribbean children and you're in the drawing for a one-week bareboat charter for four in St. Vincent & the Grenadines, courtesy of Horizon Yacht Charters. The second and third prizes are seven nights for four (two rooms) at The Verandah Resort & Spa, a luxury retreat on Antigua, or at the St. James's Club, Morgan Bay, on St. Lucia, courtesy of Elite Island Resorts.

Entries close at 11:59PM on Friday, October 12th.

Visit asa.com/partners/hands-across-the-sea/sweepstakes for more information.

CSA Resort Sailing Instructor Course this Month

The Caribbean Sailing Association has announced the first CSA Resort Instructor Course. The course is designed to provide relevant and affordable sail training for watersports staff at resorts across the Caribbean.

The first course will be taught by Antiguan trainers Sylvester Thomas and Shawn Ambrose, who are instructors at the National Sailing Academy and Antigua Yacht Club. They have both undergone extensive training to teach the new course. It is hoped that, following the implementation of the first course, this will be rolled out throughout the Caribbean.

The first course is taking place from October 15th through 17th at the National Sailing Academy in Antigua. The CSA thanks Sailors for the Sea for its sponsorship of the course, and also St. James's Club Resort for use of their facility and feedback from their team.

Resorts or staff interested in attending the course this month can find out more by e-mailing info@nationalsailingacademy.org.

If you are with a club or school in the region and would like more information on teaching the course in your country in the future, e-mail vp@caribbean-sailing.com.

BVI Food Fete Events Next Month

Dine your way through the BVI next month!

On November 3rd, sample the best that Tortola's restaurants have to offer at the Taste of Tortola, from 3:00PM at Tortola Pier Park, Road Town.

Then sail over to Jost Van Dyke to get piggy at the Jost Pork Festival on November 11th, from noon onward.



BVI.GOV.VG

On November 17th, drop the hook at Virgin Gorda when Taste of the BVI visits the Fat Virgin, from 6:00PM.

The Cooper Island Rum Festival will change things up on November 18th.

Finally, head over to Anegada for the Anegada Crawl on November 23rd, and the Anegada Lobster Festival on the 24th and 25th.

Visit bvifoodfete.com for more information.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers, Centenario yacht agents of Panama, on page 30; and Douglas Yacht Services of Martinique, on page 33. Good to have you with us!



liat CARGO

For all your
Cargo needs

NEW FULL CARGO SERVICE

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

Contact LIAT or your local Cargo Agent for full details

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

Canada
1-877-354-1991

Puerto Rico
1-866-308-6851

Dominican Republic
1-888-751-9201

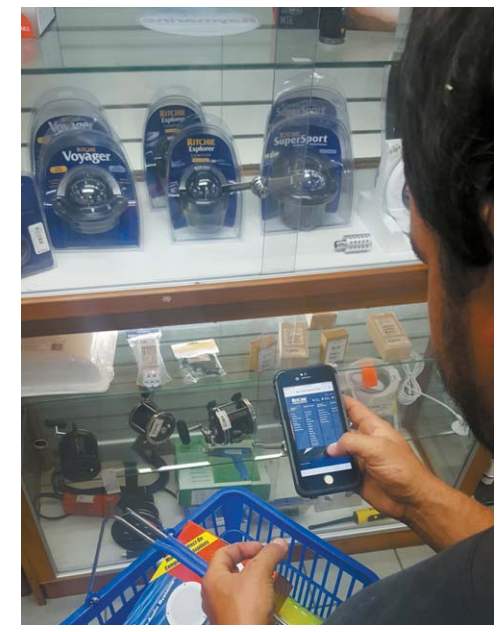
Netherland Antilles
001-866-308-6839

liatcargo.com



BUSINESS BRIEFS

Budget Marine Trinidad: Connecting with Customers



Nicole Corvellec reports: Unlike smaller Caribbean islands, the distances from one end of Trinidad to the other are considerable and many customers are not within reach of the well-stocked Budget Marine store in Chaguaramas. Even for those that are, getting there can take patience with traffic congestion on the roads to the busy boating centre.

As a result, Budget Marine Trinidad has introduced initiatives to make their products and services more accessible to customers. The first was opening a second Trinidad store, at the Trinidad & Tobago Yacht Club compound in Bayshore. This store has been serving the boat owners and marine contractors of this area for two years with much success. The outlet has a good selection of products and can deliver any other products within a day, saving customers a trip to Chaguaramas.

For customers farther out, Budget Marine Trinidad now delivers goods at a reasonable price with the increasingly popular service of TTPOST Courier Service. Payment is easy via PayWise, including for those who do not have an account with Budget Marine.

Businesses in the far reaches of the country interested in products from Budget Marine can request a visit from the company's most experienced sales specialist, who takes to the road on certain days to provide a personalised service to customers. If your business is interested in this service be sure to let the company know.

These outreach options go a long way to make shopping at Budget Marine more efficient and enjoyable. That being said, customers who do make the effort to come to the main Chaguaramas store will still be given a warm Trini welcome. To make their retail experience in the main store as pleasant and practical as possible, there's a close-by dinghy dock for customers anchored in the bay, and free Wi-Fi access for customers.

Want to learn more about these new initiatives? Give Budget Marine Trinidad a call at (868) 634-2006 or contact them through Facebook or e-mail Trinidad@budgetmarine.com.

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

What's On at Blue Lagoon Hotel & Marina, St. Vincent

Rhea Gooding reports: A warm welcome awaits you in St. Vincent at a wonderful hotel and marina created by a sailor for sailors and all lovers of the sea. Located in the southeast of the island, our reef-sheltered lagoon is the perfect backdrop for relaxation and the ideal starting-point to explore the island by land or sea. We are a full-service marina offering fuel, shore power, ice, water, 30 beautifully designed hotel rooms, restaurants, charter office, grocery store, laundry service, swimming pool and much more! Prices are available via our website. Located 50 metres away from the dock is our Port of Entry, which is open daily from 9:00AM to 6:00PM.



Dock with us and get: Free rum punch on arrival for everyone on board, ten percent off your final bill at the Loft restaurant, access to swimming pool and showers, and free WiFi.

The Loft restaurant offers weekly entertainment:

Wednesday features a Barbecue Buffet from 6:30PM to 10:00PM, with a live performance.

Friday is Happy Hour from 5:00PM to 8:00PM, with drinks on special and a live performance.

On Saturday, enjoy our Seafood Buffet from 6:30PM to 10:00PM, with a live performance.

Sunday Brunch is served from 11:00AM to 2:00PM

We look forward to welcoming you to our island of Paradise!

For more information on Blue Lagoon Marina see ad on page 20.

Richard Murphy Joins Clarkes Court Boatyard & Marina

Pearly Mitchell reports: Clarkes Court Boatyard and Marina in Grenada is pleased to announce our newest team member, Richard Murphy.

Richard is a lifelong sailor and boat owner, who grew up in the UK. Sailing on the south coast of the UK and in France, during vacations he spent his time chartering sailboats in many of the countries around the Mediterranean Sea.

—Continued on next page

—Continued from previous page

Richard obtained a PhD in mechanical engineering at Bristol University. He later spent 15 years working for Nestlé in various engineering and operational roles. Throughout that time Richard continued to own and sail his own boats.



After working for quite some time, Richard decided to go cruising with his wife and two boys. They sailed the east coast of Canada and the USA before joining the Caribbean1500 sailing rally to the British Virgin Islands. They then continued their journey down to the Eastern Caribbean islands until reaching Grenada.

Given Richard's boat ownership and sailing background, he has seen and been a customer of many marinas and boatyards around the world and as such understands the importance of customer care. With his previous role as an engineer and operations manager, Richard has the technical skills to make and improve the operations and services of CCBM as we aim to expand going forward. He strongly believes: "Everyone has individual needs and we should take the time to find solutions for all our customers."

Please join with us to welcome our new Boatyard and Marina Manager, Dr. Murphy. CCBM extends best wishes to him as we work together as a team.

For more information on Clarkes Court Boatyard and Marina see ad on page 15.

Improvements to Bocas del Toro Boating Facilities

Luis Fabian reports: Bocas Marina in Panama will soon begin construction of their new state-of-the-art floating dock, which is designed to accommodate large and very large yachts. Sail and power boats from 70 feet and upwards will be able to tie up only 100 yards from Bocas Town itself. The power boxes will feature 100 amps and



the location is close to a diesel fuel dock that can accommodate the needs of large vessels. The new pier will also be only 20 yards away from a very popular full service bar and restaurant.

Bocas Yacht Services continues to improve its customer experience with brand new slings for the travel-lift. This 60-ton lift just finished its annual maintenance protocol, and the full-service yard is operating at just under peak capacity. This makes it active but not frantic. Do-it-yourself sailors are welcome and there are also a few long-term storage spots available.

So bring your boat to the hurricane-free Southwestern Caribbean. Besides these great facilities, there is an amazing archipelago to explore here with no crowding whatsoever.

For more information on Bocas Marina see ad on page 29.

Parts & Power, Tortola — Give Them a Call!

The Parts & Power Team in Tortola reports: We're delighted to advise that our landlines were finally re-installed last month — after more than 11 months of waiting!

Our main number is still (284) 494-2830 and it has voicemail on it. Our fax line is (284) 494-6972.

Give us a call!

Visit www.partsandpower.com for more information on Parts & Power.

Bequia Plantation Hotel Re-Opens Next Month

Lewis Scrimgeour reports: With its prime beachfront location, secluded at the southern end of Admiralty Bay, Bequia Plantation Hotel's atmosphere is filled with the scent of blooming flowers, and coconut trees are nestled amidst acres of mature land. Within these grounds are newly renovated villas and suites.

Bequia Plantation Hotel offers a vacation and dining experience that is not to be missed! Whether you come along to dine or stay with us, all of your needs will be taken care of from the moment you step into paradise. Day passes also available.

Re-opening November 1st. Live music every Sunday.

Visit https://bequiaplantationhotel.com for more information on Bequia Plantation Hotel.

Whisper Cove Marina Leasehold for Sale

Lynn Fletcher reports: Whisper Cove Marina is a well-loved business in Grenada that welcomes everyone, especially cruisers. The current tenants have decided after ten years of having the business that they want to focus on their next adventure in life, which hopefully will involve sailing again as that's how they fell to open the business opportunity in the first place. The leasehold is up for sale and includes the 15-slip and seven-mooring marina, maintenance workshop, storage area, restaurant and mini-market located in Clarkes Court Bay opposite the Boatyard. The business comes with a four-year leasehold with the right to extend for another five years,

For more information visit www.whispercovemarina.com, and see ad in Market Place section, pages 34 through 36.

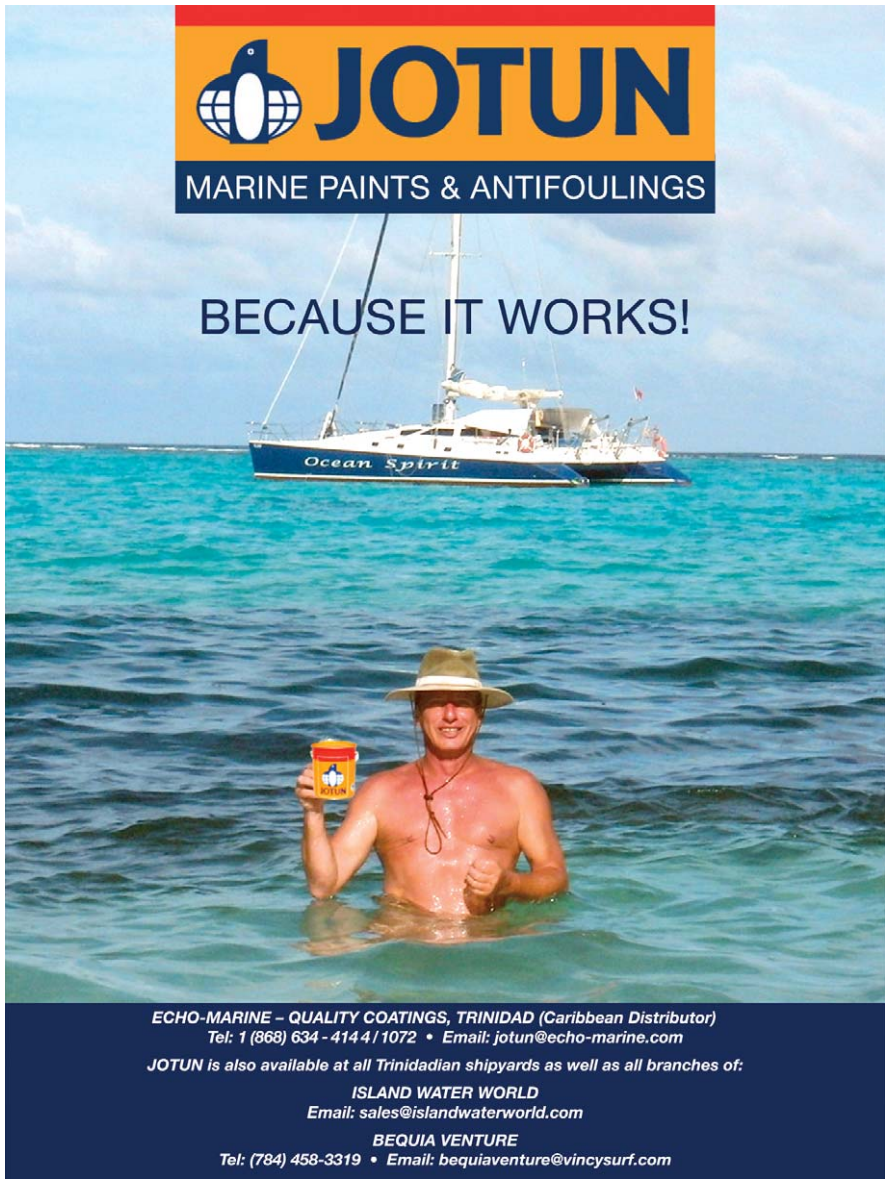
Free 'Flea Market' App for Sailors

A year ago, Marcel Honstrass left his job as an Accenture IT-consultant, sold his flat in Germany, bought a Woods catamaran, picked up his girlfriend, and started sailing from Greece to the Caribbean.

"When I started to live on a boat last year," says Marcel, "my life became very different from the landlubber's one before.

—Continued on next page







—*Continued from previous page*

"This is especially true when you are constantly on the move. Most liveaboards don't have a permanent address, and ordering something from the mainland takes a long time. At the same time, items that are no longer really needed accumulate on the boat. Within the last year I saw only one 'sailing-garage sell market', where sailors exchanged goods. In marinas, people place printed paper with offers of their dinghy, sail, life raft and so on, on a bulletin board. Others use online forums, etcetera. Here and there it works, but I wondered where I could find a simpler, better solution —

- that uses my smartphone,
- that knows when I sail to the next anchorage and helps me to relocate my offers or my wants,
- that is not tied to a country or address,
- where I can place my offer in one language, and someone can find my offer searching in another language, without any extra effort for either party,
- and that works with limited or no internet access.

"I couldn't find any existing tool that could do all of this, so I had to craft a new app called Mindelo Moving Market. This is a free app — it's like a moving flea market specifically for sailors. If you sail to a new place, your offer can easily move with you. Also you can see what sailors around you are selling. It's amazing that we just don't know, but maybe your neighbor in the anchorage just wants to sell exactly what you are looking for."

Feedback and ideas for improvement are welcome at MindeloMovingMarket@gmail.com.

The app is available for free download in App Store (Apple) and the Play Market (Android): search for "Mindelo Moving Market".

Two Join Clarke & Carter Caribbean

Clarke and Carter Caribbean, an affiliate of Clarke and Carter Interyacht UK — one of the oldest and most respected international yacht brokerages in the marine industry — warmly welcomes two new members to the team: Rosie Burr and Leslie Alexander.



Left to right: Leslie Alexander, Rosie Burr and John Whitsett

Rosie will be taking over as manager for the Grenada-based brokerage. She has 15 years of yachting experience, from sailing on tall ships to freelance marine writing to yacht deliveries. Originally from London, Rosie spent nearly a decade working for an independent property management company. Since then, Rosie and her husband, Sim Hoggarth, have sailed extensively around the east and west Caribbean and North America for the past 14 years, choosing the beautiful island of Grenada to finally settle.

Grenadian-born Leslie Alexander will be joining the sales team, bringing with him a vast local knowledge of the island and a keen sales pitch.

They will both be great assets to the team conveying Clarke and Carter's tradition for excellence by offering friendly, professional and local knowledge.

John Whitsett, founder of Clarke and Carter Caribbean, will be taking a step back from the day-to-day running of the company but will continue on as director.

For more information about Clarke and Carter Caribbean visit www.clarkeandcartercaribbean.com.

Unique Ship Visitor to Port of Spain

Gerard Bengochea reports: On August 17th the Port of Spain, Trinidad shipyard Maritime Preservation Limited received the *M/V Brigitte Bardot*, owned by the Sea Shepherd Conservation Society, the US-based non-profit marine conservation organization.



Sea Shepherd uses direct action tactics and information campaigns to protect marine life and inform the public of their plight.

Michael Burke, Executive Chairman of Maritime Preservation Limited, says, "Owing to the unique 115-foot stabilized monohull shape of the *M/V Brigitte Bardot*, our dry docking team, using underwater divers, had to be extra careful to make sure the vessel was properly secured and supported before we hauled the fiberglass hull out of the water."

The Port of Spain shipyard has great historical significance, having been designed and built in 1939 by the British engineering firm Head, Wrightson & Co. Ltd, which was founded in 1865. Earlier this year the railway and cradle were totally refurbished to original specifications to ensure the 79-year-old dry dock meets stringent safety standards.

On August 9th, the *M/V Brigitte Bardot* became the third in history to obtain registry as a Private Marine Conservation Yacht by the Dominica Maritime Registry (the other two being Sea Shepherd's *M/V John Paul DeJoria* and *M/V Sharpie*).

Visit www.trinidadshipyard.com for more information about Maritime Preservation Limited.

Moving into the Marine World: A YOUNG VINCENTIAN'S STORY

Youth to Adult, "Y2A", is a series of articles demonstrating the value of Learn to Sail programs for Caribbean children.

A gleam came to the face of a 20-something Vincentian as I walked through the door of St. Vincent Marine Center located (then) in St. Vincent Shipyard, Ottley Hall, St. Vincent.

"Welcome. How can I help you?"

Meeting and getting to know Shanique Oliver during a half-month long stint while our liveaboard sloop was "trapped" in St. Vincent Shipyard during the surge that ripped through the Eastern Caribbean in March (that is another story for another day), it became clear that featuring Shanique in "Y2A" would be ideal, related to our goal of lighting the imagination of West Indians to move into the marine world as a career focus, even if they didn't have mentors guiding them in that direction.



Shanique Oliver says, 'I like people. I like to travel, to learn about people of other cultures'

Shanique Oliver is one of those brave and confident Caribbean youths I've had the privilege of getting to know. My interview with Shanique, one of the first employees for St. Vincent Marine Center, which originally opened in Ottley Hall and is now located in Arnos Vale, began just outside the office of store owner Hubert "Jeff" Winston. Learning that Shanique came through secondary school with an interest in psychology, I asked her to explain: "I like people. I wanted to better understand them. Why they act the way they do. What they are thinking . . ."

"For herself!" her boss interjected from his office, apparently only partially absorbed in his own work. "Thinking for herself," Winston opened the door and flashed his bright smile.

After a good laugh, we continued. Shanique said that after secondary school, she planned to enter a college of Arts & Science where she could study psychology but was told that she hadn't taken a prerequisite course in secondary school necessary for entrance to the program.

Shanique on those formative years: "I have a friend who also had planned to go into a college field, it was biology, but she was told that she was lacking a prerequisite course in chemistry." With no college or career counseling at the secondary school, the two young women had resorted to their second-choice career studies. For her friend, it was Information Technology. For Shanique, it was Travel & Tourism.

Why Travel & Tourism? "I like people. I like to travel, to learn about people of other cultures."

While she'd tried her hand briefly with another company, "When I saw the advert for this position in Ottley Hall, because I live just over the hill in Edinboro, the location here is ideal."

Her enthusiasm and résumé including math and accounting fit the bill for the new marine center. She was hired immediately. She uses her skills interacting with customers and is responsible for inventory, sales, record keeping and accounting. Shanique holds down the fort, so to speak, as owner Winston travels between his business ventures up and down the Windward Islands.

St. Vincent Marine Center owner Hubert Winston says, "She started with the company back in January of 2017 as an office assistant and assistant manager. Over the months, she has learnt the products and caught on to the marine equipment and terminology. Ms. Oliver can describe parts to customers and make recommendations for what she thinks are best suited to the application. Now as the office manager, she has been growing with the company and shows the desire to even order the needed supplies for her store. She came a long way from not knowing what a marine engine looks like to directing technicians as to what to expect when repairing equipment."

Shanique's leisure time has included dance and ballet. She had an opportunity to learn to swim but "'as a child, my older brothers didn't like little sister around when they were swimming. When water went in my ears, it hurt. I didn't like it."

She says of her future, that she'd like to "learn to swim, have my own business within travel and tourism and event planning. It could even be a side thing."

Though Shanique didn't have the opportunity for boating in her formative years, she likes the marine-business, travel and tourism direction her career is taking.

Ellen Birrell cruises the Caribbean aboard S/V Boldly Go *with partner Jim Hutchins. She believes that the financial freedom for her current lifestyle came from learning opportunities she had in youth including sailing. She serves as chair of the Caribbean Sailing Association's sailing development committee.*

St. Kitts Marine Works
BOAT YARD - *Haul & Storage*
LOCATED AT NEW GUINEA, ST. KITTS *Long 62º 50.1' W Lat 17º 20.3' N*
"QUALITY SERVICE AT A GREAT PRICE"





Special - 5% discount for full payment. Haul and Launch $ 11 / ft.
Storage $ 8 / ft / month. Beat the Hurricane season rush. Have access to your vessel to be launched at any time and not get stuck behind other boats.

Tie down available ($3/ft), backhoe available ($100/hr) to dig hole to put keel down in etc. Pressure wash, Mechanics ($45/hr), Electricians ($45/hr), Welding and Carpenters available. Our 164 ton Travel Lift has ability to lift boats up to 35 ft wide and 120 feet long.

We allow you to do your own work on your boat. No extra charge for Catamarans.
Payments – Cash (EC or US$)
Visa, Mastercard, Discover & travellers checks (must sign in front of us with ID)

24 hr manned Security, completely fenced property with CCTV.
Water and electricity available. FREE high speed Wifi.

Agents for: BUDGET MARINE www.budgetmarine.com

www.skmw.net
E-mail: Bentels@hotmail.com
Cell: 1 (869) 662 8930

REGULAR HOURS FOR HAUL:
Monday to Thurs 8am to 3pm, Fridays 8am to Noon



Caribbean ECO-News

Look Out for Coral Data-Collection Buoys!

Large yellow data-collection buoys have been installed at key coral reef areas in the Caribbean as part of the Coral Reef Early Warning System (CREWS), a collaborative project between the Caribbean Community Climate Change Center and the US National Oceanographic and Atmospheric Administration.



JAMES HENDEE

Buoys have been placed on reefs in Belize, the Cayman Islands, Jamaica, the Dominican Republic, Puerto Rico, St. Croix, Barbados, Antigua & Barbuda, St. Kitts & Nevis, St. Lucia and Tobago, among other locations. The data for these stations can be seen at www.coral.noaa.gov/champportal. The green icons in the Eastern Caribbean represent the stations recently installed.

CREWS stations in St. Vincent & the Grenadines and Grenada were scheduled to be completed as this issue of *Compass* goes to press.

Candidate sites in St. Vincent & the Grenadines are just to leeward of the islands of Petit Bateau and Jamesby in the Tobago Cays.

Look out for the big yellow buoys! Please do not attempt to stand on them, tie anything to them or otherwise interfere with them — the data they are collecting will help researchers learn more about our reefs.

A Year of Hurricane Relief for Caribbean Birds

The one-year anniversary of the devastating hurricanes of September 2017 has just passed. People united to help each other recover and rebuild. They also found time to aid birds and the wild spaces they depend on.

BirdsCaribbean — a non-profit that works throughout the region — sprang into action after the storms. The Caribbean is home to hundreds of birds found nowhere else in the world. Many live on just one island, and many are threatened. Storms like Irma and Maria are very dangerous to species already living on the edge.

Strong winds tore flowers, fruits and seeds from trees, leaving no food for many birds. BirdsCaribbean organized supplies to help feed them on 18 islands. More than 4,000 bird feeders and five tons of birdseed were distributed on these islands so people could help birds in their communities. For many people, a backyard bird feeder was both a chance to help and a spot of joy during a difficult time.



BirdsCaribbean also started a fundraising campaign that has raised over US$125,000 from over 500 donors in the past year. This Hurricane Relief Fund supports many post-hurricane activities to help birds. Researchers have been sent to check for rare birds on hard-hit islands such as Barbuda. Equipment was sent to help teams working with Dominica's two native parrot species.

Many projects are ongoing. Groups on many islands are working to restore natural habitat for the benefit of birds, other wildlife and people. Healthy forests and coasts reduce the damage caused by hurricanes. On St. Martin, a group has started a native plants nursery to provide trees for bird-friendly backyards. On many islands, researchers are studying how these storms impacted birds and nature.

BirdsCaribbean recently announced the launch of the Betty Petersen Conservation Fund to advance the conservation of birds and habitats in the Caribbean region. With US$127,000 already raised towards the first-year goal of $150,000, the Fund will provide competitive grants to groups or individuals who are engaging and empowering their communities to protect and sustainably benefit from their birds. BirdsCaribbean is now accepting applications via their website at www.birdscaribbean.org/the-betty-petersen-fund-for-conservation.

A year of hard work has made a big difference for the birds of the region. Like every aspect of the recovery, that work continues. BirdsCaribbean's Hurricane Relief Fund is still accepting donations and still funding projects.

For more information visit www.birdscaribbean.org.

Rediscover St. Martin at Amuseum Naturalis at The Old House

People of all ages are invited to enjoy and explore Amuseum Naturalis at The Old House this fall, located on the hill above Le Galion in St. Martin. The Amuseum will be open from 9:00AM to noon, Tuesday to Saturday. Amuseum Naturalis is a free museum of local nature, history and culture, developed by the Les Fruits de Mer association with an all-volunteer team.

—Continued on next page



Above: Amuseum Naturalis is St. Martin's free museum of nature, history and culture

Left: BirdsCaribbean provided supplies and aid to 18 islands over the past year



—*Continued from previous page*

While the process of restoring The Old House continues, the Amuseum has opened its gardens and an exhibit hall featuring eight exhibits. In the backyard, visitors can enjoy amazing views and learn about native trees and plants. A bush tea and bush



Students visit the hall in The Old House featuring eight exhibits

medicine garden is growing, with many plants donated by St. Martiners who want to share this tradition.

The Amuseum's "micro-theater" shows a reel of over a dozen documentary shorts about nature, history and culture. Many of the films feature fascinating interviews with St. Martiners. Les Fruits de Mer members and volunteers have been interviewing St. Martin residents to share the stories of the island as told by its people. The association's goal is to collaborate with the community so the Amuseum can be a true reflection of the island.

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

'Miracle Reef' in Cartagena Threatened by Development

As reported by Lucy Sherriff in an August 20th BBC report, the Varadero Reef, located just off Cartagena, Colombia, could offer clues for the survival of other reefs in contaminated areas. According to the report, Cartagena Bay "is contaminated by industrial and sewage waste. According to marine biologists the reef should not be alive, and yet it has flourished, providing a home to a large number of coral, fish and urchin species".

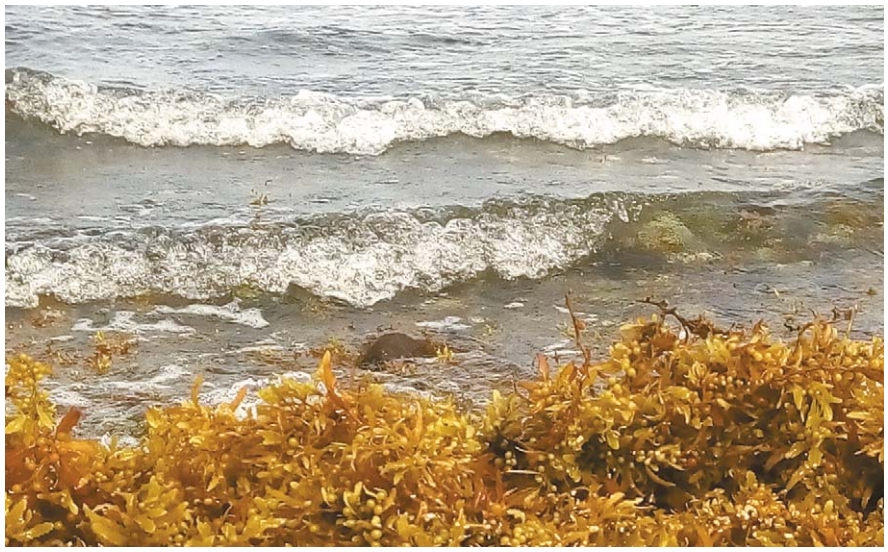
Despite the close proximity of the reef to Cartagena's one million-odd inhabitants, the Varadero Reef, located at 10°18'10"N, 75°34'55"W, remained largely unknown to science until 2013, owing to the perception that the environment was too hostile for any reef to survive. Although Varadero Reef has long been known to local inhabitants who fish there, it was only in 2013 that Varadero was "discovered" by biologists looking for an example of a degraded reef. They found instead "a veritable coral garden, with over 30 species covering up to 80 percent of its surface". Ninety percent of other reefs in the area are dead. Varadero has been called the Miracle Reef.

However, there are now plans to expand the shipping channel at Bocachica and dredge another passageway straight through the reef, meaning a quarter of it would be destroyed and the remainder threatened. These plans could hinder researchers' ability to gain insight into the factors that have allowed corals to thrive under such unusual conditions.

The Save Varadero campaign (https://salvemosvaradero.org) is trying to have the reef designated as a national park.

Read the BBC story at www.bbc.com/news/world-latin-america-45129579, and see more at https://phys.org/news/2018-06-newly-reef-important-lessons-resilience.html

Sargassum Watch



Yes, the sargassum is still coming. You can track its flow and possible arrival at Caribbean locations at:
https://optics.marine.usf.edu/projects/saws.html#2018.mean.400.png

Conference to Address Tourism's Impact on Marine Environment

The 71st annual conference of the Gulf and Caribbean Fisheries Institute will be held in San Andrés, Colombia from November 5th through 9th.

The theme of the Conference is "Tourism in the Caribbean: challenges for the management of fisheries and coral reef ecosystems of the region".

While tourism provides considerable economic benefits for many countries, regions and communities, its rapid expansion can also be responsible for adverse environmental, as well as socio-cultural, impacts. Two areas of the environmental impact of tourism are pressure on natural resources and damage to ecosystems. Furthermore, it is now widely recognized not only that uncontrolled tourism expansion is likely to lead to environmental degradation, but also that environmental degradation, in turn, poses a serious threat to tourism activities.

San Andrés is a coral island in the Caribbean Sea. Historically tied to the United Kingdom, and politically part of Colombia, San Andrés and the nearby islands of Providencia and Santa Catalina form the department of San Andrés, Providencia and Santa Catalina. The archipelago is approximately 750 kilometres (470 miles) north of the Colombian mainland. This archipelago, including the outer cays, reefs, atolls and sand banks, is a UNESCO Biosphere Reserve. This "Seaflower Biosphere Reserve" not only includes the islands but also about ten percent of the Caribbean Sea.

The meeting, hosted by the Corporation for the Sustainable Development of the Archipelago of San Andrés, Providencia and Santa Catalina, will focus on applying marine science to solve problems by bringing multiple users of ocean resources together to make informed and coordinated decisions for sustainable use of these resources. Addressing the issues of connectivity, fisheries management, conservation, and related issues at GCFI will aid in addressing critical marine resource issues within the Wider Caribbean Region.

Visit www.gcfi.org/gcfi_71-conference for more information.





REGATTA NEWS

Try for the Caribbean Regattas Traveller's Trophy!

For more than 20 years, the Caribbean Sailing Association's Traveller's Trophy has been awarded for a combination of "effort and excellence" among yachts competing in a range of Caribbean yacht racing events.



WWW.SAILINGWEEK.COM

Touch2Play was the Traveller's Trophy winner in 2018

Effort — travelling to far-flung regattas — is assessed by rating the number of qualifying events across the region that a boat races in one season. The region is divided into three sub-regions and weighted scores are applied for "home" and "away" regattas. An additional factor is added if a boat completes races in all three regions.

Excellence — doing well — is assessed by points assigned based on first to eighth place in events, and weighted based on number of boats in each event.

The regions include islands as follows:

South – Grenada, Bequia (St. Vincent), Barbados, St. Lucia, Martinique, and Trinidad.

Central – Guadeloupe, Antigua, St. Barth's, and St. Maarten.

North – St. Croix, St. Thomas, the BVI, and Puerto Rico.

If not already specified, each island will designate one primary event as their scoring regatta. All yachts will be required to declare which island they consider their home island.

To qualify, a boat must do a minimum of three regattas; at least one must be in an "away" region and at least one a major event. A boat's intention to do this should be declared with his initial entry at his first regatta by filling in the form available online. A boat may do as many regattas on the Tour as desired.

The major events include St. Maarten Heineken Regatta (March), BVI Spring Regatta (March), Les Voiles de Saint Barth (April), and Antigua Sailing Week (May).

All other qualifying events will be considered the Tour events, including St. Lucia Mango Bowl Regatta (November), Barbados Sailing Week (January), Grenada Sailing Week (January), The Round Martinique Regatta (February), St. Thomas International Regatta (March), St. Croix International Regatta (March) and Bequia Easter Regatta (April).

Boats will accumulate points over the season and by season's end an overall winner — "Caribbean Best Boat" — will emerge. Final totals are assessed each year at Antigua Sailing Week, with the winner being announced and the trophy being awarded at the Antigua Sailing Week final awards presentation.

The competition is open to all yachts: local, regional, and visitors alike, racers and racer-cruisers. Visitors entering the competition will be expected to remain in the Caribbean Region for the bulk of the racing season (between November and April).

Visit https://caribbean-sailing.com/caribbean-race-calendar/csa-travellers-trophy for details on scoring and information on signing up to compete for the Traveller's Trophy.

ON THE HORIZON

St. Barth Season Opener: the Cata-Cup

The 11th edition of the St. Barth Cata-Cup takes place on November 14th through 18th. At press time, no fewer than 55 crews representing 14 nations have confirmed their registration for this event for Formula 18 catamarans.



PIERRICK CONTIN/SAINT-BARTH CATA-CUP

The St. Barth Cata-Cup is a high-calibre sporting event where catamaran enthusiasts of various nationalities, from world champions to locals, come together. After editions in 1992, 1993 and 1994, the event was relaunched in 2008 by Vincent Jordil, Jeff Ledee and Thierry Linares. A year after Hurricane Irma, the St. Barth Cata-Cup will be one of the first events to open the winter tourist season in St Barth.

Visit www.stbarthcatacup.com for more information.

Caribbean Multihull Challenge – St. Maarten

Sint Maarten Yacht Club reports: One of the first multihulls seen in St. Maarten, *Tryst*, is the first boat to enter the Caribbean Multihull Challenge – St. Maarten. This iconic boat represents the core message of what the organizers of the event wish to communicate: multihulls are here to stay. They are always developing, they provide incredible user satisfaction, and they will continue to surprise!

After distributing the Notice of Race and opening the entry system, organizers have already welcomed six entries and are looking forward to seeing many more multihulls register for the event taking place February 8th through 10th, 2019.

Tryst, built in 1968, was salvaged after Hurricane Gonzalo in 2014 and was rebuilt by Arthur Banting and Bernard Stoutenbeek, who became the new owners and enjoyed sailing her on weekends. Stoutenbeek took on the task of fixing *Tryst* after Hurricane Irma, and barely got her ready in time for the 38th St Maarten Heineken Regatta. She raced crewed by several youth sailors and won the Best Youth Sailing Team trophy, but most importantly, she raced again after all these years!

—Continued on next page



—Continued from previous page

"I am really amped and excited to see the Sint Maarten Yacht Club getting another regatta going, and especially a true multihull challenge! This will really add to the St. Maarten/Caribbean sailing scene package and hopefully bring some of the old multihulls that once raced these waters back to St. Maarten, like the old Spronk and Dick Newick designs! I secretly hope we find ourselves in a Multihull Classic class but regardless of details I am sure we are going to have another great event to add onto the season's racing calendar and can't wait to participate with the old girl!" Stoutenbeek says.

Thanks to agreements reached between organizers of the Caribbean Multihull Challenge, measurer Stuart Knaggs, and Bobby's Marina owner, Bobby Velasquez, competitors will not have to pay fees for measuring and weighing, a bonus that will add extra appeal for the much-anticipated event.

Stuart Knaggs indicated he will be using the updated International Multihull Rating Rule he was part of developing in 2013. He already has some 40 measured boats on



PAT TURNER

his data base and it will just be a matter of weighing and measuring any new boats and adding them to the list. The rating given can be used at other regattas.

"Weighing is an expensive exercise," noted Petro Jonker, Chairman of the regatta's steering committee. "You've got to book a measurer, book a travel lift. Then we asked what if we can do it as part of the regatta, as we've got the facilities and the yards here. We approached Bobby and he very kindly agreed to provide a lift free of charge for the two days on the weekend before the regatta.

"Then we asked Stuart to see what he could do to provide ratings at low cost because at the end of the day you want entries and not sailors paying huge sums just to get here. So, thanks to Stuart and Bobby, this has all come together and we're very excited."

Organizer Robbie Ferron described it as a "breakthrough" regatta. "Multihulls have become very much mainstream and we are seeing this incredible growth with new technology coming in," he said. "Yet somehow multihulls never fitted in before with other regattas except at the Heineken Regatta.

"It was always a different mindset but now we can match everything to that mindset. With other boats you can measure weight equivalents fairly well but it's not possible with multihulls. But if you weigh them you can get very accurate results. Introducing this free weighing brings it all together."

Organizers have a generous lead-in time to prepare for the big event and are keen to maintain the momentum. Stephen Burzon, who is in charge of promotion and marketing of the regatta, says, "We've captured the attention of *Cruising World* and *Sailing* magazines. They are giving us US$25,000 worth of advertising to promote the regatta. People want to be part of it."

Visit www.smyc.com/caribbean-multihull-challenge for more information, Notice of Race, and to register.

St. Lucia Mango Bowl Regatta Next Month

Lily Bergasse reports: The St. Lucia Mango Bowl Regatta will take place on the weekend of November 30th through December 2nd, with competition in four classes: Racing, Cruising I and II, and J/24 & Surprise.



The Mango Bowl Regatta is now certified as a Silver Level Clean Regatta. See all of the requirements needed and explanation at www.sailorsforthesea.org

For more information on the Mango Bowl Regatta 2018 contact mangobowlslyc@gmail.com

Island Water World Grenada Sailing Week 2019

Rosie Hoggarth reports: Island Water World Grenada Sailing Week 2019 runs from January 27th through February 1st. It launches the Caribbean regatta season with the cool trades of the winter months in the beautiful warm waters of Grenada. Open to everyone, it is four days of fun and competitive racing, six nights of riotous parties and one lay day held between two fabulous host venues: Camper & Nicholsons Port Louis Marina in St. George's and Secret Harbour Marina and Boutique Hotel in Mount Hartman Bay.

Come lime with friends old and new, and join a regatta that retains all of its warm West Indian charm. With a mixture of windward and leeward courses, Grenada offers different challenges for each coast. Warm up on the west coast, just off the beautiful Grand Anse beach, where the shifting winds call for tactical racing. Then, the windier south coast demands something more challenging against the backdrop of green rugged hills. From hotshot racers to gentlemen sailors and all those in between, there is something for everyone. Classes include Racer, Racer/Cruiser 1, Racer/Cruiser 2, Classics and J/24s.

—Continued on next page



—*Continued from previous page*

Island Water World are title sponsor once again, supporting the event for the sixth year in a row. The Grenada Tourism Authority, Sea Hawk Paints, Secret Harbour Marina and Mount Gay Rum are all on board again as Race Day Sponsors, promising to help make this a fantastic event with lots of fun and plenty of prizes to be won and given away.



GRENADA SAILING WEEK

Sign up and pay before November 30th to benefit from the reduced entry fee of US$90.

Online registration: http://grenadasailingweek.com/registration/

For NoR, visit www.grenadasailingweek.com and sign up for our newsletter. E-mail: info@grenadasailingweek.com. Facebook: GrenadaSailingWeek. Twitter: @grenadasailweek.

For more information see ad on page 13.

Antigua Sailing Week 2019

Alison Sly-Adams reports: Warm up for the five challenging days of Antigua Sailing Week 2019 by also participating in the Peters & May Round Antigua Race on April 27th. Both events are guaranteed to be exhilarating for participants, who range from fully professional campaigners to crews of friends and family. Classes include CSA Racing, CSA Non-Spinnaker, Multihull, Bareboat and Club Classes and — new for 2019 — CSA Double Handed. Race manager Lorna Saunders says, "This will add an exciting new dimension to ASW. Safety being paramount, the double handed class will have its own start and courses will be carefully planned to accommodate double handed participants. The courses will be a mix of round the cans, with slightly longer legs and some days a coastal race. We look forward to thrilling, competitive sailing."

2019 will also see the fifth edition of the Royal Southern Yacht Club Inter-Yacht Club Challenge. The challenge is open to all yacht clubs around the world and entries are encouraged from boats where a minimum of 50 percent of the participants belong to the same club. The Shield Trophy is awarded to the best performing boat, using a weighted scoring system, at the Final Awards Party.

A new Newport Shipyard Rules Seminar will begin the week, taking place on April 26th from 3:00PM to 5:00PM on the lawn at Antigua Yacht Club. The Rules Seminar is designed to clarify the *Racing Rules of Sailing*, in an easy-to-understand fashion.



PAUL WYETH/PWPICTURES.COM

Chief judge David Pelling will use race course scenarios to demonstrate how the rules should be interpreted. There will be time for questions and answers following the seminar.

For the party boats, 2019 will see the tenth edition of Reggae in the Park, which takes place on April 30th. The mixture of the backdrop of historic English Harbour, an international audience and the best in reggae makes for a fantastic night which is followed by the Lay Day Beach Party at Pigeon Point — a day with as much or as little activity as you wish. Chasers, who can go out daily to watch the racers, also have five days of chasing to choose from, or an option to join Lay Day in a ringside seat on board a fun catamaran tour.

Two final days of racing are then capped off by a phenomenal Final Awards Party where the legendary ASW silverware is handed out by the Governor General.

Visit www.sailingweek.com for a full schedule and to enter.



Off-Season Playtime for Yachts

by Jerry Stewart



The classic Vendia made a picturesque committee boat on the start line

NADINE CERNY (2)

Despite the unstable weather we often experience in August, this year's Carriacou Regatta Festival yacht races, held August 3rd through 6th, offered good breezes and settled conditions — even the rain showers were without spite.

Judd Tinius, with his 65-foot 1899-vintage yawl, *Galatea*, joined us again this year from Grenada, enduring an exceedingly strong westerly set on the way, as did Mike Bingley's *Tulaichean II*, a Grenada-based Beneteau First 37s5 sporting new high-tech sails for our competitive CSA Class races. Alex Johnstone and his Beneteau 461, *Chao Lay*, also joined us from Grenada with Sailing School crew. *Tabasco*, a newly refurbished Swan 40 sailed by Bjorn Laugland, came to sail against her arch-rival, my Hughes 38, *Bloody Mary*. Roy Hopper sailed *Free Spirit*, a Luders 27 from 1955.

Of note in Fun Class were old favorites *Samadhi*, a 54-foot Sciarelli schooner sailed by Frank Pearce; Susie Stanhope's Granada 38, *Stargazer*; and Andy Smelt's *Yellowbird*, a Spencer 44.

All told, 16 yachts entered the Friday's Doyle Sails-sponsored Two-Handed Round Carriacou Race, racing in three classes: CSA Measured, Fun, and Multihull.

Day Two's South Coast Race — from Hillsborough to Jack-A-Dan to the Sisters Rocks, to Frigate Island and back to the Sisters, to finish In Tyrrel Bay — was sponsored by Island Water World.

Day Three's Hillsborough Race, with a windward-leeward course off Hillsborough and then onward to a finish line in Tyrell Bay, was sponsored by Budget Marine.

Our yacht race series during the annual Carriacou Regatta Festival is an off-season playtime for cruisers and locally based yachts, with short, interesting courses. Race Officer James Benoit comes from the Grenada Yacht Club. The mark boat driver was Gus, and this year we had the best committee boat ever — the 1943-vintage, 70-foot gaff-rigged ketch *Vendia*, which goes to windward like LIAT.

The Regatta is funded by sponsors large and small — a community effort. Thanks this year go to Doyle Offshore Sails, Island Water World, Budget Marine, Mount Gay Rum, West Indies Beer, Carriacou Marine, the Slipway Restaurant, the Lazy Turtle restaurant, NorthSouth Trading and Technical Marine Management.



Another classic — the 1899-vintage Galatea *— also came to play*

Winners, Yacht Division, Carriacou 2018

Multihull Class
1) *Exile*, Niven Robertson, Fraserburgh, UK
2) *Tortilla Flat*, PDQ, Dougald Knox, Carriacou

Fun Class
1) *Fantasy Forest*, St. Barths
2) *Yellowbird*, Spencer 44, Andy Smelt, Carriacou
3) *Stargazer*, Granada 38, Susie Stanhope, UK

CSA Class
1) *Free Spirit*, Luders 27, Roy Hopper, Carriacou
2) *Chao Lay*, Beneteau 461, Alex Johnstone, Grenada
3) *Tulaichean II*, Beneteau First 37s5, Mike Bingley, Grenada



Open Boats on Island Time!

by Elaine Ollivierre

We hadn't visited Carriacou for six years so were looking forward to meeting old friends. Our own boat was on the hard, waiting for a new engine, so on the Thursday before Regatta weekend, my husband, Orbin, and I cadged a ride with a friend who had the use of a yacht. Andy brought two double-enders from Bequia Youth Sailors. The 17-foot *Y Knot* was towed down while the 28-footer *White Caps* was sailed down by a team whose average age must have been about 14. They beat the yacht to Carriacou by a mile.



GUINELL OLLIVIERRE-HAZELL (ALL)

The teen sailors were out early on the Friday morning, practising tactics, while sailors from the other islands began to arrive. Allick from the Bequia Traditional Sailing Academy also came down on a yacht, towing two small double-enders, and letting a larger one sail.

To be honest, participation was only a fraction of what it used to be. Despite the best efforts of some Carriacou committee members to persuade boats to participate,



Above: In Class 4, Carriacou's Ace+ *sailed to second place overall*
Left, Galaxy *came from Canouan to race in Class 3*

only 13 took part: the five from Bequia, three from Canouan, three from Mayreau, one from Tobago (which stays in Carriacou year-round) and one actually from Carriacou. No boats from Petite Martinique or Grenada this year — such a shame!

In years gone by, it was always a joke that the races never started on time. That hadn't changed. At start time for the Saturday open boat race, the Tobago boat, *Elusive*, was still on the beach undergoing some last minute tweaks to rig and equipment. Some of *Elusive's* crew were a little the worse for wear, too. Having sailed from Tobago by pirogue the night before, they were now partaking of some liquid refreshment before the race. Luckily, it didn't seem to affect their sailing ability as they still managed a first place!

—Continued on next page



CARIBBEAN-WIDE DEALER NETWORK

Antigua
Marine Power Services
268-460-1850

British Virgin Islands
Parts & Power
284-494-2830
Marine Maintenance Services Ltd.
tim@mmsvg.com

Grenada
Grenada Marine
473-443-1667
Palm Tree Marine
473-443-7256

Guadeloupe
Fred Marine
590-590-907-137

Martinique
Inboard Diesel Service
596-787-196

St Lucia
Marintek
758-450-0552

St Maarten
Electec, NV
+1-721-544-2051

St Martin
Caraibes Diesel Services
+59-0590-87-03-73

Trinidad
Dockyard Electrics Ltd
868-634-4272

US Virgin Islands
Coral Bay Marine
340-776-6665
Plan B Generators
340-714-1239

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

PARTS & POWER

—*Continued from previous page*

There have always been two races for the open boats on the Sunday, unless bad weather intervened. But the weather was beautiful and there should have been a timely start. But, as usual, the start was late, partly because the race charts were not ready and were being drawn as we waited, and partly because the sailors expected a late start so didn't turn up until nearly lunchtime. So a decision was made to



have lunch first and fit the two races into the afternoon. In the first race, the young crew of *White Caps* came over the finish line first but a huge argument ensued as the other boats came in. There are no judges watching the races so, when there was an incident at one of the marks, every sailor had his own tale to tell about who was to blame and who should be disqualified. Never mind; they calmed down enough to begin the second race.

During the second race, the wind dropped. While we watched all participants struggle to complete even one lap down to a mark off Cistern Point and back, the wind dropped even more. A decision was taken to finish after one lap, so Andy went out in his speedboat and informed all the skippers. Some of the boat crews were not happy, wanting a chance to catch up on the second lap. But when it was later explained that the course was going to take too long and we had visions of being on the beach until dark as the boats finished, everyone accepted the results. *White Caps* managed some remarkable sailing to finish first.

Monday came round, one race left. Air temperature was boiling hot. *Ace+* broke down and her only competition, *Eclipse*, decided then to finish after one lap. "It's torture out there," said captain Allick. Once again, *White Caps* came first in the 28-foot class. The small double-enders had also finished their courses with only one major mishap: *Lightning* capsized in the second race.

Carriacou has a reputation for offering plenty of shore-based activities on Monday afternoon: the donkey race, greasy pole, weight-lifting competition and much more provided entertainment for the crowd gathered outside the Jupa bar. Prizegiving went on into the night. I'm only sorry that there were no trophies on offer to the winning boats. Cash prizes are much appreciated, but trophies look good on your living-room shelf! Time to get ready for home, though, so the teenage crews weren't allowed to stay out past bedtime!

Tuesday saw us returning to Bequia. Just as we went down, so we came back: *White Caps* sailed while *Y Knot* was towed. That is one slow yacht and one long ride — it took about seven hours to get home. But when we arrived in Port Elizabeth, we found one reason why the journey had been longer than expected. The towline was coated with pounds of sargassum weed, which was surely holding us back. No wonder we took so long!

Thanks to Leo and family and to Busta for their great hospitality in Carriacou. And thanks to Andy for the ride!

Winners, Double-Ender Division, Carriacou 2018

Class 1
1) *Bad Feelings*, Samuel Forde, Mayreau
2) *D Shark*, Hudson Williams, Canouan
3) *God's Angel*, Adolphus Forde, Mayreau
4) *Ringo*, Cuthbert Williams, Canouan

Class 2
1) *Y Knot*, Orion Ollivierre, Bequia
2) *Ark Royal*, Reon Ollivierre, Bequia
3) *Lightning* (of Mayreau), Sheldon Morgan, Bequia

Class 3
1) *Camille*, Jojo Adams, Bequia
2) *Galaxy*, Elmore Snagg, Canouan



The proud crew of Bequia's Camille, *winner of Class 3*

Class 4
1) *Eclipse*, Allick Daniel/Javed Morgan, Bequia
2) *Ace+*, Hope Deroche, Carriacou

Class 5
1) *White Caps*, Drew Mitchell, Bequia
2) *Elusive*, Keith Anderson, Tobago



GRENADA MARINE
BOATYARD | MARINA | RESTAURANT

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

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

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

SALES & SERVICE AGENTS FOR:
VOLVO PENTA · YANMAR · GMPCS · UltraSonic · Dometic · Raymarine · MASTERVOLT · NORTHERN LIGHTS · CRISTEC · frigoboat · watt&sea

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

TURBULENCE LTD. GRENADA

SAILMAKING
RIGGING
ELECTRONICS

TURBULENCE Ltd.



Celebrating 25 Years in the Caribbean

DOYLE SAILMAKERS

NAVTEC Rigging Solutions

ProFurl · HARKEN · antal MARINE EQUIPMENT · spars

New Sails Repairs & Alterations Custom Canvas
Rigging: Spars\ ROD \ Standing and Running rigging
Navtec hydraulic repair station All seal kits in stock
Electronics\ Raymarine Certified Technician

SPICE ISLAND MARINE – GRENADA MARINE - C.C.B.M
Tel: (473) 439 4495
info@turbulenceltd.com www.turbulenceltd.com

The Real Regatta: Rules? What Rules?



by S. Brian Samuel

The Grenadine islands of Carriacou, Petite Martinique and Bequia boast a long tradition of building strong, fast and beautiful wooden sailboats, originally used for carrying cargo and contraband among the islands of the Eastern Caribbean. These islands' skilled boat builders are descended from Scottish shipwrights who settled centuries ago and whose presence is still strongly felt: Carriacou has lots of McQuilkins, MacDonalds and McClouds — and almost everyone is "red"! *

Because of the various uses to which these wooden sailboats were originally put, including occasionally having to outrun inquisitive eyes, they needed to be fast. They also needed to take advantage of their natural surroundings, in particular the tradewinds and the shallow anchorages in which they operated. So the classic Grenadine Island sloop has no deep keel and is a "reaching machine", with an overlong boom and huge mainsail, ideal for traveling up and down the island chain.

The first Carriacou Regatta was held in 1965, started by expat boat builder J. Linton Rigg as a way of keeping the island's boat-building tradition alive, and it has been held (more or less) in each August of the 53 years since. In fact it is the longest-running regatta in the Caribbean, Antigua Sailing Week being a mere pickney at 51 years. Carriacou doesn't operate under normal regatta rules — in fact it operates under very few rules at all. Things like start and finish lines are highly flexible, and as for printed race instructions — don't be silly. On the water there's one Golden Rule: "Outta de way, ah commin' troo!"

The first time I did the Carriacou Regatta was in 1992, out of Barbados with my brother Gerry on my engineless 26-foot sloop *Jump-Up*, and I'd done it a few times since then, on chartered boats with my sailing buddy Leon Taylor. But what I hadn't realized was that there are actually *three* Carriacou Regattas, held simultaneously. Centred in the town of Windward on the eastern shore is the decked sloops' regatta, the open boats are raced off Hillsborough, while in Tyrell Bay there's "the white people regatta"! **



'I'd actually watched Savvy being built, during a contemplative week I'd spent on Petite Martinique in 2007'

Usually the three divisions don't mingle, although I do remember sailing in a mixed yacht-workboat race once, where the wisest course of action in any tight situation was to give way, especially after I heard an onshore conversation: "Man, if you boat can't tek a lick, doh fokkin' race!"

***Savvy* — She's a Big Girl**

I'd actually watched *Savvy* being built, during a contemplative week I'd spent on Petite Martinique in 2007. She was built by Baldwin Deroche, on the beach next to the jetty, and when I was there they were just finishing the framing. The boat was commissioned by British millionaire Peter de Savary, who was investing heavily in Port Louis Marina in Grenada. The 43-foot *Savvy* was launched in 2007 and weighs in at 12 tons: she's a big girl.

She's no slouch either; in a good breeze *Savvy* will cruise along at eight to ten knots, surfing down those long Caribbean rollers. My good friend Danny Donelan currently owns her and he's built up a successful business, Savvy Grenada Charters (www.sailingsavvy.com), running day and multi-day charters around Grenada and the Grenadines. Danny also manages two other Grenadine sloops: *Free in St. Barths* and *Zemi*. All three boats are regular competitors in classic boat regattas and have sailed with distinction in Grenada, Carriacou, St. Barth's, Bequia, the Antigua Classic Regatta and St. Lucia. So when Danny told me that of course he'd be racing Carriacou again this year, I made sure to book my berth: count me in!

It would be a six-day sail: Grenada to Carriacou on Thursday August 2nd, four days of racing then back down to Grenada on Tuesday. I flew in from Barbados the day before, and what a flight that was: it took five attempts and a return trip to Barbados to refuel before the determined LIAT pilot eventually landed at Maurice Bishop International Airport, in pouring rain with almost zero visibility.

—Continued on next page



—*Continued from previous page*

That whole day Grenada was lashed by heavy rains and had severe flooding, but fortunately by the next morning the low front had dissipated somewhat, and we set sail for Carriacou at 11:00AM.

On board were Captain Danny and First Mate Sam, plus passenger Kaili Kappler, an adventurous Australian on a six-month expedition through Latin America and the Caribbean. We motor-sailed up to Tyrell Bay and were lucky to avoid most of the intermittent rain. After delicious pizza at the Lazy Turtle we bedded down for the night. Danny has a comfortable set-up and he, Kaili and I slept on deck under the bimini top, while Sam snoozed below decks. In six nights we only had one short sprinkling of rain.



First Mate Sam, the author, and Captain Danny, ready to set sail from Grenada for Carriacou

Day One: the Warm Up

Friday morning, after showers and a breakfast of champions at Carriacou Marine, we upped anchor and sailed for the harbour of Windward. As its name implies, Windward is on the windward side of Carriacou, with an onshore easterly wind that can be heavy at times. Not the kind of place you'd expect to find a port, but it's well protected by a long offshore reef. Windward is the home of boat building in Carriacou, and all its inhabitants are sea people and mad keen sailors. Getting into Windward can be tricky, but fortunately there are two high and dry shipwrecks to show you where not to go.

Friday afternoon was the first race of the Regatta; a warm-up cruise for the more serious racing to come. It was supposed to start at 2:00, but of course at that time there was no sign of activity. At around 4:00, eight boats were milling around between Windward and Petite Martinique, when we realized that the race had started, and gave chase. Danny called Wally, skipper on *Zemi*: "What's the course? Around what island? Where's that? We'll just follow you!"

And so we did, and a nice race was had by all. That evening we took the bus to Tyrell Bay, headquarters of the white people regatta. More pizza and beers then we headed to the festivities in Hillsborough, accompanied by a posse of barefoot sailor kids from a couple of the Grenada yachts. Hillsborough was fairly quiet and by the time Danny, Sam and I took the bus back to Windward we'd been politely abandoned by Kaili, in favour of the younger crowd on the Grenada boats. No worries, said Danny, she'd paid in advance!

Day Two: The Big Race

Saturday was the big race: around the island. I was really looking forward to this one: a big tick off the bucket list. The course was straightforward: leave Windward, race around the island anti-clockwise, finish at Windward. The first half was uneventful enough, a downwind leg to Hillsborough before rounding The Sisters rocks offshore Tyrell Bay and heading up the east coast. Then it got interesting. The name given to Carriacou by its original Carib inhabitants means "Island of Reefs". It's an apt description: the entire south and east coasts are ringed by an unending string of vicious rocks, where strong winds and swirling currents combine to suck you into harm's way. The old hands warned us: stay *faaar*.

We did, but not far enough, and it took us a few extra tacks, to finally free ourselves from the deadly charms of Scylla and Charybdis. And then: the squall. All day, we'd been lucky to avoid a series of rain showers blowing in, but along the southeast coast one of them caught us — with a vengeance. For an hour we battled huge winds, flattened seas, stinging rain and zero visibility — great fun! In this race as in all the others, we were locked in our own mini-regatta, with *Savvy's* big-sister ship, *Beauty*. Despite us giving away five feet in length and one extra sail to her big sister, *Savvy* acquitted herself well, coming out with even honours overall. Hardly surprising, considering both boats were built by the same builder: Baldwin Deroche.

Apart from *Beauty*, our other battle was with Danny's stablemate *Zemi*, captained by his friend Wally. It didn't matter where we came in the results, just beat Wally! And when the storm cleared we saw that indeed, we had a comfortable lead over *Zemi* and a couple of other boats. All we had to do was sail up the outside of the reef on the east coast, do a left turn by the shipwreck and enter Windward, crossing some invisible finishing line in the process. Yes, got him!

Then we looked back. Wait a second, what's Wally doing? We saw that *Zemi* had inexplicably made a turn left, heading straight for the reef. Where's he going? Is he in distress? Then Danny twigged: "The bastard, he's got a hole!" Sure enough, *Zemi* was headed to one very particular spot along the reef, and in the blink of an eye emerged on the leeward side of the reef, safe in calm waters. Whereas we still had to sail up and around the reef, Wally now had an easy leg to the finish line. Bastard!

After high-fives, boat clean-up and a refreshing swim we took the dinghy over to "the disco" for the post-race festivities, including a steaming bowl of fish waters for the hungry combatants. Spirits were high, beers cold and the banter flowed freely. Wally confirmed that there was a little-known gap in the reef but that it was very narrow, and you had to know exactly where you were headed: there was no room for error.

That night Sam cooked a wicked chicken brown-down and macaroni on board, and three happy tired sailors turned in early for a well-earned sleep.

Day Three: We Took Our Licks

The next day, Sunday, would see the nine sloops in the Regatta move to Hillsborough for the remaining races. The morning race was a long downwind leg from Windward to The Sisters rocks, then a short upwind sprint to the finish line. All boats were flying spinnakers and although we had one, we had no spinnaker pole, so after a while we gave up the ghost and took our licks. For the afternoon race we were joined by the "hippie kids", Kaili and the other youngsters from Tyrell Bay. Unfortunately the wind died down to nothing and the race degenerated into a slow slog.

Day Four: Drama!

Monday saw the final race, and for us the most fun of the Regatta. It had all the ingredients: high winds, close competition and a bit of drama — in fact a lot of drama. For a change, the start was well organized and we got off to a flyer. On the previous races I'd been the grinder, tightening the winch after each tack, but this time I was on the mainsheet, adjusting the tension on the traveller to get maximum power from the mainsail. After a short downwind leg we approached the first mark, with *Savvy* slightly ahead of three other boats. "All right, everybody," barked Captain Danny. "We gotta stay ahead of them, let's do a perfect tack guys. Ready… go!"

It couldn't be less perfect. I scrambled across the deck and sat on the low toerail, ready to pull in the traveller. Big mistake. The boat lurched and I lost my balance, and in the blink of an eye I was over the side, hanging onto the traveller rope for dear life.

Man overboard!

I was able to keep hold of the rope with my right hand, dragging along the side of the hull at eight knots, which I found out was a helluva lot of current. Sam immediately jumped to my aid, grabbing my left hand as I held on grimly with my right. Although I wasn't in any immediate danger, there was no way I was going to let go as *Savvy* would've had to do a 360-degree turnaround to come and pick me up, effectively losing the race. And there was the not-so-small matter of the three boats immediately in our wake…

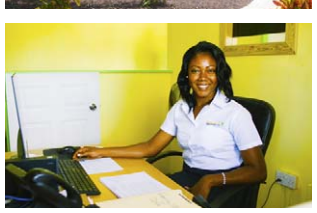
—*Continued on next page*

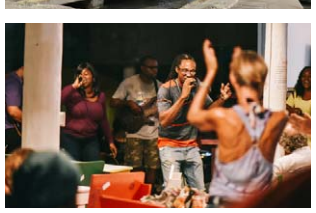
CARRIACOU MARINE
CarriacouMarine.com 473 443 6292
Tyrrel Bay, Carriacou, Grenada, West Indies
Boatyard services with 40 ton travel lift & fuel
Customs & immigration
Convenience store & chandlery
Moorings & accommodation
Lunches and pizza night at the Iguana café

















—*Continued from previous page*

Although I could hold on, the current was preventing me from hauling myself back on board. Danny let go of the tiller and he and Sam dragged me over the railing, coughing and spluttering — with my trunks around my ankles! There was no time for relief: we all retook our assigned places as if nothing had happened, completed the tack and even rounded the marker slightly ahead of the competition!



Jeez, that was intense! I apologized for my blunder and thanked the guys for their swift action. High-fives, shout-outs and off we sailed.

As usual we were locked in our private battle with *Beauty*, but there was also Wally on *Zemi* and the slight matter of revenge. Because it was a short downwind leg, our lack of spinnaker wasn't much of a hindrance, and by the time we rounded The Sisters we were locked in battle with *Beauty*, and *Zemi* was some distance aback. As we were approaching Sandy Island we looked back and saw that *Zemi* had lowered her sails. More than that, she seemed to be drifting. Was there a problem?

We called Wally on the phone and VHS, no answer. The race launch was nearby so we hailed them over and asked them to go back and check on *Zemi*. Then we carried on racing. And what a race it was, locked in a tight tacking duel with *Beauty* all the way to the finish line in Hillsborough, and they ended up crossing the line 20 seconds ahead of us — a noble fight to the end!

That was the fifth and final race in the four-day Regatta, time to relax and have some fun! For the next couple of hours as dusk descended over Hillsborough, tired and happy crew members buzzed between boats, sharing laughs and Caribs, and re-living battles. We found out by hearing it on the radio that "A special sportsmanship award goes out to Walter Ollivierre, skipper of *Zemi*, who abandoned his race to go to the aid of *New Moon*, which got into difficulty near The Sisters rocks." So that was it.

Prizegiving and Partying

That evening was the prizegiving and end-of-Regatta street party in Hillsborough, so we scrubbed up (as much as possible) and headed to the jetty in the dinghy. We got there just in time for the greasy pole competition — what fun! Suspended about 20 feet over the water, contestants had to balance their way along the pole and grab two bottles of Coke dangling at the end. The pole remained unconquered, and some of the falls were truly spectacular, including a few from our brave but oh so foolhardy Captain Danny. The rest of the evening was given over to maypole dancing, weightlifting competition, musical chairs (which I won, somewhat tipsily), donkey racing, beer drinking contest (ditto, more tipsily), and finally the big event: the prizegiving.

There was more at stake than kudos: there's money. To its credit the government of Grenada supports the Regatta with EC$100,000 per year, which goes towards the huge expenses involved in staging the annual event. Republic Bank and other commercial sponsors also chip in with much-needed financial support. It costs a fortune to operate and maintain these classic wooden boats, helped in a small way by the prize money on offer. The winner was determined by the aggregate score over all five races, but as in all things Carriacou, there was some uncertainty as to exactly who had won what, compounded by vagueness over start and finishing lines.

The sloops' overall winners were nearly the same as the round-the-island race: *Glacier, Mageta O* and *Free in St. Barths.*

Danny, Sam and I filed onstage to collect *Savvy's* honourable mention — never did a consolation prize feel so much like an Olympic gold medal! I wisely decided to turn in for the night, while Danny and Sam were in higher "spirits" and stayed on at the after-party street party — a decision they paid for the following morning while I was fresh as a daisy!

Thus ended the 2018 edition of the Carriacou Regatta. How can it be summed up in one word? Well it can't, so several will have to do: fun, fantastic, chaotic, unique,



Above: A pause for sunset at the end of a racing day

Left: 'By the time we rounded The Sisters we were locked in battle with Beauty'

confusing, exhilarating, invigorating, occasionally painful and — did I say just plain *FUN*? Congratulations to the Regatta Committee, Government of Grenada and the sponsors for contributing their time, energy and money to keep the tradition alive. Amidst all the shiny new hotels and cruise ships, there will always be a place for authentic island traditions, like building and racing classic wooden boats. A huge thanks to Danny and Sam for hosting an unforgettable trip, and for hauling my backside back on board — literally!

Needless to say throughout the trip I was nauseating friends and family with a constant stream of texts and pictures, and we've already booked our places on *Savvy* for next year's 54th sailing of the one-and-only Carriacou Regatta!

Brian Samuel is a Grenadian who daydreams of sailing while chained to his desk at the Caribbean Development Bank in Barbados. His introduction to sailing came in 1992, when he bought a 26-foot engineless yacht called Jump-Up *and sailed around the Eastern Caribbean with his equally mad brother Gerry. Since then he has confined his sailing to chartered yachts and OPBs, Other People's Boats, while waiting to finally retire and waste his pension on yet another yacht.*

** The Dictionary of Caribbean English Usage defines "red" (skinned) as "Being of any colour from brown to near-white".*

*** In the Grenadines, "white people" can mean foreigners or expats rather than specifically referring to Caucasians.*

BLUE LAGOON HOTEL & MARINA
Call: 784.458.4308 Marina: VHF 16 or 68 Email: info@bluelagoonsvg.com



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

PEACEFUL PARHAM

by Christine Gooch

The water of Antigua's North Sound is a patchwork of shades of blue as we thread our way through a maze of reefs and small islands. There is a low chop, but this area is protected from the swell by outer barrier reefs, with only a few unmarked narrow and twisting channels out into open water beyond. The sun is high enough to make it easy to spot the brown patches of reef and the pale blue shallows, but just in case it won't be when we retrace our steps, the chart plotter is recording our track, leaving a trail that my husband, Kevin, unpoetically calls "mouse droppings".

Late-morning we drop the anchor of our Prout 38 catamaran, *Sweet Sensation*, in two metres of water off the town of Parham. The water is murky with a muddy bottom and mangrove-lined shore. The hum from a large electricity generating plant is a constant background noise. Two or three unattended yachts are moored nearby, but apart from that we are alone. Kevin wants to go ashore before we decide if we will stay the night, so we dinghy to the fishing wharf, where Kevin gets talking to a local fisherman who is welding fishing pots. He says his name is Hillpock (we are learning that Antiguans seem to introduce themselves using only their surname), and says we will be quite safe. He also shows us where we can get water and dump rubbish at the fish dock.



Above: A quiet street in Parham invites a stroll

Below: The interior of St. Peter's Anglican church, built in 1840, is stunning



We stroll through the dusty streets of the little town in search of the church, which we have heard is lovely. Parham was once the second most important port in Antigua, and home to the Governor. Now it is a sleepy little town of wooden houses, a couple of small grocery stores and a local bar.

St. Peter's Anglican church sits on top of a hill. Leading up to it is a tarmac drive, its entrance flanked by two imposing stone pillars topped with enormous terracotta lidded urns. I can imagine Georgian carriages bowling up the drive, bringing plantation owners and their families dressed in their Sunday best. This impression is reinforced by the grand entrance: heavy wooden doors framed by square pillars and a square pediment in the same pale creamy sandstone from which the church is built. The interior is stunning; sunlight floods through large arched windows of clear glass in the side walls, lighting up the sandstone walls, the chestnut-coloured pews and their white-painted ends. The wood glows with the sheen of polish. The rows of pews at either side of the church are angled towards the altar, where a pair of brightly coloured stained glass windows draws the eye. The high domed roof is criss-crossed by a lattice of beams. A second-storey balcony of white-painted box pews overlooks the central aisle; it is reached by a pair of sturdy wooden staircases on either side of the entrance vestibule. The whole effect is light and airy, and immensely soothing. In one side aisle is a baby grand piano and — curiously — a drum kit.

We pause to read white marble memorial stones dating from the 1800s. One is dedicated to "Martha, the much-loved wife of Sir William Byam, Knight. Admirable in the relations of life as a dutiful daughter, affectionate sister, exemplary wife, fond mother, kind mistress, firm friend and faithful Christian", who died May 8th, 1867, aged 76. She sounds like a Jane Austen heroine.

The table of fees for weddings and funerals displayed in the church porch catches Kevin's eye:

	Non-contributory Member	*Contributory Member*	*Lapse Member*
Funerals	*$1055*	*$455*	*$1660*
Weddings	*$1635*	*$1135*	*$1760*

Clearly it pays not to let your membership lapse, especially if you want to be buried there.



Outside, the churchyard is dotted with large shady trees, and oleander bushes with spiky leaves and pale pink flowers. We wander for a while, reading the inscriptions on the headstones. Kevin is particularly taken by one that, instead of giving the dates of birth and death, records them as "sunrise" and "sunset".

The church was built in 1840 and there is still a service there every Sunday at 9:00AM. It is obviously well cared-for, unlike the Pilgrim Holiness chapel in the town, with its red tin roof and glass missing from the top of shuttered Gothic windows. We discover another two places of worship in this small town, a second chapel and a Roman Catholic church — a small stone building with a corrugated iron roof. A commemorative plaque under a tree, surrounded by a tangle of undergrowth and vivid purple bougainvillea, records that "On this site in 1903, Captain James Grant held the first open air meeting [of the Salvation Army] under this tamarind tree".



Top: The fishermen's wharf. Parham was once the second most important port in Antigua

Left: 'We decide we like Parham very much; it is a complete contrast to the west coast'

Below: Site of the first open-air meeting of the Salvation Army



By now we are thirsty, so we stop at The Big Bamboo Bar. The lunch menu looks tempting, so we eat there, watched by an unblinking tortoiseshell cat while chickens scratch in the dirt outside. Chicken and chips, a veggie burger and three beers for EC$33 (about £9.00), is excellent value and tasty, too.

We decide we like Parham very much; it is a complete contrast to the holiday hotels, apartments and villas we had passed as we made our way along the west coast.

Back at the quay, Kevin asks Mr. Hillpock what fishing methods the locals use. He says they use lines, poles and pots. Game fish are sold directly to the hotels and the fishermen have to fish in the deep waters between here and the north coast of St. Kitts to catch them. Kevin asks how the fishermen make their way through the outer reefs and Mr. Hillpock says they use the Little Bird Channel. He adds that with a chart plotter we could easily find our way out and make our way to Barbuda. Kevin jokes that he would follow a fisherman.

We need more vegetables, and as there are none to be found in Parham the following day we take the bus to Antigua's capitol, St. Johns. The route passes through the outskirts of Parham, revealing it to be larger and more spread out than we had thought. Once we leave Parham, with its "Thank you for coming. Come again" sign, we are travelling through pastureland, the hills a dark, distant smudge.

The radio in the bus is tuned to a talk show. The news bulletin sounds just like the news in the UK: calls for a politician to resign following a scandal, worries about an increase in violent crime, a bomb threat at the Customs & Excise HQ; public sector workers striking for higher pay.

Back at Parham, our rucksack laden with veggies from the market in St. Johns, we buy bread at the little grocery store near the fish dock. It's still only mid-morning — perfect for reef spotting — so we bring up the anchor and motor out into North Sound, heading for our next anchorage.

Central Panama is Far More Than the Canal

by Ray Jason

Let's take a drone's-eye view of the central Caribbean coast of Panama. As we gain altitude, we notice that all of the boats in the San Blas Islands are anchored. But proceeding westward we suddenly encounter four sizable marinas in the next hundred miles. And there are many handsome cruising boats docked in these facilities.

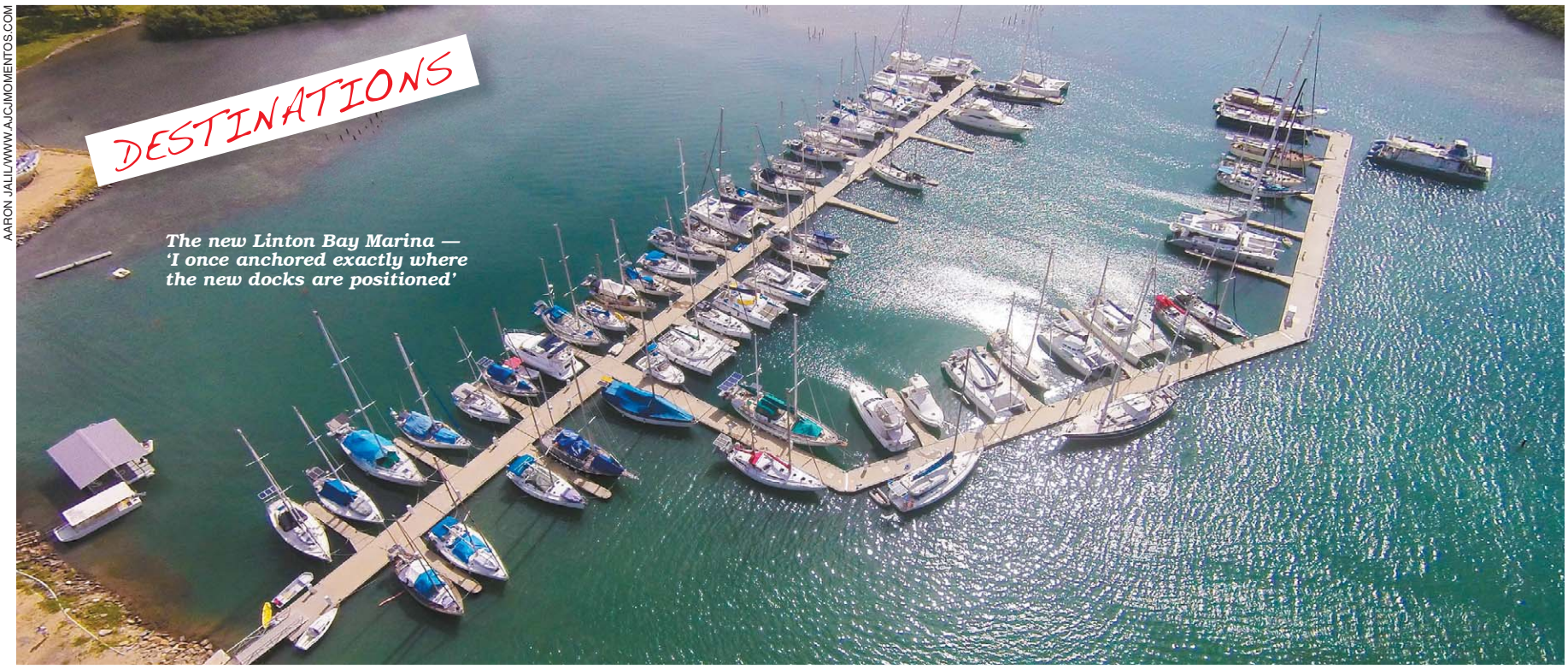
If the drone swooped downward, it would notice that these marinas are also different from one another. This is consistent with the amazing variety that one finds when cruising here in the southwestern curve of the Caribbean. And along with these dockside facilities, there are two very nice on-the-hook destinations to enchant you — not to mention the mighty Canal. So, let's drone in on this stretch of the Undiscovered Caribbean.

Only about 30 miles west of the San Blas Islands you will encounter the Turtle Cay Marina (turtlecaymarina.com). Actually, you might sail right past it, since it is tucked into a very sheltered little spot. It can accommodate about 70 boats and has a nice nearby beach with a toes-in-the-sand palapa bar and restaurant. It is an ongoing development, and worth stopping in to see the latest improvements.

A couple dozen more miles down the coast you will encounter the new Linton Bay Marina (www.lintonbaymarina.com). It is in a picturesque and protected spot. Indeed, I once anchored exactly where the new docks are positioned. They also have a full-service boatyard and a travel-lift that Neptune himself would admire. It is massive and can accommodate boats with a 37-foot beam and up to 120 tons.

—Continued on next page

AARON JALIL/WWW.AJCJMOMENTOS.COM



The new Linton Bay Marina — 'I once anchored exactly where the new docks are positioned'



—*Continued from previous page*

Besides the work yard, they feature dry storage and they encourage do-it-yourself haul-outs as well.

I Skyped with Brian, the manager, in early September and he let me know that the clubhouse with its bar and restaurant will probably be completed shortly after you are reading this. He also mentioned that other amenities will soon be coming on line.

Just across from the marina is Isla Linton, which has a sizable population of the tall, skinny spider monkeys. I once advised a cruising couple to not leave their day-packs on the shore if they went swimming there. Alas, they did not heed my sea gypsy wisdom, and spent half an hour trying to retrieve their gear without getting scratched or bitten. Since they had been forewarned, I felt no guilt while enjoying this entertainment.

The next marina down the coast is known for being a great, inexpensive place where one can safely store their boat for inland travels or perhaps for a visit to their home country. It is called Panamarina (www.panamarina.net) and it is in a narrow mangrove bay. The boats are moored bow and stern and there is a small dry storage area as well. Jean Paul and Sylvie Orlando have been running the place for years. They have a nice bar and restaurant, and on my last visit it was boisterous and fun — probably still is.

Moving westward towards the Canal, we next encounter a bay full of boats, cannons and history. This is Portobelo, which was the Caribbean trans-shipment port for the Spanish fleets returning with their holds full of stolen Inca gold. Naturally, such activity attracted the attention of pirates. So, of course, the Spaniards built a couple of forts in order to protect their stolen booty from this rival group of thieves.

Forts have a way of enduring, and you can anchor and spend some memorable hours exploring these ruins. You can even take photos of your boat through the gun-ports — the proverbial cannon's-eye view. The little town itself does not offer much, but it does provide access to both Colón and Panama City. This is via the frequent buses on the road that is just steps away from the dinghy dock. This is also a convenient spot to pick up or drop off guests.

When you sail out of Portobelo, you are now getting mighty close to the magnificent Panama Canal. You will pass through dozens of handsome ships awaiting their turn to transit The Ditch. Just inside the massive breakwater, if you turn hard to starboard you will be heading directly towards the Shelter Bay Marina (shelterbaymarina.com).

This is a terrific facility in so many ways. The marina is totally protected from the constant wakes from the 24/7 movement of the big ships and tugs. They have good floating docks with full hookups and a fuel dock as well. The bar-restaurant and bathrooms are clean and nice.

Their boatyard can accommodate both monohulls and catamarans. It is a full-service yard, but also allows sailors to work on their own boats. If the boatyard dust becomes too much for you, there is now a stylish boutique hotel on the property.

A free daily shuttle runs to the nearby shopping malls and you can often take the van to Panama City for chandlery runs at an affordable rate. And to top off this list of conveniences, the marina staff are very skilled at helping to arrange a Panama Canal transit for a reasonable fee. I have used almost all of these services personally, and have been treated very well.

As the drone's battery starts to weaken, we still have enough juice left to visit one more great spot on this tour of Panama's central Caribbean coast. And it is a BIG favorite of mine. It is one of those places where you expect to dawdle for a few days, and suddenly you realize that a couple of weeks have swept by.

It is the Rio Chagres, and it is as rich in history as it is in beauty.

Located about six miles from the canal breakwater's entrance, the mouth of the river is guarded by another Spanish fort that is still in great condition. It is positioned on the summit of an impressive hill, but the hike up to it is not that tough and well worth the effort.



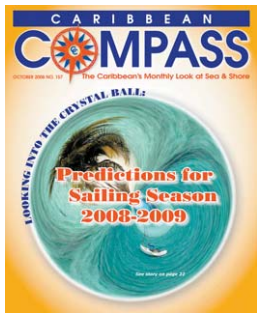
Anchored in the Rio Chagres: 'The high jungle walls cut you off from all contact with the outside world'

Just before you arrive at the fort, there is a spectacular tree filled with oropendola nests. These are also called "weaver birds" because of the incredible nests that they create: large vertical baskets with small openings to protect their chicks.

But the big attraction is the rio itself. The solitude, the untouched Nature and the intense quiet will mesmerize you. The main sounds will be bird calls and the howler monkeys. There are also machete-mandatory jungle hikes and small waterfalls to enjoy. The high jungle walls cut you off from all contact with the outside world. Wanna get away?

So as we land the Eye-in-the-Sky on the drone deck, we can savor again the wondrous variety of this stretch of Panama's shoreline. It has ingredients to satisfy almost any sailor — a rugged coastline, lots of history, a pristine river and marinas full of convenience and creature comforts. Plus, it is downwind from the Eastern Caribbean and — no hurricanes.





TEN YEARS AFTER

Part Two: Predictions for the Coming Sailing Season 2018–19

The Caribbean yachting sector has often been praised for its "resiliency" in the wake of various negative impacts. After the 2007-2008 global economic downturn, Compass *asked a cross-section of people in the Caribbean yachting sector to reveal their predictions for the 2008–2009 sailing season. These predictions were published in our October 2008 issue (page 22 at www.caribbeancompass.com/online/october08compass_online.pdf).*

In last's month's issue of Compass, *in 'Ten Years After, Part One',* we *revisited 2008's predictions to see how clear, cloudy or cracked our correspondents' crystal balls were!*

Now, *we ask Caribbean yachting sector members to give us their predictions, in light of the past decade's events, for sailing season 2018–19. Thanks to all the fortunetellers who participated!*

How do you foresee this coming season — 'business as usual' or will there be significant changes from past winter seasons?

Julie San Martin of St. Croix: "Will there be significant changes? Yes — we had *no* 'winter season' in 2017-2018! Relief workers filled all available hotel rooms and the harbor was still littered with sunken boats. This year will be a significant improvement!"

Loïc Bonnet of Dream Yacht Charters tells of business as usual, but relocated: "When you do business in the Caribbean, you need to respect Mother Nature as she is a great leveler, both literally and figuratively. Last year the Irma and Maria hurricanes had a devastating effect on our BVI and St. Martin fleets.

'The unpredictable political and weather climates we all discussed ten years ago here in the Caribbean Compass have become more exaggerated since then…'

"Customer confidence was slow to return for some of the hardest hurricane-hit areas, although we were amazed at the loyalty shown by the diehard British Virgin Islands super-fans. We recovered our operations swiftly, re-opening last November through the relocation of our fleet, acquiring aligned companies and ordering newbuilds.

"Although parts of the Caribbean were severely damaged, we're widely spread with a network of bases in the Caribbean so we could relocate customers quickly. Our clients have great affinity with the islands and we were positioned to accommodate the many sailors who still wanted to sail, but in different parts of islands than originally planned, such as Grenada and the Bahamas."

From the Western Caribbean, Julia Bartlett notes a difference: "The summer norm in Guatemala is for cruisers to spend a couple of weeks after their arrival putting their boat to bed and then heading off to their home countries, but this year there are many more staying around for the whole season. They are organizing all sorts of onshore adventures and activities, which is great for the local economy. This increase in activities is in part just because there are many more boats here, but also it's less expensive to stay put."

JoAnne and Bill Harris of the trimaran *Ultra* say, "We believe that business *should* remain as usual. The communities that were hit extremely hard [by hurricanes last year] depend on tourism and yacht chartering is a large part of it. From a cruiser's perspective, the basics are important: chandleries, boat services, fuel, provisioning and food. It is important to continue to visit these islands to provide tourism dollars so they can continue to rebuild."

If you predict changes, are you doing anything special in relation to them?

Julie San Martin of St. Croix Yacht Club says, "Right now, St. Croix has an active year-round junior sailing program, but keelboats race infrequently. As a regatta organizer… we would like to attract multihulls. Cruising multihulls can be raced — if you want to race badly enough — and there are currently several schemes to figure out handicaps so they can enter Caribbean regattas. Our motto is 'No boat turned away from our race!'"

James Pascall, owner-operator Horizon Yacht Charters Grenada & St. Vincent, says, "Financial conditions globally continue to make the [charter] market price sensitive. As an owner-operated company, we can respond to this and can keep our prices highly competitive.

"Owners are now looking for more options regarding safe havens for their boats and we are seeing a significant increase in boats relocating to the southern Caribbean. They are also looking for new and different charter options such as more flexible charter plans and more comprehensive hurricane-season storage plans.

"There have also been considerable changes in the insurance industry, which also impact on the character of business. For example, some insurance companies have withdrawn from the Caribbean yacht insurance market completely, while others are imposing far greater restrictions — not just on the geographical areas accepted, but also on the type and conditions of storage. This can pose significant challenges to charter companies, particularly those with big fleets."

Jacqui Pascal of Horizon adds, "We are definitely seeing increased demand for more sophisticated specifications from our clients and in response to this we are now fulfilling our long-term plan to add new boats to our fleet.

"Since we opened our St. Vincent base at Blue Lagoon there has been an increasing trend towards one-way charters through the Grenadines. Customer feedback has been extremely positive and this is something we see continuing to grow."

Loïc Bonnet notes, "The yacht charter industry has reached a pivotal development point and is now undergoing profound change to make leisure yachting accessible to all. There is a growing consumer need for 'on demand' products within the tourism industry and we're seeing new product development, such as collaborative boat-rental schemes, boat clubs and innovative leisure boat chartering. The growth of social consciousness means people no longer want to just visit a destination and sit on a beach in a resort, particularly the younger generations, and this is what our by-the-cabin offer caters for. We will continue to encourage non-sailors to explore outside of the resorts and sail with us to the smaller islands, helping their economic development."

Marc Rooijakkers of Curaçao Marine says, "We have been implementing quite a few changes at our facility. The most important was making sure to be able to accommodate more yachts during this hurricane season: we offered 250 spots on the hard instead of our previous maximum of 140, and we have been fully booked. We also ask the customers on the hard to communicate the work that they want done on their boats well in advance, as we need to plan ahead for everything to run smoothly. As of this year we can haul out bigger yachts; we have cleared special parking spots for them, and we dredged our entryway to be able to accommodate yachts with up to three metres draft.

"We also find it important to inform and to keep sailors up to date, not only about our marina and boatyard, but also about Curaçao as a great yachting destination in general. We do this through different mediums, especially online such as via our website, Facebook, Instagram and our quarterly newsflash. Visit www.curacaomarine.com to see all the changes that have been made and are planned."

Speaking of websites, Julie San Martin says, "The Internet has been a fantastic boon to businesses in the Caribbean. We all got our [2017 hurricane] stories out quickly, which was not possible in 1990, when Hugo wiped St. Croix. This time, we saw US and European sailors make additional efforts to attend regattas in the worse-affected Caribbean areas in 2018, because of the social media communications."

Ken Goodings of *S/V Silverheels 3* adds, "Social media and the internet have changed how we communicate, for better or worse. The Grenadian cruisers' Facebook 'experiment' of 2009-2010 has turned into a group for almost every island. Getting information is so much easier. This will continue."

Mary Stone of *M/V Lady Astor* also comments, "Smartphones (invented just ten years ago) changed everything. WiFi and digital data plans are now common in the Caribbean. Navigation, autopilots, GPS, radar, sonar, electrical systems, tank levels, safety systems and sat phones can all be monitored and controlled with smart phone or tablet apps. Add to that cruiser-related information websites for guides, safety and security information, social media, cruiser groups and forums, etcetera. If it is all working well, the cruiser is the best informed ever, by information generated from within the vessel as well as information generated from without the vessel and integrated into its systems.

"One of the dark sides is that when electronics fail it gets *really* dark and in some cases dangerous. Then there is the dark side of digital information from cruiser social media. Misinformation, disinformation, hardened opinions/positions, and consolidated control of cruiser social media groups promote the biases of the few to the many. Social media has exaggerated the best and worst of cruiser networks, and that will likely continue. For businesses it is a way to reach cruisers. For cruisers it is a lot of noise to filter.

'Storage, yard facilities and "minders" will be in more demand…'

"Am I doing anything special with regard to these factors? Yes. I have deleted all my social media accounts to reduce the noise. There are other ways I get only the information I need, when I need it."

Julie San Martin wraps up the adaptations to changes: "As someone whose family has lived on St. Croix for over 60 years, run a business here for more than 30, totaled the same boat (the 36-foot trimaran *Three Little Pigs*) twice in hurricanes — you get up in the morning, fix as much as you can, try to have fun, get a good night's sleep, and repeat!"

What else does your "crystal ball" have to tell *Compass* readers about Sailing Season 2018-2019?

Ellen Birrell and Jim Hutchins of *S/V Boldly Go* say, "It is still too early to predict whether sympathetic charter customers will again stream into USVI and BVI, but most charterers we talk to are exploring the idea of chartering in the Grenadines or Grenada.

"For the first time in nine years we do not plan to sail down into the Windwards for 2019 — we are bucking the trend. We plan to re-unite with two cruising buddy boats, like the good ol' days, in Culebra this winter. Having the Virgins/Puerto Rico area thinned out of cruisers and charterers will be nice for us, although not so nice for those whose livelihood relies on robust visitation by cruisers, charterers and land-lubbing vacationers."

Julie San Martin predicts, "We will continue to have fun — and welcome the cruisers when they visit. St. Croix is ready. After reading the article from ten years ago, I realized that St. Croix has become much friendlier to cruisers, and has much more to offer, than a decade ago. There are some benefits from a struggling economy! Our locals are not only friendly, they are thrilled to welcome cruisers.

"Both Christiansted harbor and the St. Croix Yacht Club have become convenient and safe places for visiting sailors. Christiansted harbor has seen significant improvements over the ten-year period, making it a great port for cruisers. And — an odd benefit from two hurricanes — contractors have removed wrecks off the bottom of the mooring field.

—Continued on next page

—*Continued from previous page*

"St. Croix Yacht Club, founded 66 years ago for the purpose of 'extending to visiting yachtsmen the hospitality of St Croix', is still extending hospitality. Plus SCYC is one of 30 places in the United States with remote access to the new US Customs & Border Patrol easy entry process."

Another contributor says, "I am nervous as I watch St. Maarten rebuild with the same materials that were stripped with the ease of a wet Band-Aid just last year. But if we have a quiet hurricane season, then this island will be going full force in the winter."

Karen Stiell of Grenada Sailing Week says, "Many boats are heading south again this year, trying to avoid the devastation of last year and because of insurance constraints. How this year will affect regattas in the southern Caribbean? We hope it will be business as usual, if not better."

Julia Bartlett says, "The unpredictable political and weather climates we all discussed ten years ago here in the *Caribbean Compass* have become more exaggerated since then, with no indication that either will stabilize soon. I believe that this will lead to boaters in the Caribbean, and elsewhere, looking for safer havens for their investments, one of which is, of course, their boat.

"Guatemala is very cruiser friendly all-round, and becoming a year-round destination. Belize has loads of tiny unspoiled islands and not much more than a day sail from the Rio Dulce; I suspect many of the boats now in the Rio will be heading there.

"Offshore on the Honduran coast there are pirates lurking, which makes the run to Roatan and Utila and south nerve-racking. But once there you have great diving and all the restaurants, nightlife and dive shops you could want. Boats [now in the Western Caribbean] will also head farther south out of the hurricane belt altogether, joining those from the Eastern Caribbean to enjoy Panama and Colombia and their islands.

"I think all these destinations will benefit from last year's active hurricane season, possibly stretching the available facilities and resources, so a little Caribbean mañana might come in handy."

We expect strong growth in the Caribbean for 2018-2019…'

Loïc Bonnet predicts, "We expect strong growth in the Caribbean for 2018-2019 and we're committed to broadening the appeal of the Caribbean to those seeking adventure. Climate change is evident, but it's hard to know to what extent and the rate at which it will impact the charter industry at this stage. One thing I can see clearly is the growth in eco-tourism. Customers want to help protect fragile ecosystems."

Marc Rooijakkers says, "Winter in Curaçao is actually super-high season when it comes to tourism, but has always been low season for yachting. So at Curaçao Marine we are expecting a calm winter to prepare for next hurricane season. We do predict slight changes, as more sailors have been discovering Curaçao as an 'off the beaten path' yachting destination. It is not only a safe place, perfect for provisioning and ideal for maintenance on the yacht, but also an island to explore.

"We foresee a great season. Everything will either keep steady or will keep on growing. And with our positive efforts, we see the latter happening in our crystal ball."

Ken Goodings and Lynn Kaak of S/V *Silverheels 3* say, "Boat movements during the winter cruising season post IrMaria won't really change. I think we will continue to see a decline in full time, year-round, cruisers, with more people storing their boat for hurricane season and going home; this goes with having more money."

Mary Stone elaborates: "More and more cruisers come in waves. Gangs of cruisers move to the Caribbean in rallies and other organized events and then store their boats or leave them at moorings so they can return to their home country during the hurricane season. While this is not necessarily new, it does seem to be increasing behavior: one foot in the Caribbean, the other foot at home."

Thus, Ken and Lynn continue, "Storage facilities will be very busy. Insurance requirements will dictate where most boats will spend hurricane season, more than ever. Some insurers have changed their policies to ridiculous limitations, and some won't insure at all. Grenada and Trinidad will be very busy, and I think more boats will be looking at Guyana for a change, since Venezuela is basically off limits now. Colombia, if it remains safe, will become more popular.

"There seems to be more money out there, overall, which is great for the Caribbean marine industry. There also seem to be more investments being made in more facilities."

Mary Stone predicts, "With regard to safety and security, the usual suspect destinations will continue to be more or less as they have been. With digital and social media amplification we will likely hear more about roughly the same number of reported incidents. (Historically, it's been fewer than a hundred reports per year across 35 or more islands for decades, according to CSSN website data.)

"The basics for safer cruising still apply: chains, brains and bars; lights, locks and luck. And in problem areas, if local business interests, government and private security cooperate intensively to secure the destination for the benefit of visitors, then a safer Caribbean may emerge. We already know that when done well it is very effective and the business implications of secure destinations are significant.

"As fleets of cruisers move through the Caribbean they put serious pressure on dinghy docks, shore facilities, moorings and crowded anchorages. And more boats in small areas become target-rich opportunities for crime. The business implication is that storage, yard facilities and 'minders' will be in more demand. Shore facilities will need extra capacity and security."

She concludes, "My overall conclusion is that cruising life has gotten more noisy and has become a stimulus-rich environment. At some point cruisers will need to deal with the fact that they have the world literally in the palm of their hand and can be connected to it at all times. That seems to be the antithesis of the reason a lot of people go cruising: to enjoy the beauty of different places, peace and quiet, and an escape from all the over-stimulation of modern life. Yet cruisers still bring all that with them and spend lots of time interacting with their device of choice, never really escaping much. It will be interesting to see how people deal with all that. For businesses, it will be a challenge to get attention and rise above the noise contained in the cruiser's hand."

Bill and JoAnne Harris say, "We feel that the bottom line is that we are all people and must continue to help the Caribbean community as a whole, and never stop remembering why we all left to go cruising in the first place. They depend primarily on tourism dollars, [and] we all had the dream to sail off to these amazing islands to have countless adventures."

Ken Goodings and Lynn Kaak bring us full circle: "Best quote in the original 2008 article? Julia Bartlett's: 'My forecast for the 2008-2009 Sailing Season is that prices will continue to increase, boats will get bigger and the storms stronger, and there will still be sailors in small boats, dodging the pirates and enjoying every moment without ever playing Mexican train dominoes. Business as usual.'

"And she was right."

FREE
CRUISING GUIDES

DOMINICAN REPUBLIC
CAYMAN ISLANDS
HAITI
CUBA
JAMAICA
TRINIDAD
ABC ISLANDS
PUERTO RICO



LESSER ANTILLES IN 3 VOLUMES

www.freecruisingguides.com

COMPLIMENTS OF: MARINA ZAR-PAR
Boca Chica, Dominican Republic
www.marinazarpar.com

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!

October 2018		21	2148	11	1502
DATE	TIME	22	2233	12	1552
1	0448	23	2318	13	1640
2	0546	24	0000 FULL MOON	14	1727
3	0644	25	0005	15	1812
4	0743	26	0055	16	1857
5	0840	27	0148	17	1941
6	0936	28	0212	18	2025
7	1029	29	0310	19	2109
8	1121	30	0409	20	2156
9	1212	31	0538	21	2245
10	1302	**November 2018**		22	2339
11	1351	1	0635	23	0000 FULL MOON
12	1431	2	0730	24	0032
13	1531	3	0824	25	0131
14	1621	4	0913	26	0237
15	1710	5	1003	27	0332
16	1759	6	1051	28	0431
17	1847	7	1142	29	0527
18	1935	8	1245	30	0630
19	2019	9	1331		
20	2103	10	1421		

Shaping Our Coastlines

by Lexi Fisher

As yachtspeople, we are keenly aware of the ocean's enduring force. The relentless ebb and flow churns up sediment and nutrients, affects weather, dictates marine lifecycles, and shapes coastlines. The ocean's forces hollow cliff sides and carry and deposit sand into a continuously shifting landscape. Those who choose to live their lives (or at least some of it) at sea have a front-row seat at this perpetual dance of give and take.



CHRIS DOYLE (ALL)

With NASA predictions of a sea level rise up to two metres by 2100, coastline development and its effects are a growing concern, particularly for small island developing states. Coupled with storm surges and global climate change, the implications and challenges of sea level rise are immense. Scientists and coastal engineers work to study these factors and how they interact, yet much is still unknown.

Yachtspeople bear witness from a unique niche of the travel and tourism industry; our time spent in a region as a whole is usually much longer than traditional tourists on a week-long holiday, yet most of us like to island-hop and experience all that the region has to offer, providing a larger frame of reference than those who choose to remain sedentary. The nature of the tradewinds also means that many of us follow a migration, a yearly pilgrimage if you will, to our favorite islands and bays. This provides not just a large frame of reference in terms of geography, but also in terms of time; we witness first-hand the long-term effects of global climate change, sea level rise, and coastline development. Unlike local populations that witness these changes gradually, we get yearly snapshots: a candid time-lapse of geological change.

Causes of Change

Obviously, some changes happen faster than others. Rapid-onset events such as hurricanes and storm surges have the most dramatic effects, scarring and shifting the coastline within a matter of days or hours. Slow-onset events such as sea level rise, global climate change, and habitat degradation take decades or centuries to develop, and thus the long-term impacts of such are more difficult to predict. Some events, such as sand mining, loss of vegetation, and environmental degradation, can be either rapid- or slow-onset, depending on time frame and severity. These events can also be divided by cause — natural or man-made — a distinction that has become blurred as the science behind events such as sea level rise and global climate change continue to develop.

Regardless of the cause, all of these events have a chain reaction throughout ecological and geological systems. Think "butterfly effect": one small change in the system can have unknown and seemingly disconnected impacts further down the line. These natural and man-made events affect major factors that directly influence coastal erosion: waves, currents, sea level rise, beach shape, storms, vegetation, and sand mining. The removal of shoreline vegetation to facilitate coastline development, for example, can remove the network of roots that are critical to a beach's stability.

Often, the cause of coastal degradation or erosion is unknown. Take Sandy Island, Carriacou, for example. Thirty years ago the entire length was lined with palm trees with a small thicket and changing huts at the eastern end. Chris Doyle, who has been cruising and writing guides for the islands since the 1980s, recalls the sudden change that occurred in the early 2000s:

"Then slowly the beach on the southern side started to erode, the sand was eaten away and the palms collapsed into the sea as the beach got eaten away. Like lines of defense they would fall row by row, until there were no palm trees at the eastern end, the changing huts went, and there was nothing but a small clump of vegetation just west of the middle. Waves would wash right over the middle at high tide, cutting it into two islands."

Thankfully, at some point a storm surge beached a line of broken coral along the northern face, creating a natural seawall. The erosion slowed and eventually reversed, palm trees were replanted, ground vegetation regrew, and the island stabilized.

The unpredictability of such events makes coastline development precarious by nature. Barbuda's Lighthouse Bay Resort Hotel, a luxury boutique hotel and the only structure on Barbuda's famed 16-mile beach, opened in 2007. The shoreline gradually receded and in early 2017 the main building was unsettlingly close to the water's edge. Even without the devastating effects of Hurricane Irma in August of that year, it was plain to see it was soon to become much more beach than beachfront.

What Are the Best Solutions?

We are also continuing to learn how what is under the water can affect what is on shore. Something as apparently small as over-harvesting of lambi (conch) and sea urchin can cause the algae they feed on to grow out of control and smother reefs, affecting the reef's ability to lessen wave impact on nearby shorelines. A recent study of Grenville, on the east coast of Grenada, exemplified this. While the cause of the reef degradation is unknown, the study shows that the high rate of shoreline erosion in the northern part of the bay is correlated to a significant die-off and deepening of the reef in that area. An artificial reef restoration project is underway [see "'Resilient Islands' Launches in Grenada" in Caribbean Eco-News in last month's *Compass*],

Left: In 2002, Sandy Island near Carriacou had just a small clump of trees left

Below: Now, thanks largely to the stopping of erosion, there is healthy vegetation over most of the island



and has already shown evidence of providing a shoreline sheltering effect far greater than its physical footprint. In this way, the study indicates that offshore reef structures have the potential to be a more attractive and worthwhile option than traditional shoreline mitigation measures (such as seawalls), the effects of which are often limited by their physical footprint.

—Continued on next page



Johnsons Hardware

FOR YOUR MARINE SUPPLIES AND SO MUCH MORE

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

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

—*Continued from previous page*

On the other side of Grenada, in Sauteurs, the government has taken a more traditional approach to coastline protection. In early 2017 the beach had eroded so far that the line of businesses between the beach and the main road were at risk. A development company was commissioned by the government to build a breakwater, currently almost 800 feet long, with an access road of a similar length. The commissioned project is an additional 100 feet, soon to be completed. There are plans for an additional leg to be added, which would create a more protected anchorage and create potential for a marina development, a project that would require private investors.

In the meantime, the corner formed by the breakwater and access road, the eastern end of the bay, has quickly filled in and created a wide and growing beach area. The lagoon created by the breakwater was dredged to create a comfortable anchorage, although it is hard to tell if shoaling continues, and at what rate. Locals are excited at the prospect of visiting yachtspeople, and are happy to have a spacious, sandy beach in town.

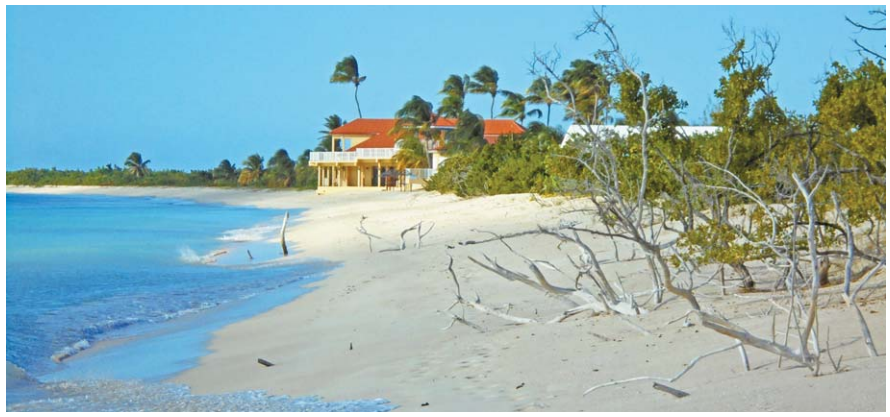
But all that sand for the growing beach ultimately comes from somewhere — in this case, the western end of the bay where a small number of houses are affected. It is unknown whether this was anticipated, but a Jamaican coastal environmental engineering company was hired to assess the situation in early 2018. They recommended building groins along the western end to mitigate the effects, although government approval, and presumably further funding, is still required. (*For navigational info on anchoring in Sauteurs, along with details on services, restaurants, and nearby attractions, check out next month's edition of* Compass *or purchase the 2019-2020 edition of Chris Doyle's* Cruising Guide to the Windward Islands.)

Give and take: After construction of a breakwater in Sauteurs, Grenada, sand quickly filled in and created a wide beach area (below). At Lighthouse Bay, Barbuda, the shoreline gradually receded and eventually the main hotel building was unsettlingly close to the water's edge (right)



Challenges Ahead

This illustrates many of the challenges related to responsible coastline development, where the importance of accurate historical data and knowledge of coastal processes is paramount in avoiding unintended negative effects. Data availability in itself is a huge hurdle; historical data of sediment transport patterns is often inaccurate and/or incomplete, or the length of the data record is too short, especially in small developing nations. Stakeholders affected aren't always those with the most influence; among the government, private development companies, tourism sectors, and the local population, those who have the most to lose are hardly ever those who have the most control.



When it comes to the ocean's forces there is no such thing as a "sure thing", but we can question decisions, and we can take every opportunity make sure our voices are heard and that stakeholders are represented. We can encourage informed decisions by asking the hard questions; when it comes to coastline development and erosion, what can be done? And more importantly, what should be done? When is it okay to influence natural cycles? How do we know if our efforts will have a positive outcome? Are the potential benefits worth the potential drawbacks? Who benefits? Who suffers? Who is accountable?

If you have concerns over specific coastline development projects or have been noticing significant erosion, please contact local ministries of tourism, environmental groups, non-government organizations, and/or groups involved with climate change research. Especially in secluded areas that are only accessible by boat, governments and other agencies may not be aware of even major changes, let alone the subtle ones that are often witnessed by cruisers' unique perspective. The Caribbean and small island developing states are particularly vulnerable to climate change, and there are endless research studies being conducted at any given time. For a list of government environmental and conservation agency websites and contact information, listed by island, visit https://earthdirectory.net/caribbean#agencies.

Lexi Fisher is a writer and partner in Chris Doyle's Cruising Guides. The 2019-2020 Windward Islands edition, which includes a new chapter on Sauteurs, will be available from chandleries in November, or online from www.cruisingguides.com. The guide's new information about Sauteurs as a yacht spot will also be published in next month's issue of Compass.



The Sky from Mid-October to Mid-November

by Jim Ulik

Interested in launching someone to the Moon or Mars? Or, would you rather join the crew that will construct the first settlement in space? Bases on these bodies could be started as soon as 2022. Physicist Stephen Hawking has previously spoken in favor of colonizing space as an insurance policy against the possibility of humanity being wiped out by catastrophes like nuclear war or climate change. He argues that humanity should eventually expand to other solar systems.

"I am convinced humans need to leave Earth and make a new home on another planet; for humans to survive, I believe we must have the preparations in place within 100 years. It could be an asteroid hitting the Earth, it could be a new virus, climate change, nuclear war or artificial intelligence gone rogue."

Do humans settle the Moon first? Private companies and government agencies from around the globe are working independently and in cooperation to achieve this goal. As for the Moon, there is water ice at the poles for producing oxygen, fuel and liquid water. But is there enough? Oxygen can also be extracted from the Moon's soil. Or the soil can be used to make bricks to be used for construction. Mars has water ice everywhere and an atmosphere that can be converted into oxygen. It may only be a couple of decades before the immigration begins.

Tuesday. October 16th

Venus has ended its reign as an "evening star". At dusk this evening it sits on the horizon as it approaches its close alignment with the Sun. The goddess of beauty and love will remain hidden in the sun's rays until the beginning of November. After a few days it will be seen as the "morning star" shining brightly in the eastern sky.

Rising after noon, the Moon reaches First Quarter. The Moon and Sun are at right angles to each other. The high tides are a little lower and low tides are a little higher than average. The tides are also less because the Moon reaches apogee tomorrow or at its greatest orbital distance from Earth.

Thursday. October 18th

There is a conjunction between the Moon and Mars today. As dusk approaches Mars will become more visible west of the Moon. The close approach takes place in the constellation Capricornus.

Looking east you will find Gemini rising just before midnight. Over the next few hours and into the morning of October 19th a few meteors will radiate out of the constellation, streaking across the sky. Overnight marks the peak of the Eta Geminids meteor shower. These are fast-moving meteors that average 157,000 miles per hour (253,000 kilometres per hour). The shower is active from October 14th through the 27th.

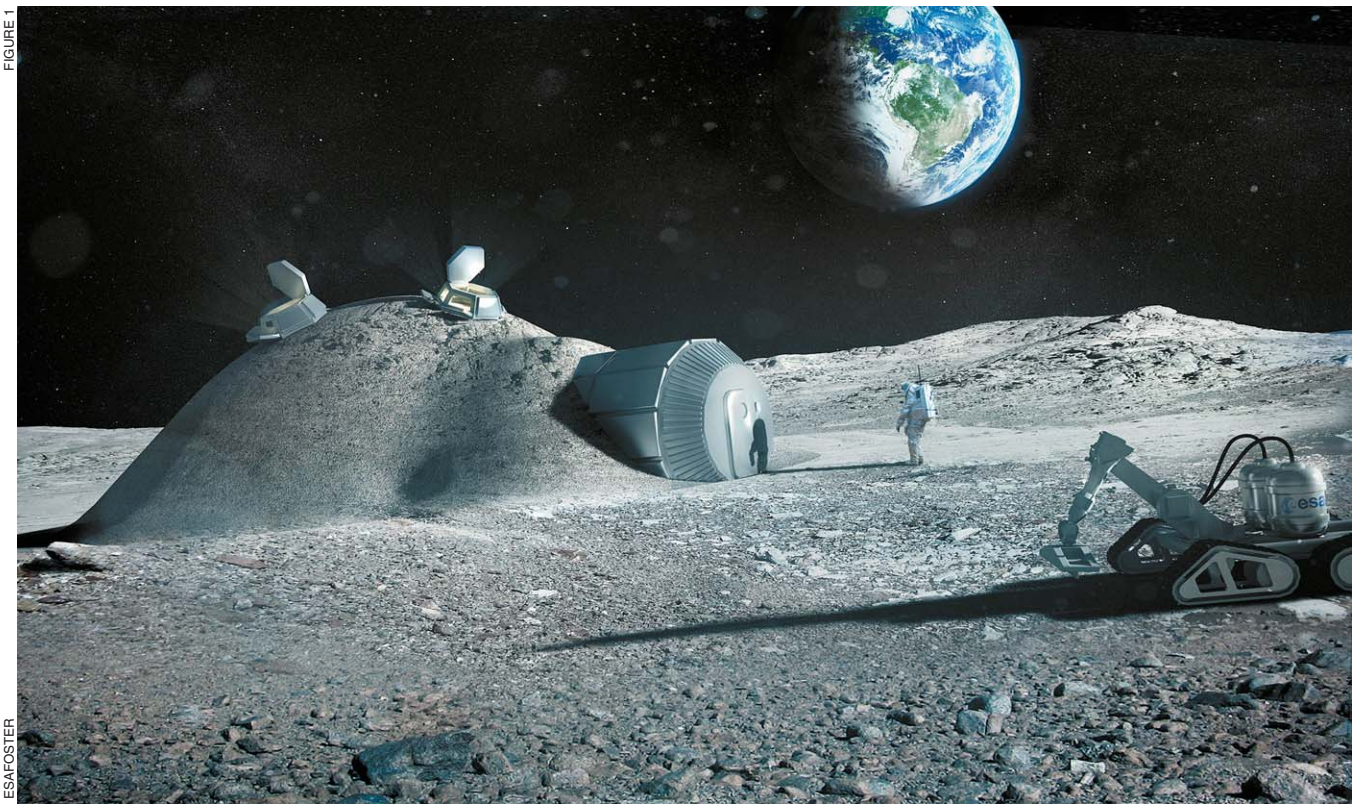
Sunday, October 21st

The Orionid meteor shower will peak tonight. There could be as many as 25 meteors per hour passing through the night sky. The apparent source is near the constellation Orion. These fast-traveling meteors originated from comet Halley. They travel at about 148,000 miles per hour (238,000 kilometres per hour) into the Earth's atmosphere. Begin looking for Orion in the eastern sky at 2300 hours. When searching for any meteors, look 90 degrees away from the source. Viewing the meteors will be good because the Moon will reach the New Moon phase tomorrow.

Wednesday, October 24th

There is a Full Moon tonight. If you are at a Full Moon party or just enjoying the evening, take a look at the Moon. The bright streaks radiating from craters contain aluminum. Created from meteor impacts, some streaks may go more than one-quarter of the way around the Moon. The dark areas on the Moon's surface are made up partially of iron and titanium. Aluminum, iron and titanium are all excellent construction materials. So much for a romantic Full Moon.

FIGURE 1



ESAFOSTER

Lunar base made with 3D printing lunar soil

Friday, October 26th

Today is Captain James Cook's 290th birthday. He was 40 years old when he sailed to the South Pacific to record the transit of Venus (1769).

Over the next few days, Venus passes on the near side of the Sun. Unfortunately, there will not be another transit until December 10th and 11th, 2117.

—Continued on next page





—*Continued from previous page*

This point in Venus' orbit will mark the transition of Venus from being visible in the evening to becoming a morning planet. In line with Earth, Venus and the Sun is the Parker Solar Probe that has reached Mercury's orbit on its way to the Sun. See Figure 3.

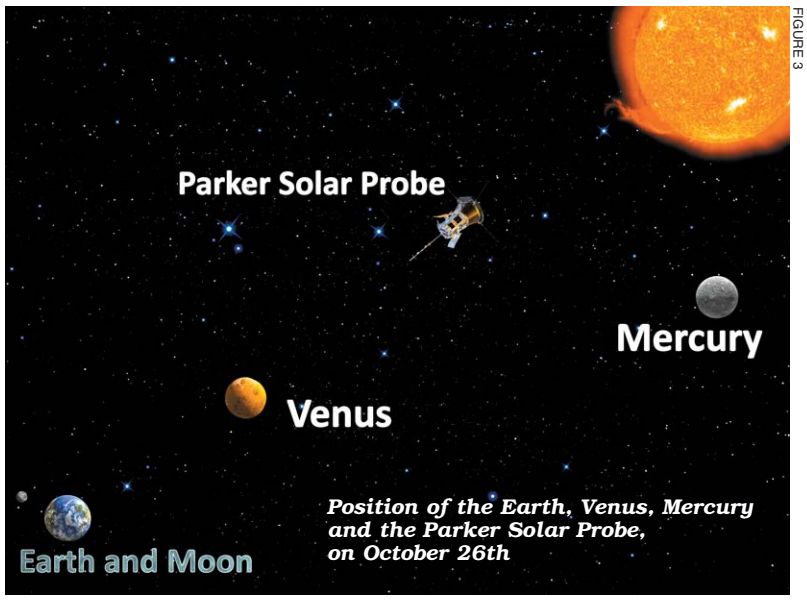


FIGURE 3

Position of the Earth, Venus, Mercury and the Parker Solar Probe, on October 26th

Jupiter and Mercury are also positioned in the direction of the Sun. Wait until after sunset to spot these celestial bodies or you will suffer Solar Ocular Burns (SOBs). Look for the conjunction of those planets to appear right above the western horizon after sunset.

Look east this evening to see the conjunction between the Eye of the Bull, Aldebaran, and the Moon.

Monday, October 29th

Jupiter and Mercury will make their close approach tonight in the constellation Libra. Jupiter remains relatively in the same position over the next few days while Mercury will gradually progress towards Antares in the constellation Scorpius.

Monday, November 5th

Over the next two mornings, about an hour before sunrise, the Moon will share the eastern sky with Venus. As the Moon progresses east towards the Sun it will appear as a thin sliver just to the north of Venus. If you look closely you might see the double star Spica in the mix.

The changing orbit of comet 2P/Encke has left behind two streams of debris. The Earth is passing through one of them now. The first peak event occurs this evening with minimal interference from moonlight. The second peak event happens on November 12th.

Traveling at speeds up to 430,000 miles per hour (692,000 kilometres per hour), the Parker Solar Probe has its first encounter with the Sun.

Wednesday, November 7th

The Moon now sits between the Earth and Sun, positioned in the constellation Libra. By November 10th the Moon will reach its closest point to the Sun. The New Moon phase occurs today just after 12 noon.

Thursday, November 8th

On this Carl Sagan Day there is a conjunction between a sliver Moon and Jupiter. They can be seen just above the western horizon after sunset. A little higher in the sky, Mercury has reached its close approach to Antares.

Friday, November 9th

Tonight is the peak of the Andromedids meteor shower. This minor shower is active September 25th through December 6th. These shooting stars will radiate out of the northeastern sky from the constellation Andromeda, a few degrees east of the Andromeda Galaxy.

Sunday, November 11th

Look off the illuminated side of the Moon. Saturn can be located no more than two degrees away towards the southwest. With the Milky Way as a backdrop, both objects are situated in Sagittarius.

Wednesday, November 14th

Venus is becoming more apparent in the eastern sky this morning. If you are up early you will see the conjunction between Venus and Spica.

Thursday, November 15th

For the second time this period there is a close approach between the Moon and Jupiter. Mars is the bright object just off the unlit side of the Moon.

In the News

International Observe the Moon Night (InOMN) is an annual worldwide public event that encourages observation, appreciation, and understanding of our Moon and its connection to planetary science and exploration. InOMN is sponsored by NASA's Lunar Reconnaissance Orbiter with support from NASA's Solar System Exploration Research Virtual Institute and the Lunar and Planetary Institute. There are usually over 500 events annually in over 40 countries, hosted by universities, observatories, NASA Centers, schools, museums, parks, libraries, and amateur astronomers. Caribbean events in 2017 were held by:

Club de Astronomia Los Robles - Los Robles Astronomy Club, Miranda, Venezuela

Northeastern College Astronomical Society - Northeastern College, Trinidad & Tobago

San Antonio Astronomy Club - The San Antonio de Padua School, in collaboration with the Astronomical Society of Puerto Rico, San Juan, Puerto Rico

The 2018 International Observe the Moon Night will be held on October 20th.

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.*



FIGURE 2

The Moon and Earth's upper atmosphere as seen from the International Space Station

ESA/NASA/ASTRONAUT ALEXANDER GERST

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

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

CENTENARIO & CO.S.A.

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



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

Marine Insurance

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

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

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

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



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

OUR SEABOARD BIRDS BY BELA BROWN

THE WILSON'S PLOVER

Particles of white light catch my eye; my slow, sun-baked brain takes a moment to recognize a Wilson's Plover walking determinedly along the small salt pond, located in the tiny and charming island of Mayreau.

Dressed in white, with a brown mantle and a single breast band, this large-eyed, strictly coastal plover, once known as the Thick-Billed Plover, is now called the Wilson's Plover (*Charadrius wilsonia*) after the 19th century ornithologist Alexander Wilson, who studied the first specimen back in 1813 at Cape May, New Jersey. Although in the past this Neotropical plover roamed as far north as New Jersey, presently its range has receded south, nesting only from Virginia southward to the southern United States and Caribbean, all the way down to Brazil.

But be aware: the Wilson's Plover is very similar to three other species of plovers found in the Caribbean region: the Piping Plover, the Snowy Plover and the Semipalmated Plover (see last month's *Compass*). Together, all three species are known as "the small ringed plovers" — these Plovers have very similar colour plumage, are of similar size, and have one or two bands or "rings" across the breast. However, at about 16 to 20 centimetres in length, the Wilson's Plover is the largest of the four, with a more elongated shape and a particularly sturdy bill.



Besides, Wilson's Plovers are more prey specialists than the other plovers; their strong rocket-shaped bill is a powerful tool, specially adapted for hunting crustaceans such as fiddler crabs, which account for about 98 percent of their diet. The remaining two percent is made up of shrimps, crawfishes, bugs and spiders. When foraging, they use the visual foraging method typical of large-eyed shorebirds, as opposed to the tactile probing used by smaller-eyed shorebirds, such as the Red Knot. Their foraging tactic is to stand still while visually searching for prey and running directly to it like charging bulls. Wilson's plovers are both diurnal and nocturnal feeders and during the non-breeding season forage most frequently at night, which they are able to do mainly thanks to their large eyes.

A study conducted in northeastern Venezuela in 1992, involving Wilson's Plovers and their main prey, the fiddler crab, aimed at explaining why certain species of shorebirds feed mainly at night. Two hypotheses were put forward: one suggested that night feeding occurs when daytime feeding fails to meet the bird's food requirements. A second hypothesis speculated whether birds favour feeding at night in order to avoid diurnal predators. Based on previous observations indicating that both invertebrate prey (and fish) are more active at night, the study focused on finding a link between fiddler crab night-time activity and the Wilson's Plovers' feeding pattern. Using time-lapse video cameras to monitor the number of crabs outside burrows during both daytime and night-time, scientists found that contrary to expectations, fiddler crab activity is three to ten times higher during daylight hours. Thus, the study concluded that Wilson's Plovers' nocturnal feeding is not entirely tied to their main prey, but is rather a preference for a safer environment from diurnal predators.

Nevertheless, as night-time fiddler crab abundance reaches its peak in July, Wilson's Plovers appear to strategically lay their first eggs in May and hatch the last clutch in mid-August, in order to coincide with the annual highest crab activity and therefore offer a safer feeding environment for their chicks.

In addition, during the laying and incubation period, from May to August, the feeding pattern of the Wilson's Plover changes completely compared to the non-breeding season: breeding males, which can be identified by the darker breast band and dark marking on the forehead, incubate most of the night while breeding females forage. During the day the reverse occurs. This may explain why there are fewer individuals foraging at night during the breeding season.

Wilson's Plovers are monogamous, produce more than one clutch per season and nest either in isolated pairs or in colonies. Once males establish territory, they scrape various nests in the ground from which the female will choose one. Great care is taken in choosing the nest location — chick survival depends on it. They prefer beaches with sloping ground to avoid nest flooding, preferably with shell or pebble covering, for greater camouflage and perhaps because it indicates that the location is not prone to flooding and therefore a good location to nest. Although like most self-preserving shorebirds they favour open spaces with sparse vegetation, in order to sight approaching predators, previous studies found that Wilson's Plovers strategically place their nests near isolated clumps of vegetation that offer protection from the sun and prevailing winds. In addition, nests are often placed near clumps of dead vegetation, cowpats and even debris, probably so that the owners can easily find them. Nests are found on coastal beaches, not too far from the water's edge.

However, for Wilson's Plovers this is often a difficult compromise; nest too close to the water and the nests will flood or be trampled by beach traffic, too far and they become susceptible to land predators, particularly our four-legged friends which we take for freedom runs on those quiet beaches that Wilson's plovers use for nesting — dogs. Indeed, nest predation has become a major problem for the Wilson's Plover global population, which presently has contracted to just a few thousand and is on the IUCN Red List of Threatened Species. Predation is particularly severe in areas where humans have altered the plovers' habitat, increasing the chance of nest exposure to predators. Conservation projects to increase the nesting survival of these plovers are currently underway in the United States, where teams of conservationists are installing predator exclosures, to keep both ground and aerial predators at bay. These are wire fences forming ten-foot-diameter circles around the nests, with mesh covering the top.

Distant as these conservation efforts may seem, we too, can contribute to the survival of the Wilson's Plover and shorebirds in general — let's try to keep our dogs on the leash near shorebird habitats.

LOOK OUT FOR...

The %*#@ Acacia

by Lynn Kaak

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

If you are a hiker, hasher, or enjoy getting off the roads even just a little bit on your shoreside excursions, you have encountered the Acacia, also colloquially referred to as the Cassie. When this tree or bush is mentioned, expletives are often a part of the discussion. This is that spiky bush or tree that lines the trails in a number of places. The one that scratches the unwary, gouges the unlucky, and is possibly the leading collector of the "bush tax". Yeah, that one. This really is one to "look out for".



The acacia is a landmark in dry tropical landscapes. Its feathery leaves and fuzzy flowers belie its sharp thorns



Vachellia farnesiana is originally from the Caribbean area, but it has spread around the temperate world. Cassie can grow to a height of five to ten metres (15 to 30 feet). The leaves grow off of the branches exactly opposite from each other, with a pair of thorns growing from each junction of these branches. The fuzzy yellow flowers grow from the same area as the thorns, and can provide a procession of blooms along the base branch. While preferring tropical temperatures, it will put up with temperatures that get down as low as 7°C (about 45°F). It is a hardy tree or bush, and can handle a range of acidity in the soil, has no problem with salt, and is rather indifferent to rain or drought. Clay? No problem. Sand? Not a concern. It basks in the full sun, and thrives in grassy areas.

This is a member of the pea family with an attitude, the flamboyant's badass cousin. Although it may be useful to bring some life back to an arid wasteland or cut down erosion, it also can be a nuisance as it is willing to take over if given the chance. Farmers in many areas have declared war on it; it is deemed an invasive species in a number of places, with it earning the nickname of "Ellington's Curse" in Fiji.

While the thorns — up to one and a half centimetres (more than half an inch) long — make Cassie undesirable to brush against, it does have many redeeming qualities. In some areas, the wood is used for its tannins in the curing of leather. The leaves, roots, bark and flowers all have their uses for traditional medicine, while the seed pods (looking like very fat pods of peas) are nutritious and readily consumed by birds, rodents and livestock. The small, yellow, fuzzy flowers have a lovely scent, much like that of violets, and are used as a base for perfumes and other toiletries: Acacia oil is worth a great deal of money. The tree responds well to being cut back, and is often utilized as natural fencing, as it tends to spread out from multiple trunks and takes up space very effectively, and the thorns tend to deter man or beast trying to force their way through the tangle of spiked branches.

Acacia, or Cassie — look out for it!

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



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

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

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

Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded.

Street's pilots include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

The perfect pilotage companion for all the other guides

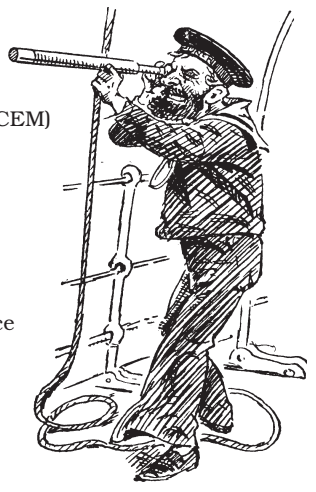
Order online
USA/Caribbean: iUniverse or Amazon
(search Donald M. Street)
UK/Europe: www.imray.com
(search: Don Street)

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



PICK UP!

Ahoy, *Compass* Readers! When in Martinique, pick up your free monthly copy of the *Caribbean Compass* at any of these locations:



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

LE MARIN
- Marina:
  - Capitainerie
  - Caraïbe Marine
  - Diginav
  - Le Ship
  - Mécanique Plaisance
- Artimer Area:
  - Carenantilles
  - Careneshop
  - Clippers Ship

Winter Squash or Pumpkin Soup

Tide's Table

BY ROSS MAVIS

Whenever you get a chance to fill your vegetable locker with winter squash or West Indian pumpkins, don't pass up the opportunity. Winter squash and pumpkins will keep well without refrigeration as long as they are stored in a well-ventilated and somewhat cool locker or closet. We find they keep best in a locker below the water line. Cooked squash and pumpkin also freezes well.

These versatile vegetables can be used for sweet or savory recipes. We enjoy them as a vegetable side dish and the basis for great soups. Sweet squash dishes include Squash Coffee Cake, Buttercup Squash and Apple Muffins, Chocolate Cake with Grated Squash (so moist and yummy), Baked Squash Custard, and even Buttercup Squash Ice Cream. When cooking squash as a side dish, steam it until soft and drain well before adding butter, salt and pepper.

In the Caribbean, the green-and-white-striped West Indian pumpkin (different from the orange Jack-o-Lantern variety) can be used in virtually all winter squash recipes.

The most challenging part of using winter squash or pumpkin is removing its hard skin. Once the interior pulp and seeds are removed, the outer skin can be removed using a vegetable peeler — or simply bake or steam the pieces of squash with the skin still on until the flesh is soft and eaten easily.

We also often soften the skin by placing a whole squash in the microwave for a few minutes (a pumpkin won't fit). Poke the skin with a sharp knife or fork beforehand; otherwise, it might explode. Once the skin is softened, it's easy to peel. Cut the squash in half, and using a spoon, scoop out the seeds, scraping the interior until smooth. Lay the half squash on a flat surface and remove both ends. Then holding squash half securely, peel with Y-shaped peeler. Slice squash and cut into small squares. Now you're ready to prepare your favourite recipe, or to cook and mash and freeze in serving-size portions. We make two-serving freezer bags (about one Cup), because there are two of us aboard. It can be easily re-heated and saves a lot of time when preparing quick meals or desserts.

Winter Squash/Pumpkin Soup

2 Tablespoons butter
1 Cup finely chopped yellow onions
2 to 3 teaspoons curry powder
1 1/2 pounds buttercup squash or West Indian pumpkin
1 tart apple (e.g. Granny Smith) peeled, cored and chopped
1 1/2 Cups chicken stock
1 Cup apple juice — more if soup is too thick
Salt and freshly ground black pepper to taste
Fresh parsley leaves and sour cream to garnish



Melt butter in a large, heavy pot. Add chopped onions and curry powder and cook, covered, over low heat until onions are tender, about 20 or 25 minutes.

Meanwhile, peel squash/pumpkin, scrape out seeds and chop to roughly one-inch pieces.

When onions are tender, add stock, squash and apples, and bring to a boil. Reduce heat and simmer, partially covered, until squash and apples are very tender, about 25 minutes. Using an electric hand blender or a food processor, process until smooth. Add apple juice to the pot and continue to blend, ensuring the desired consistency is obtained. Add more juice or chicken stock if the soup is too thick.

Season with salt and pepper, simmer briefly to heat through, and serve hot, garnished with a dollop of sour cream and a fresh parsley leaf.

Soup can be made up to four days in advance and refrigerated. Reheat over very low heat, stirring to avoid burning. It can also be frozen for up to six months.

Makes 4 to 6 portions.



LET'S STOP COMPLAINING ABOUT CHANGES

By Ralph Trout

Sometimes we move away from activities we love. We still love them, but other undertakings dominate our time. That's what happened to me and cruising.

As Forrest Gump said, "shit happened", and I was away from boats for a few years. Then I returned. It was as if I had become a time traveler from the past, now lost in the future. Sailing once again from Trinidad to Carriacou, I wondered how much old information I'd lost, and what new sailing traits would I be taught. New facts and names began to crowd out old memories, and so much really *had* changed.

If you've been cruising continually, the changes might not be as noticeable because you have gradually acclimated. And if you've just started cruising recently, you have no idea how basic "before" was.

Cruising was once about being independent, finding secluded hidey-holes, and being self-reliant — not about electronics. Getting an updated paper chart or a new cruising guide was a big deal. Cruising was cherished as being "out of touch" and the only reading material might be a yellowed, dog-eared paperback or an old magazine found at a bar. A letter — ink on paper, snail-mail — was cherished when it finally reached some island post office. A phone call meant actually finding a phone, and then dialing a handful of numbers and hoping you had the correct amount of change. The wonderful and awful internet was only available at certain locations — "internet cafés" — that contained a bevy of computers that operated very slowly. Yachties were all grateful when messages finally got sent, sometimes after painstaking hours of repeatedly losing a frail connection. Personal computers and laptops weren't readily available and sometimes bit the dust quickly after a few rough seas.

By the time I resumed cruising, *everything* had become computerized and now the internet, computers, and especially phones are so damn important. Fast communications rule. That seems so strange: fragile, valuable electronics becoming such a necessity in a continually humid, salty climate — but then, today everything is disposable.



GUY DEAN

A new set of initials — WiFi — has altered where we lay a hook, unless the boat has its own personal hot-spot antenna. First, it was floppies, then CDs, DVDs, then externals and flash drives, and now downloads. Whatever is necessary can be found from the great Cloud, whatever and wherever that is. And in turn we don't need Ziplocs or manila envelopes to protect our info; it can all be stored in the Cloud. Don't worry, everything is backed up and insured. There's supposedly no immediacy about anything while cruising — except getting on the Net as soon as possible after anchoring in a beautiful setting. Gotta show everyone on Facebook or Instagram where you are!

In the past, we carried little paper notebooks for directions, addresses, and phone numbers. Soon, everything was on our phones, but now an electronic tablet is mandatory as a camera, to display the family photos with past destinations, and to chart future travels.

Phone calls are now done by Skype or smart phone. It somehow became necessary to see who you are speaking with. The computer announces when a new e-mail arrives with blessed attachments. Messages, music, movies, magazines and books all appear magically on a screen. Phones can be on roaming, accompanied by constant overcharging complaints, or multiple SIM cards are required — one for every island.

Another set of initials — GPS — sounded "Charge!" No one could get lost anymore. Bearing, speed over the ground, and estimated time of arrival makes it easy to hold a schedule. Electronic charts don't need to be unrolled and don't take up space on the nav table. That small table below decks is now surrounded by multiple flashing digital numbers.

Alarms exist for every aspect of the boat. The sonar beeps if the bottom gets shallow. Forget sticking your head in the stinky bilge — if the water rises there's a sensor. It's the same with engine overheating and battery consumption. No need to even watch the horizon — got radar that will buzz when some big freighter comes close. Yet another set of initials (if you subscribe, and we *must* subscribe to every app, otherwise there's no cocktail conversation) — AIS — even tells you the name of a boat in your vicinity. No longer are ships strangers passing in the night.

Computerized notification of intentions to enter a sovereign nation's waters, namely SailClear, certainly has changed things. Now Immigration is expecting you, rather than the vessel just appearing at their dock.

Once upon a time, the now almost-retired, shortwave, single-sideband radio *had* to be listened to at certain times to catch a weather report. Then the VHF gained prominence with the morning net, security briefs, and of course, the weather. Those weather reports have now somehow transformed into infotainment, providing several weather channels, blogs, and a multitude of websites, not to mention personalities. Again, it is all contained on the ever-present tablet.

The constant whirl of the wind jenny was a new sound to me.

But some things haven't changed. The broken dreams of floating romantics are still obvious, yet they sail on to a next horizon, trying to extend the dream. Self-important people still make big wakes with their dinks in the early morning, plowing through a quiet anchorage and they might as well shout, "Hey, I gotta be awake — so should everyone else!" I'd purged the memories of the blaring music in the mini buses, and

> *'No longer are ships strangers passing in the night'*

the expensive difference between buses and taxis, but here they still are.

I'd forgotten the flags of many boats' home countries, but not the national cruising traits. It's still widely known who can't anchor and what countries' cruisers are more boisterous after a few pints. Hats, as always, are a necessity for identity among cruisers.

I remembered not to swim in the anchorage when every boat is flushing their head. There's always the argument of the mooring fee versus anchoring, steel halyard versus line, and privacy of the cramped head versus the inhibitions of aft-deck bathing.

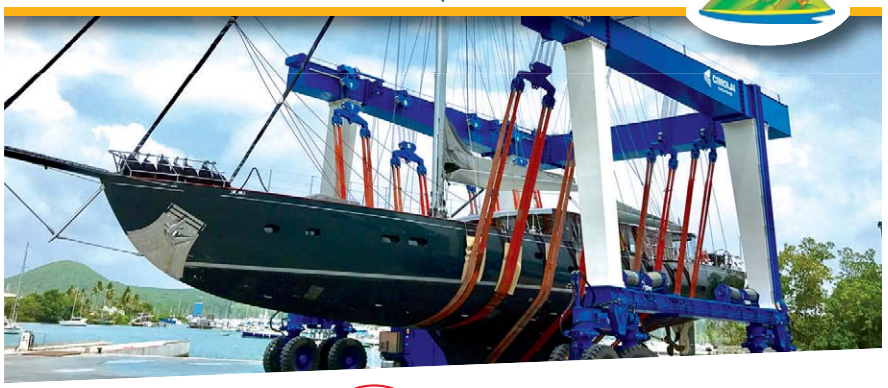
Electricity and batteries will always be a conversation starter. Only fresh water vies as an equally important subject.

Unchanged, too, are the luxurious, subtle sounds of the water lapping at the hull. I had forgotten the delightful perspectives that can be viewed from a boat, changing depending on the angle as you swing on your anchor. Patience on a sailboat underway, admiring subtle rainbows, nuances of the wind and salt spray, still equates to sitting in a museum and admiring a masterpiece.

We longtime cruisers should stop complaining about the changes. Times change, and it is obviously better to change with them, if it's in your boating budget. Still, the things that don't change are what make cruising worth it.

Your project management team in Martinique

DOUGLAS YACHT SERVICES



- Haul-out up to 440 T
- On call 24/24 - 7/7

DUTY FREE PROCEDURES

- Float in/out up to 180m
- Wide range of technical assistance

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

www.douglasyachtservices.fr

Caribbean Compass Market Place

Azores

MID ATLANTIC
YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES

Providing all vital services to
Trans-Atlantic Yachts!

Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (18%) importation
Duty free fuel (+10.000lt)

TEL +351 292 391616 FAX +351 292 391656

mays@mail.telepac.pt

www.midatlanticyachtservices.com

Grenada

TURBULENCE Ltd.

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

DOYLE SAILMAKERS

PROVEN QUALITY

FIVE YEARS /50,000 MILES GUARANTEED

Good for the economy
Made right here in the Caribbean

Minimal Co2 Print No International Air Freight

TechNick Ltd.

Engineering, fabrication and welding.
Fabrication and repair of
stainless steel and aluminium items.

Nick Williams, Manager
Tel: 1 (473) 405-1560
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

ART FAB RIK

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



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

NEILPRYDE

NEILPRYDE Sails
Grenada

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

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

Grenada





YACHT MANAGEMENT
Horizon Yachts Grenada

Complete Professional Yacht Sales and Maintenance Services

Brokerage • Guardianage • Project Management

Horizon

Tel: (+1 473) 415 0431 or 439 1002
Email: gary@horizongrenada.com
www.horizonyachtsgrenada.com

Offices in Port Louis Marina & Clarkes Court Boat Yard

Engineering • Mechanical • Electrical & Electronics • Shipwright Services • Stainless Steel • Hydraulics • Fine Carpentry • Plumbing • Refrigeration • Watermakers • Gel Coat Repairs • Antifouling • Sails • Rigging • Covers • and more

Saint Kitts & Nevis

BUDGET MARINE ST.KITTS
IS OPEN FOR BUSINESS!



BUDGET MARINE

Monday-Friday: 9:00 AM-5:00 PM
Saturday: 8:30 AM-12:30 PM
Call: 1.869.466.0026 & 1.869.763.8933

The Caribbean's Leading Chandlery

SVG



WE OFFER:

- Grocery Shopping / Personal pick-up (with delivery to your dock)
- Argyle International Airport direct shuttle (starting from EC$30)
- Bill payments

LAC Services App (Google App Store)
Tel: (784) 527-3082, (784) 492-9983
E-mail: lacservices@lacsvg.com

THIS COULD BE
YOUR
MARKET PLACE AD
tom@caribbeancompass.com

We're on the Web!
www.caribbeancompass.com
CARIBBEAN COMPASS

Compass On-Line • Check It Out… Tell Your Friends!

continued on next page →

Caribbean Compass Market Place

SVG







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

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

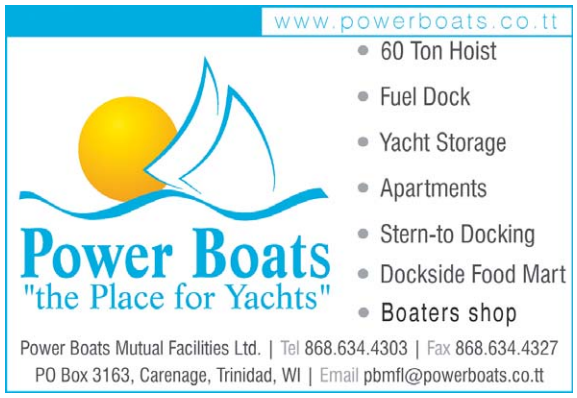
On Call – 532-3822 for more info: https://www.facebook.com/sgwta





Trinidad









Venezuela



Caribbean-wide

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

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

info@whispercovemarina.com
www.whispercovemarina.com



Real Estate



CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
Contact: islander@spiceisle.com Tel: (473) 443 8187

The Multihull Company

The World's Leader in Multihull Sales Service, and Charter

+1-215-508-2704
www.MultihullCompany.com

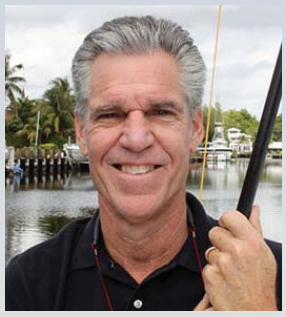
Grenada Tortola Trinidad St. Martin
West Palm Beach Fort Lauderdale

A Different type of Yacht Brokerage

At The Multihull Company (TMC), we build lasting relationships with new and returning clients every day. We have become the industry leader in catamaran and trimaran sales because we are operated by passionate, highly trained sailors—not just salesmen.

With the largest range of brokerage catamarans and trimarans for sale globally, the most comprehensive database of information on every multihull we sell, and agents throughout the United States, Caribbean, and globally, we are perfectly suited to assist you in the purchase or sale of your multihull.

Broker Spotlight



Phil Berman - President
Philadelphia, PA
+1-215-508-2704
Phil@multihullcompany.com



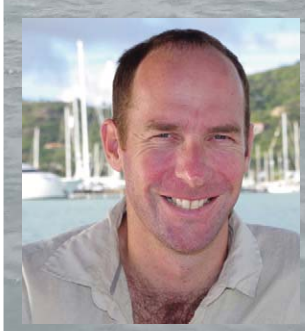
Alexis De Boucaud
St Martin
+590 690 58 66 06
Alexis@multihullcompany.com



Chris Rundlett
Grenada
+1-473-457-3245
Chris@multihullcompany.com



Jaryd Forbes
Trinidad & Tobago
+1-868-680-8909
Jaryd@multihullcompany.com



Carl Olivier
Virgin Islands
+596 696 97 87 33
Carl@multihullcompany.com



Chrystal Young
Grenada
+1-473-406-3017
Chrystal@multihullcompany.com

Featured Caribbean Listings



2011 Privilege 615
$1,299,000



2011 Royal Cape Majestic 53
$685,000



2015 FP Sanya 57
$1,299,000



2015 ALIBI 54
$899,000



2015 Lagoon 560 S2
$1,250,000



2014 Lagoon 450
$599,000



2011 Lagoon 450
$495,000



2010 Knysna 480
$539,000



2012 Catana 47
$530,000



2012 Lagoon 500
$569,000



2014 Antares 44
$695,000



2001 Lagoon 570
$499,999

SOME RECENTLY SOLD BOATS



2016 FP Helia 44



2015 Catana 47



2009 Catana 50



2004 Dolphin 460



2013 Leopard 48



2014 LAGOON 450



2004 Switch 51



2006 Sunreef 62

To view hundreds more of our multihull listings, check out multihullcompany.com

CALENDAR

OCTOBER

1	Public holiday in St. Lucia (Thanksgiving Day)
8	Public holiday in the Bahamas (National Heroes' Day), and in Puerto Rico and USVI (Columbus Day)
10	Public holiday in Curaçao (Curaçao Day), in Suriname (Maroons Day) and in Cuba (Independence Day)
10 - 13	Bonaire International Sailing Regatta. www.infobonaire.com/event/bonaire-sailing-regatta
11 – 14	Grenada Dive Fest. http://www.puregrenada.com/plan/events/pure-grenada-dive-fest
12	Public holiday in Belize (PanAmerican Day), and in Venezuela (Indigenous Resistance Day)
12 – 14	Caribbean Sailing Association Annual Conference, Antigua. caribbean-sailing.com/event/csa-annual-conference
15	Public holiday in Jamaica (National Heroes' Day)
16	St. Lucia International Billfish Tournament. www.facebook.com/slugamefishingassociation
17	Public holiday in Haiti (Anniversary of the Death of Dessalines)
20	Willy T Virgins Cup, BVI. RBVIYC, www.royalbviyc.org
21	Public holiday in BVI (St. Ursula's Day)
24	FULL MOON
25	Public holiday in Grenada (Thanksgiving Day)
26 – 28	Discover the Caribbean Regatta, Ponce, Puerto Rico. PYFC, www.ponceyachtandfishingclub.com
26 - 28	World Creole Music Festival, Dominica. dominicafestivals.com
27	Public holiday in St. Vincent & the Grenadines (Independence Day), local boat races in Bequia
27 – 28	Caribbean Dinghy Championship, Antigua. caribbean-sailing.com/sailing-development/caribbean-dinghy-championship
TBA	Foxy's Halloween Catfight (catamaran regatta), Jost Van Dyke, https://foxysbar.com

NOVEMBER

1	Public holiday in Antigua (Independence Day) and some other places (All Saints' Day)
2	Public holiday in Haiti (All Souls' Day)
2	Salty Dawg Fall Rally to the Caribbean Leaves Virginia, USA. www.saltydawgsailing.org
3 - 4	Public holidays in Dominica (Independence Day and Community Day)
4	Barbados National Dinghy Championships. BYC, www.barbadosyachtclub.com
5	Public holiday in Dominican Republic (Constitution Day)
5 – 9	Gulf & Caribbean Fisheries Institute annual conference, San Andres, Colombia. www.gcfi.org/gcfi_71-conference
7	Public holiday in Trinidad & Tobago and Guyana (Divali, Festival of Lights)
10 – 13	USVI Charter Yacht Show. www.VIPCA.org
11	Start of ARC+Cape Verdes rally, Gran Canaria to St. Lucia via Cape Verdes, www.worldcruising.com/arc
11	Public holiday in Puerto Rico and USVI (Veterans' Day)
12	Public holiday in Cayman Islands (Remembrance Day)
15	Start of ARC+St. Vincent rally, Gran Canaria to St. Vincent via Cape Verdes, www.worldcruising.com/arc
17 – 18	Discover the Caribbean Dinghy Regatta, Puerto Rico. PYFC, www.ponceyachtandfishingclub.com
18	Public holiday in Haiti (Battle of Vertieres Day)
19	Public holiday in Belize (Garifuna Settlement Day)
21	Public holiday in Guyana (Youman Nabi)
22	Public holiday in Puerto Rico (Thanksgiving)
23	FULL MOON
24	Jolly Harbour Yacht Club Annual Regatta, Antigua. JHYC, www.jhycantigua.com
25	Start of ARC rally, Gran Canaria to St. Lucia, www.worldcruising.com/arc
25	Public holiday in Suriname (Independence Day)
30	Public holiday in Barbados (Independence Day)
30 – 2 Dec	Mango Bowl Regatta, St. Lucia. SLYC, www.stluciayachtclub.com
30 – 2 Dec	Course de l'Alliance, St. Maarten, St. Barts, Anguilla. SMYC, www.smyc.com
TBA	OCC Western Caribbean Rally. suzanne.chappell@icloud.com

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

CARIBBEAN WOODS



BUSINESS FOR SALE IN BEQUIA

Well respected and very profitable business. Established 2002.

Located 3 minutes from Port Elizabeth ferry landing. Top hardwood supplier in the region. Largest supplier locally of Pine, Ply, Steel, Hardware and Paint. Double digit growth in past few years. Established business with solid balance sheet. 20,000 sq ft premises. Staff of 6. Wide and varied customer base. Opportunities to expand product range.

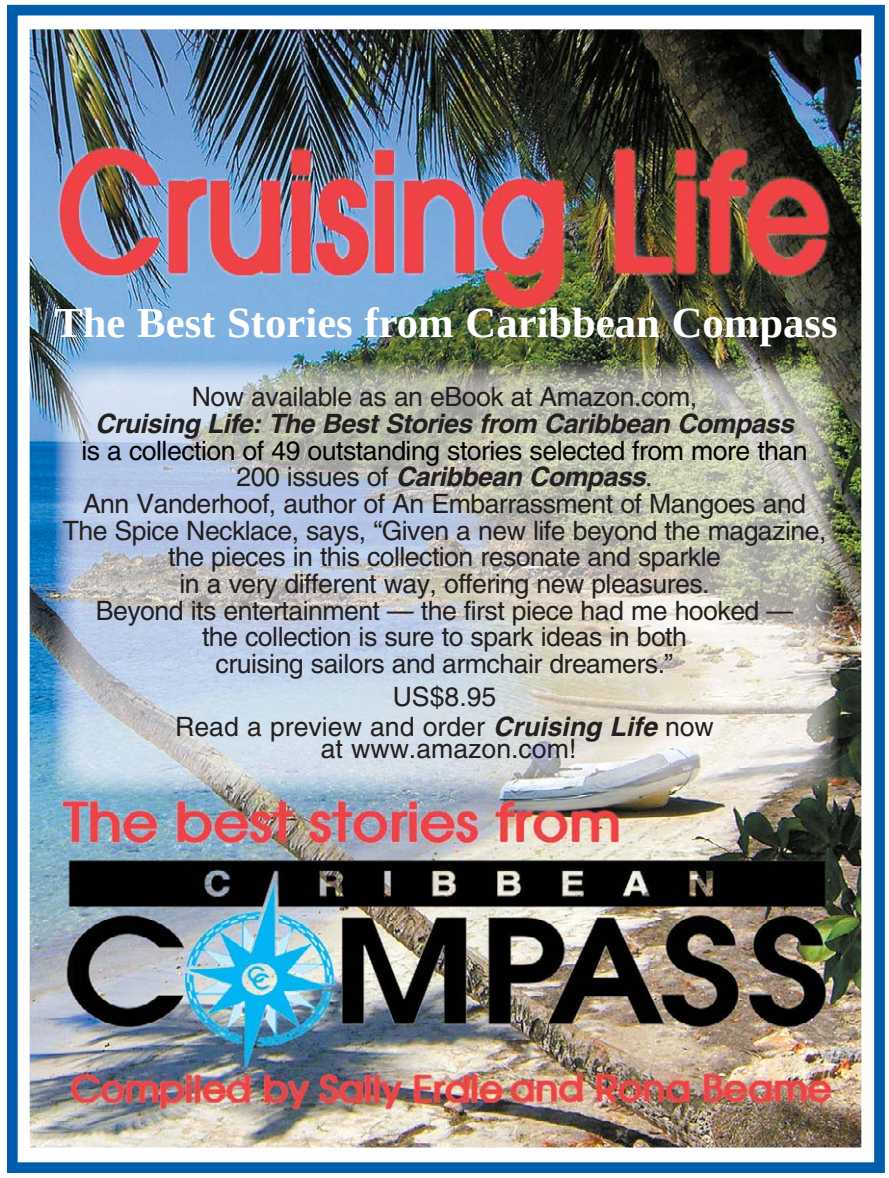
Enquiries to Neil at winbeq@yahoo.co.uk or +1 784 431 8124

CARIB TAILS

HELP TRACK HUMPBACK WHALE MIGRATION

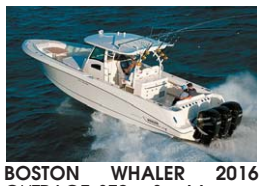
Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org



CLASSIFIEDS

BOATS FOR SALE

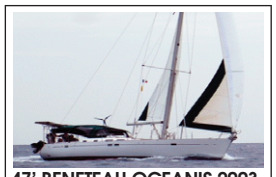


BOSTON WHALER 2016 OUTRAGE 370 3 x Mercury Verado 300 hp, < 100 hrs, still on warranty, too many options to list. Lying Port Louis, St George's, Grenada. Reduced to US$360,000. Tel: (473) 403-9622, E-mail: mrossy52@gmail.com

TAYANA 37 1981 SLOOP Ready for blue water sailing. Lying Trinidad & Tobago. US$50,000. E-mail: svspectre@live.com



65' CREW BOAT And/or business in Sint Maarten Caribbean. Excellent condition, operating as a passenger ferry. Tel: (607) 846-7222/ (599) 416-5885. E-mail: sabactransport.com



47' BENETEAU OCEANIS 2003 Owner's version, loaded. Lying St Kitts, US$157,000, never chartered. E-mail: jsodyssey3@gmail.com



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

YOUR CLASSIFIED IS ON-LINE!



23' JEANNEAU CAP CAMARAT 675 2 x 85hp 2 stroke Yamahas w/ 70hrs use, bimini, VHF, CD, anchor, life jackets, trailer. Lying Mustique, EC$49,500 ONO. Tel: (784) 533-0213 E-mail: mfindlay@mustique.vc



HENDERSON 35 PROTOTYPE "ENZYME" Built by Paul Amon, race ready, winning track record as Crash Test Dummies, Caribbean race boat of the year, winning 8 regattas in 1 year. Renamed Enzyme, 1st in Racing Class St. Maarten, BVI, Antigua, Barbados, Grenada, Trinidad and Tobago over 12 years. 2017 T&T race boat of the year. Oceanvolt upgrade US$60,000, as is US$40,000. E-mail: Info@greenventuresltd.com



BENETEAU OCEANIS 440 1992 Well maintained, cruising ready. Seasonal live-aboard owners. Lying South Grenada. US$85,000. E-mail: Seasett@gmail.com

MISC. FOR SALE



2 X YANMAR INBOARD Diesel engines, type 3GM30, complete w/ SD 30 sail drives & instrument panel. US$8,000 for the pair. E-mail: howard@alliedexport.co.uk



BERGY XL.1 1kw wind turbine, house/farm, 24V, 1000 watts, hybrid controller (solar-wind). Very little use. Tower available. In Bequia. Offers! E-mail: caribpub@gmail.com

CATERPILLAR 3512 ENGINE 1660hp; 1800 rpm Bequia Tel: (784) 493-7244

PROPERTY FOR SALE

BEQUIA - BELMONT "A Little Bequia Gem" Typical West Indian cottage, set on 20,866 sq ft of land. Located at Belmont, Bequia close to Gingerbread /Frangi turning, easy walking distance to Port Elizabeth, Belmont Walkway & beaches. Tel: (784) 458-4246 / (784) 533-1414 E-mail: tipipunnett@yahoo.co.uk

BEQUIA - MT. PLEASANT Residential Building Lot. Lower Mt. Pleasant road, Belmont area. Admiralty Bay view, walk to restaurants. 10,478 sq/ft. US$185,000. Island Pace Real Estate. E-mail: info@islandpace.com



PANAMA - PANAMA CITY "Paradise Mansion" Fully furnished 7b/7b, 3 car garage, pool, gardens, gym, theater, office & all the toys. Golf course, bilingual schools, hospitals, malls, restaurants, 24hrs supermarkets 10 minutes away. 15 minutes from airport/city center. NO HURRICANES. 1200mt/660 construction, US$550,000. Sold by US owner. E-mail: edgardogarcia1@gmail.com

GRENADA - ST. GEORGE'S Very successful Marine Fabrication & Engineering Business. We design & manufacture a full range of stainless, aluminum & bronze items for the yachting industry; we repair items & offer advice on difficult projects. We have a total workforce of 6 personnel, 5 trained technicians & 1 apprentice. The business is situated in a popular & very busy boat yard in Grenada which is excellently placed for visiting yachts to gain easy access to our services. We also work all over the south of Grenada. The business is busy all year round as Grenada has 12 month yachting season & many yachts spend the hurricane season here. We have been in business for twelve years & we have established an excellent reputation throughout the Southern Caribbean for top quality work & great service. The owner would now like to retire & go cruising himself. E-mail: technick.nw@gmail.com Tel: (473) 405-1560.

CARIBBEAN COMPASS

DON'T LEAVE PORT WITHOUT IT



32' BHM Downeast Cruiser
Built by Atlantic Boat Co. Maine 1993
Cummins 300hp, 1600 hrs. 200gls. fuel,
new Raymarine auto pilot,
chart plotter/fishfinder, fridge, inverter.
Sleeps 4, perfect fish/dive/charter. Lying Bequia.
PRICE REDUCED - MUST SELL
E-mail: caribpub@gmail.com

CLASSIFIEDS

US 50¢ PER WORD

Include name, address and numbers in count. Line drawings/photos accompanying classifieds are US$10. Pre-paid by the 10th of the month e-mail: shellese@caribbeancompass.com

COMPASS CARTOONS



"I REALLY disapprove of our mandatory retirement plan!"



ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#
Alexis Food Stores	Grenada	18
Art Fabrik	Grenada	MP
Basil's Bar	SVG	10
Blue Lagoon Hotel & Marina	SVG	20
Boat Paint & Stuff	St. Maarten	29
Bocas Yacht Club & Marina	Panama	29
Budget Marine	St. Maarten	2
Budget Marine St. Kitts	St. Kitts	MP
Camara Maritima	Panama	22
Captain Gourmet	SVG	MP
Caribbean Woods	SVG	37
Carriacou Marine	Grenada	19
Centenario & Co	Panama	30
Clarkes Court	Grenada	15
Cruising Life	SVG	37
Curaçao Marine	Curaçao	9
Douglas Yacht Services	Martinique	33
Down Island Real Estate	Grenada	MP
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	31
DYT Yacht Transport	C/W	14
Echo Marine	Trinidad	8
Electropics	Trinidad	MP
Food Fair	Grenada	32
Free Cruising Guides	C/W	25
Gallery Café	Grenada	11
Gonsalves Liquors	SVG	11
Grenada Marine	Grenada	17
Grenada Sailing Week	Grenada	13
Grenada Tourism	Grenada	39
Grenadines Sails	SVG	MP
Horizon Yacht Charters	Grenada	MP
Hydrovane International Marine	C/W	MP
Iolaire Enterprises	UK	30/31
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	40
Johnson's Hardware	St. Lucia	26
LAC Services	SVG	MP
LIAT	C/W	6
Lulley's Tackle	SVG	MP
Mac's Pizzeria	SVG	MP
Marc One Marine	Trinidad	MP
Marina Santa Marta	Colombia	23
Marina Zar-Par	Dominican Rep.	28
McIntyre Bros	Grenada	30
Mid Atlantic Yacht Services	Azores	MP
Ministry of Trade & Industry	Trinidad	5
Multihull Company	C/W	36
Neil Pryde Sails	Grenada	MP
Northern Lights/Parts & Power	Tortola	16
Off Shore Risk Management	Tortola	8
Power Boats	Trinidad	MP
Renaissance Marina	Aruba	27
Sea Hawk Paints	C/W	7
Slipway Restaurant	Grenada	MP
St. Kitts Marine Works	St. Kitts	9
St. Vincent Marine Center	SVG	28
Suzuki Marine	C/W	12
Technick	Grenada	MP
Tobago Cays	SVG	MP
Turbulence Sails	Grenada	17/ MP
Venezuelan Marine Supply	Venezuela	MP
Whisper Cove Marina	Grenada	MP
YSATT	Trinidad	MP

MP = Market Place pages 34 - 35
C/W = Caribbean-wide

PURE GRENADA

The Spice of the Caribbean

www.puregrenada.com



Spice Island Billfish Tournament - Jan 21-26, 2019

Grenada Sailing Week - Jan 31-Feb 2, 2019

Grenada Sailing Festival Workboat Regatta - Feb 3-4, 2019

@discovergrenada

WHAT'S NEW?



FIREBOY FUME DETECTOR

This single channel gasoline fume detector features high tech styling, compact size, circuitry test and alarm horn mute functions. In addition to gas fumes, the M-1-R can also detect high concentrations of battery hydrogen or engine exhaust.

Priced from $242.50



ICOM M85 HAND HELD VHF RADIO

The smallest, lightest and toughest radio on the market today! Built to MIL-STD 810, IP67 waterproof rating, 100 programmable land mobile channels, automated emergency alarm, as well as the easy to use built-in voice scrambler for private communications.

Priced from $389.95



RACOR SNAPP DISPOSABLE FILTER

The Racor SNAPP™ Series is a compact, easy-to-service, disposable fuel filter water separator designed for use in mobile and stationary gasoline and diesel engines. It has no threads or seals, making change-outs quick, clean, and painless.

Priced from $54.95

25% OFF

15% OFF

20% OFF

WHAT'S ON SALE IN STORE?



STAR BRITE PRODUCTS

The marine industry's leading manufacturer of boat care products. Every Star brite® product, from boat waxes, cleaners, teak finishes to fuel additives and more are all formulated to deliver maximum performance and value.

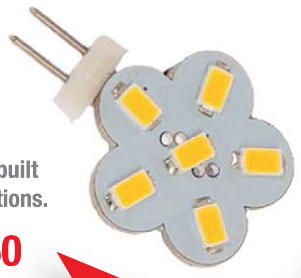
Starting at $3.21



ALL FISHING HOOKS

Choose any hook styles from our large assortment of quality salt water hooks. All 15% Off!

Starting at $1.29



NAUTICLED

Quality LED lighting designed and built specifically for marine applications.

Starting at $8.60



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

Island Water World
keeps you sailing!

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

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

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

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