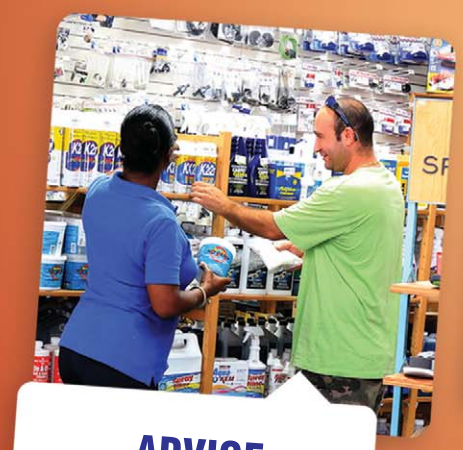
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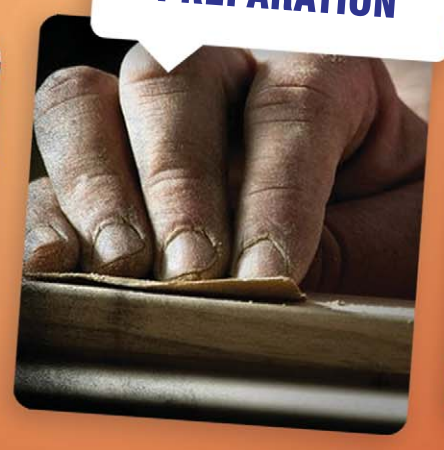
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See Page 16

ALEXIS ANDREWS / PHOTOGRAPHY & FILM



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BEYOND THE REEF

BVI Dive Art

Trash to sunken treasure 18



TANEOS RAMSAY

Coming Events

The rest of the year, here!..... 22

Cruising, Day One

And lessons learned..... 24



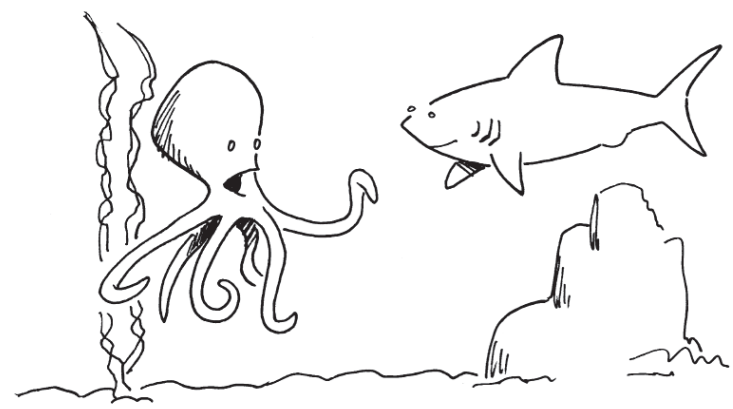
DARELLE SNYMAN

Red Fishes

Meet the crevice dwellers 31

Overdue Boat Alerts

Are we missing something?... 34



BILL THOMAS

"I'm great at massages."

DEPARTMENTS

Info & Updates 4
Business Briefs 6
Eco-News 8
Regatta News..... 13
Y2A..... 17
Book Review 27
The Caribbean Sky..... 28
Seaboard Birds 30
Look Out for… 32
Cruisers and Food 33
Readers' Forum..... 34
Calendar of Events..... 35
Meridian Passage..... 21
Caribbean Market Place..... 36
Classified Ads 38
Advertisers Index..... 38

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On the cover: The longest-running regatta in the Caribbean, Carriacou Regatta Festival hosts races for yachts, local open boats and international class dinghies, but the main event has always been the Decked Sloops race series. Alexis Andrews was there to catch the images. See story on page 16.



Info & Updates



PAUL WYETH

National Sailing Academy of Antigua & Barbuda supports young sailors in getting their RYA Coastal Skipper Licences and Day Skipper Licences.

Antigua's New Yacht Captains

The National Sailing Academy of Antigua & Barbuda reports: All of our students who recently went to the UK for training have now attained their qualifications. Our thanks to the Mill Reef Fund, which sponsored the training, and to Ondeck Maritime, where the students passed their theory courses and exams.

Joshua Daniels, a former pupil of All Saints Secondary School, is now an RYA Senior Dinghy Instructor. He has also attained his RYA Coastal Skipper Licence, having completed his Day Skipper licence in the UK last year.

Junella King, Alesea Charles, Maliek Patterson, Xavier Athill and Maurice Valentine have all attained their RYA Day Skipper licences at the United Kingdom Sailing Academy in Cowes, England. Maurice attended the Irene B. Williams Secondary School and the others went to All Saints Secondary School. All are qualified RYA Dinghy Instructors.

The Day Skipper Licence is the first rung on the ladder to successful careers in the sailing/yachting industry.

Visit www.nationalsailingacademy.org for more information.

BVI Marine Industry Training Program

The British Virgin Islands government is launching a marine training program, aiming for a stronger marine industry with a broader economic reach nationwide. Back to the Sea Marine Training begins in this month with its first phase: an influx of funds to re-engage the local community college and other training providers.

BVI Finance Minister, Premier Andrew Fahie, told BVINews.com, "The Government will be assisting HL Stoutt Community College with the necessary resources to fulfill its mandate as the regional centre for excellence for marine studies. The government will be partnering with the stakeholders of the industry who will provide the opportunities for additional training, employment and business networking environments."

The second phase will launch after the New Year and will include scholarships and support for students who go on to advanced training.

The Finance Minister said, "One of the things that vessel owners look for when choosing a port of call or home is trained and experienced human resource support on the ground and on the water. Vessels of various sizes and classes will be attracted to the BVI if the owners know they can find a full crew here." He also noted the demand for trained marine workers outside the borders of the BVI.

International Boat Watch E-Mail

Net Managers Glenn & Eddie Tuttle report: We now have our e-mail for the International Boat Watch Network (Boatwatchnet.org) up and running. It's KPK@Boatwatchnet.org. We pledge to do our best to assist in locating any overdue or missing boats, worldwide.

Eight Bells

Joan Mac Master Gonzáles, the popular long-time manager of Club de Pesca in Cartagena, Colombia, died on August 14th. Club de Pesca is a private yacht club that reserves some of its slips for visiting yachts, and Joan was well known in the cruising community.

Joan was a graduate of the Tourism Business Administration program of Colombia's Jorge Tadeo Lozano University. The flagship of the Colombian navy, the three-masted sail-training barque *Gloria*, flew its flag at half mast in her honor.

Ocean Cruising Club Challenge Grant

Daria Blackwell reports: The Ocean Cruising Club (OCC) has established a Challenge Grant to encourage ambitious expeditions for environmental conservation or challenging oceangoing adventures. It is now accepting applications for the 2020 season.

The Ocean Cruising Club membership has a long tradition of adventurous ocean sailing and marine conservation activities.

—Continued on next page



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DOYLE CARIBBEAN

—*Continued from previous page*

Whether high latitudes voyaging, non-stop solo circumnavigating, sampling ocean waters, or researching threatened species, OCC members' adventures and conservation efforts have helped sailors plan exciting and meaningful voyages.



OCEAN CRUISING CLUB

The Ocean Cruising Club has established a Challenge Grant to encourage expeditions for environmental conservation or ambitious oceangoing adventure

The OCC is proud to stand behind the individuals and their projects that seek the betterment of the sailing community and maritime environment. Champion of the concept, Commodore Simon Currin, says, "I believe that these grants, when combined with the OCC support that comes with them, will be a potent stimulus to teams and individuals planning exciting projects and adventures for 2020 and beyond."

The OCC Challenge Grant programme consists of two categories, the Conservation/ Environmental Grant and the Adventure Grant. Grants are intended to help with project costs and range from £250 to £3,000, depending on the size and scope of the project. The applications will be reviewed and judged by members of OCC who have experience in planning and executing major expeditions and projects such as high latitude firsts, mid-ocean scientific research, and remote island refuse reclamation.

The OCC's Conservation Grant is for members looking to make a difference with a specific conservation or environmental project that is centred around the ocean, marine or maritime environment. A full member of the OCC must have completed a non-stop ocean passage between two ports, where the distance between the ports is not less than 1,000 nautical miles measured by the shortest practical Great Circle route, as skipper or member of the crew in a vessel of not more than 70 feet (21.3 metres) LOA. Applications for membership should be submitted online using the form at https://oceancruisingclub.org/Join-Online. Applicants must be proposed by a full member of the club. However, if such a proposer is not available to you, please contact newmembers@oceancruising-club.org and the OCC will assist you in finding a proposer to support your membership application.

Conservation projects should be related to the ocean, maritime or marine environments; have measurable, high impact yet achievable goals; incorporate best practices for sustainability; improve the marine conservation and/or conservation practices; and more. See the website below for more details.

The Adventure Grant is for sailors in pursuit of world-class sailing and sail exploration objectives. Adventure Grants are intended to significantly contribute towards total expedition costs. The Adventure Grant seeks to fund individuals planning expeditions to remote areas, featuring unexplored areas, difficult sailing routes, challenging multi-sport exploits, or similar world-class pursuits.

Visit the OCC Challenge Grant page at https://oceancruisingclub.org for details on how to apply.



Iconic Yacht *Iolaire* Sinks

As this issue of *Compass* was going to press, we received the news that the classic 1905 engineless yawl *Iolaire*, sailed for so many years in the Caribbean by former owner Don Street, was sunk off the coast of Ibiza.

We'll have a full report in next month's issue.

Mac's Pizzeria Bequia Update

An update to Mac's Pizzeria's news in last month's Business Briefs: Mac's Pizzeria and Kitchen in Bequia will be closed for the month of September.

Be sure to visit Mac's Pizzeria and Kitchen next time you're in Bequia — as long as it's not this month!

Welcome Aboard!

In this issue of *Compass* we welcome new advertiser AB Inflatables of Colombia, on page 39. Good to have you with us!



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BUSINESS BRIEFS

The Multihull Company Congratulates New Yachtmasters

Chrystal Young reports: The Multihull Company in Grenada is proud to announce that, in addition to earning their USCG Captain's Licenses, two of our delivery captains just received their RYA (Royal Yachting Association) Yachtmaster certifications.

Jenni Hellpap and RJ Portmann worked diligently to prepare for the rigors of the RYA theoretic and practical exams; these teachers, both ASA (American Sailing Associations) instructors for LTD Sailing, became students!



Delivery skippers for The Multihull Company in Grenada, Jenni Hellpap and RJ Portmann are well qualified.



These commercial certifications are requirements for insurance companies when moving boats across oceans.

Our clients put their trust in us to help them move effortlessly through the buying and selling process. Providing the best professional captains who strive to deliver yachts in the safest, most efficient way possible is part of that journey. Congratulations to our new Yachmasters — Jenni and RJ!

Visit https://multihullcompany.com/about-us/offices/grenada for more information on the Multihull Company.

Magnificent Brokerage for Your Import/Export Needs in Grenada

Arlene Telesford reports: Magnificent Brokerage, led by experienced Customs broker Ricky Telesford on the island of Grenada, provides the Customs brokerage services you need to import or export your yachting parts, personal items, business items, or household items.

This is what one customer said about using our services: "We partnered with Ricky almost three years ago to handle all our brokerage needs. As our business grew and volumes increased, Ricky seamlessly continued to provide a first-class service and even liaised with our logistics partner to provide an end-to-end solution. Ricky's professionalism, knowledge, and work ethic means we can focus on running our business, knowing that our brokerage needs are in capable hands." (Donal from Sea Safety Service)

—Continued on next page

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Need we say more? Get in touch with us today to take care of all your import or export needs on the islands of Grenada, Carriacou, and Petite Martinique. We look forward to partnering with you.

See ad on page 20 for more information about Magnificent Brokerage.

26th Anniversary of Vemasca Marine Store

Ritchie Laesker reports: In August 1993, our small company, Venezuela Marine Supply, better known as Vemasca, opened its doors to serve thousands of visitors who arrived with their boats to seek a refuge away from hurricanes in the safe harbors of Margarita Island, Venezuela.



Porlamar, Margarita — Vemasca's base for 26 years.

At that time, marinas and shipyards providing all the services the nautical community required were opened. Margarita had national and international flights that connected it with the world, the cheapest fuel on earth, and duty-free stores in the largest shopping malls in the region — an endless list of benefits for all visitors.

Today, 26 years later, in the middle of a catastrophic change, we commemorate another anniversary. However, the only reason we keep our doors open is you. Thank you very much.

See ad in the Market Place section, pages 36 and 37 for more information on Vemasca.

Yacht Haven Grande Marina Reaches Platinum Status

IGY's Yacht Haven Grande Marina in St. Thomas, USVI, has become the first North American marina to ever be awarded Gold Anchor Platinum level accreditation from The Yacht Harbour Association (TYHA).

TYHA manages possibly the oldest international marina rating system in the world



Yacht Haven Grande in St. Thomas is the first North American marina to ever be awarded Gold Anchor 'Platinum' status.

and by attaining their highest possible accreditation, IGY's Yacht Haven Grande Marina establishes itself as one of the best marinas in the world.

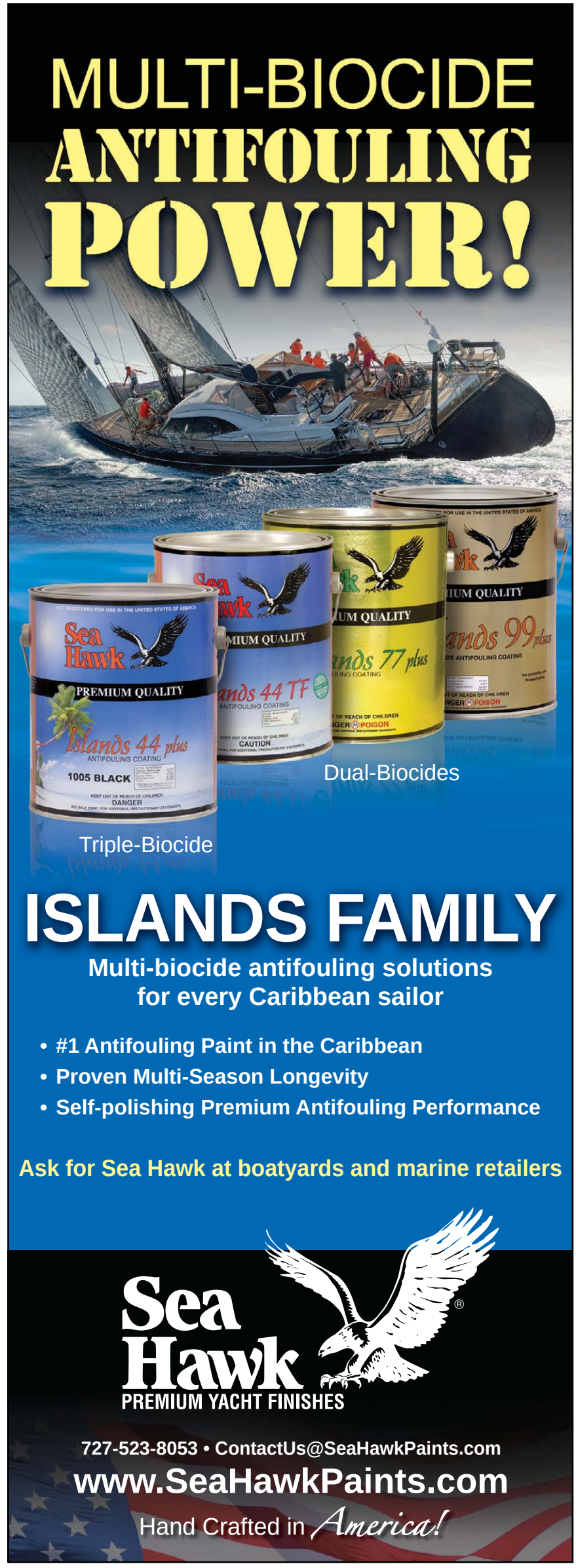
The process to attain a platinum level rating required the marina to pass a comprehensive external audit encompassing design, operations, polices, procedures, communications, destination integration, and an independently administered review of the marina's customer service enquiry standards.

Phil Blake, Yacht Haven Grande Marina General Manager, remarked, "This notable achievement is a testament to the hard work of our employees, supported by the corporate team, and our unwavering commitment to the economic growth of St. Thomas, USVI, and driving the island as a world-leading customer service oriented yachting destination."

Capping off this accomplishment is the resounding recovery of Yacht Haven Grande Marina after the 2017 hurricanes. Only four marinas have ever been awarded the platinum level designation by TYHA, with none except Yacht Haven Grande Marina attaining this status after overcoming two Category Five hurricanes in the same year. With the marina currently operating at its highest potential, the team is looking forward to a busy 2019/2020 winter charter season and is ready to showcase one of the Caribbean's most alluring destinations to the world.

IGY Marinas is one of the largest international marina companies in the world and a leading destination network for vessels across the globe. The company's network includes 17 marinas operating in ten countries (United States, Mexico, Costa Rica, Panama, Colombia, Turks & Caicos, St. Maarten, St. Lucia, France, and Italy), welcoming over 10,000 vessels and approximately 100,000 customers each year.

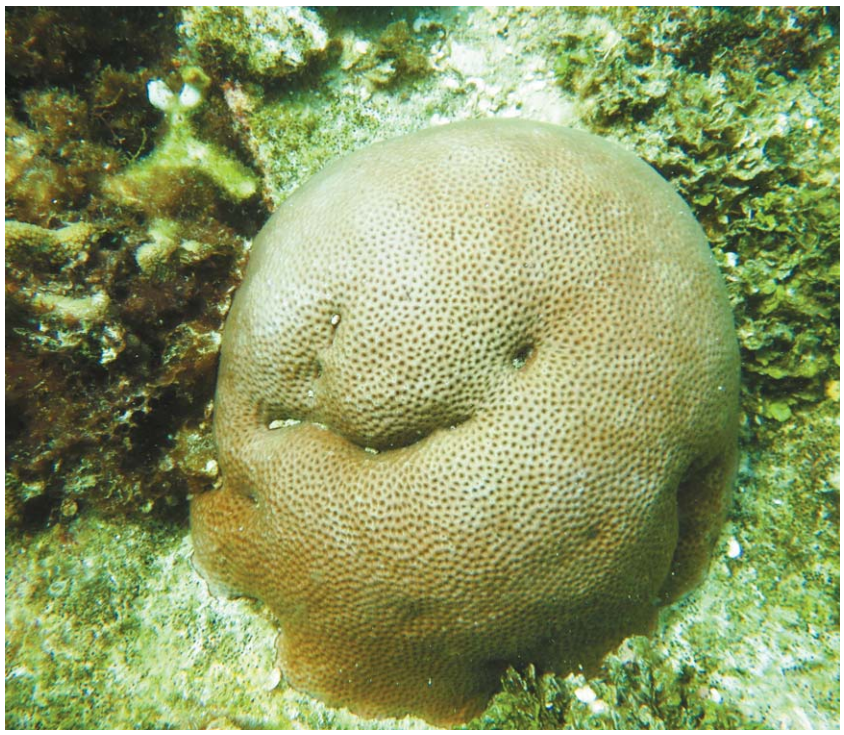
Visit www.igy-yachthavengrande.com for more information.



Caribbean ECO-News

Some Good News for Caribbean Coral Survival

Coral reefs face many challenges to their survival, including the global acidification of seawater as a result of rising carbon dioxide levels in the atmosphere. But as reported by Tim Stephens in the *University of California Santa Cruz Magazine* in June, at least three Caribbean coral species can survive and grow under conditions even more severe than those expected to occur during this century.



WIKIMEDIA

Massive Starlet Coral is one of the widespread Caribbean species shown to be resistant to climate change.

An international team of researchers, led by scientists at UC Santa Cruz, conducted a two-year transplantation experiment. They went to sites along the Caribbean coastline of Mexico's Yucatan Peninsula, where water discharging from submarine springs has lower pH than the surrounding seawater. These are the pH conditions which are likely to occur ocean-wide in the future. Here, they were able to monitor the survival and growth of different coral species.

At the same time, they transplanted genetically identical fragments to a nearby control site not influenced by the springs. They were able to compare the two, and reported their findings in a paper published June 26th in *Proceedings of the Royal Society B.*

"The good news is the corals can survive and deposit calcium carbonate, but the density of their skeletons is reduced, which means the framework of the reef would be less robust and might be more susceptible to storm damage and bioerosion," said Adina Paytan, a corresponding author of the paper.

So this is good news and bad news. There will still be a loss of robustness in the corals of the future, but some will handle climate change and lower pH better than others.

Of the three species tested, the one that performed best in the low-pH conditions was *Siderastrea siderea*, commonly known as Massive Starlet Coral, a slow-growing species that forms large dome-shaped structures. Another slow-growing dome-shaped species, *Porites astreoides* (Mustard Hill Coral), did almost as well, although its survival rate was 20 percent lower. Both of these species outperformed the fast-growing branching coral *Porites porites* (Finger Coral). Coauthor Donald Potts said the transplanted species are all widespread throughout the Caribbean.

Corals will have to cope with more than ocean acidification, however. Climate change also means warmer ocean temperatures and rising sea levels. Unusually warm temperatures can disrupt the symbiosis between coral polyps and the algae that live in them, leading to coral bleaching. And rapidly rising sea levels could leave slow-growing corals at depths where they would die from insufficient sunlight.

The authors also noted that the different survival rates among coral species could be useful information for reef restoration efforts, and perhaps even for efforts to genetically modify corals to give them greater stress tolerance.

Paytan said, "These corals are more robust than we thought. They have the potential to persist with ocean acidification, but it costs them energy to cope with it, so we have to do all we can to reduce other stressors, such as nutrient pollution and sedimentation."

Read the full story at https://news.ucsc.edu/2019/06/coral-reefs.html

More Protection in Cuba's New Fisheries Law

The government of Cuba enacted sweeping reforms of its fishing laws in July, putting the island nation on a course to increase protection for some of the world's most important and vibrant marine ecosystems while also ensuring a future for its fishers.

The new law, which is the first national change in more than 20 years, represents a major shift in Cuba's current fisheries policy. It includes provisions to curtail illegal fishing, recover fish populations and protect small-scale fishers in coastal communities. Its passage will also help ensure coordinated management of marine resources between Cuba and other countries in the region, including the United States.

At the center of the law is a mandate for a science-based, adaptive conservation approach to managing depleted fish populations, according to the Environmental Defense Fund (edf.org), which has been working actively in Cuba over the past two decades to help foster greater sustainability and conservation in the country's fishery resources.

Cuba already protects approximately 25 percent of its coastal waters, boasting some of the Caribbean's most spectacular marine ecosystems and successful conservation strategies. However, declining fish populations have remained a serious problem, putting the country's food security, thousands of jobs and healthy ecosystems at risk. Many of Cuba's most important commercial fish stocks, including several species of grouper and snapper, have declined in recent years.

Under the new law, Cuba will expand the use of data-limited methods introduced by EDF experts, to track the health of dozens of important finfish, shark and ray species. The creation of the new law was the result of a multi-year collaboration among administrators, fishers, the seafood industry, scientists, conservationists and government officials. They explored new conservation approaches and tools for collecting better data. EDF is proud to have participated in these collaborations, which brought fishers' and coastal communities' voices to the forefront of discussions about sustainable fishing and conservation.

A key feature of the law is a new licensing and management framework for the growing private commercial fishing sector. This sector was established in 2009 to increase seafood production and create jobs. It now comprises 18,000 private commercial fishers operating out of 160 fishing ports around the country, providing seafood to state markets and playing an important role in local economies. The new law is designed to prevent overfishing within this sector and provide benefits to private commercial fishermen that are already available to other self-employed individuals.

Finally, the law includes a process for updating rules and licensing systems for Cuba's emerging recreational fishing sector.

Decarbonizing the Caribbean Maritime Sector

Government and private stakeholders have expressed their support for climate action in the Caribbean, with a focus on decarbonizing the shipping sector. This came from a regional workshop on Capacity Building for Climate Mitigation in the Maritime Shipping Industry, held at the Chaguaramas Campus of the University of Trinidad & Tobago in July, as reported in *International Shipping News*,

—Continued on next page



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Participants were updated on pilot projects completed by the Maritime Technology Cooperation Centre (MTCC-Caribbean). One of the most important is a voluntary regional online reporting system to track energy-efficient technology and fuel consumption onboard ships within the Caribbean. This has enabled the completion of baselines and databases for:

- greenhouse gas emissions;
- an Energy Efficiency Operational Indicator for ships calling at Caribbean ports;
- energy efficient technologies used on board ships calling at ports in the Caribbean;
- the type of fuel consumed by vessels within the region.

A working group was established to address challenges, including securing funding and obtaining full political support at the national and regional levels. The MTCC-Caribbean will play a key role in propelling the Caribbean forward with decarbonization in the shipping sector, in line with the Global Maritime Technology Cooperation Centre strategy.

The workshop was attended by more than a hundred international, regional and local participants. They represented government ministries, maritime administrations of various Caribbean states, major ports, private sector stakeholders including BP Trinidad and the Carnival Corporation, the Caribbean Marine Environment Protection Agency, the Women in Maritime Association - Caribbean and the Research Institutes of Sweden.



WIKIMEDIA

Plastic Recycling Project Launches in St. Lucia

The RePLAST OECS project seeks to create a sustainable economic model for the management and recycling of plastic waste in the Caribbean, particularly between the OECS Member States and the French Departments.

The two-year pilot project will be carried out in St. Lucia. It will focus on testing approaches and systems for setting up a plastic waste collection and recycling scheme through export, from St. Lucia to Martinique.

Felix Finisterre, Senior Project Manager, highlighted the opportunity for OECS islands to supply the EU-funded industrial plant in Martinique that specializes in the recycling of plastic bottles. "Just 33 kilometres away in Martinique there is a SIDREP plant which is operating way below capacity and this is because of a shortfall in the supply of raw materials — even though they are collecting all the PET bottles from Martinique, French Guiana and Guadeloupe. This project is intended to be a pilot project for the OECS region, targeting used PET bottles to be collected at the community level and then be exported to the SIDREP plant in Martinique."

The RePLAST OECS project is funded primarily by the French Ministry of Foreign Affairs through its St. Lucia-based Embassy to the OECS, with support from the Government of St. Lucia, the OECS Commission, the private sector and civil society in St. Lucia. The OECS Commission will provide monitoring and evaluation support to ensure that the data, lessons and best practices are well documented and can be used to develop a harmonized methodology that is customized to the OECS region.

EPIC Announces New Executive Director

Environmental Protection in the Caribbean (EPIC), Inc. reports: Our new Executive Director, Tabitha Stadler, is taking on this leadership role on the cusp of EPIC's 20th anniversary in 2020. Stadler boasts nearly 30 years in the conservation arena, most recently as Acting Director with Audubon Florida's Corkscrew Swamp Sanctuary and previously on the leadership team of the Rookery Bay National Estuarine Research Reserve, both in southwest Florida. She's overseen research projects, conducted strategic planning, created public relations plans, and managed numerous budgets and staff.

Stadler previously held positions with Collier County, Florida, and worked with SeaGrant, the Tampa Bay Estuary Program, the Florida Fish and Wildlife Research Institute. She was a business owner of Geoblue Coastal Management Solutions. She served as the Florida State lead on environmental education in the Gulf of Mexico Alliance, and conducted marine research in the Caribbean during her undergraduate years at the University of the Virgin Islands, St. Thomas.

Stadler is currently stationed on St. Thomas, US Virgin Islands, but expects to split time between the Caribbean and her home in Florida.

When asked what she has planned, Stadler said, "EPIC is a fantastic conservation organization that works directly with Caribbean communities to support priority conservation objectives, which also supports local economies and capacity building. We'll be working on our conservation initiatives for the next 20 years, strengthening our focus on critical and underserved niches, and working with partners to leverage the talents within the Caribbean region. If you haven't heard of EPIC, you need to check us out."

Visit epicislands.org for more information.

Greening the Eastern Caribbean Economy

The OECS Green-Blue Economy Strategy and Action Plan — the first of its kind to combine "green" and "blue" economy strategies for sustainable development — will be advanced under a Memorandum of Understanding signed in June between the Caribbean Natural Resources Institute (CANARI) and the Organisation of Eastern Caribbean States (OECS) Commission.

CANARI will work with the OECS to develop and implement the plan, which will keep the OECS at the forefront of global dialogues on sustainable development in a small island context.

—*Continued on next page*

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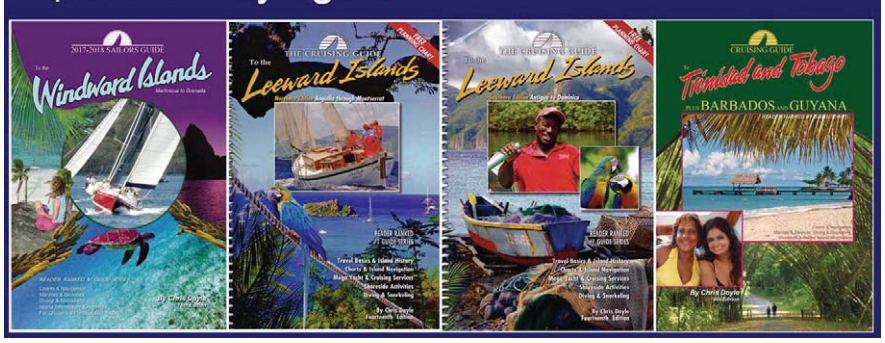
Street's pilots include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

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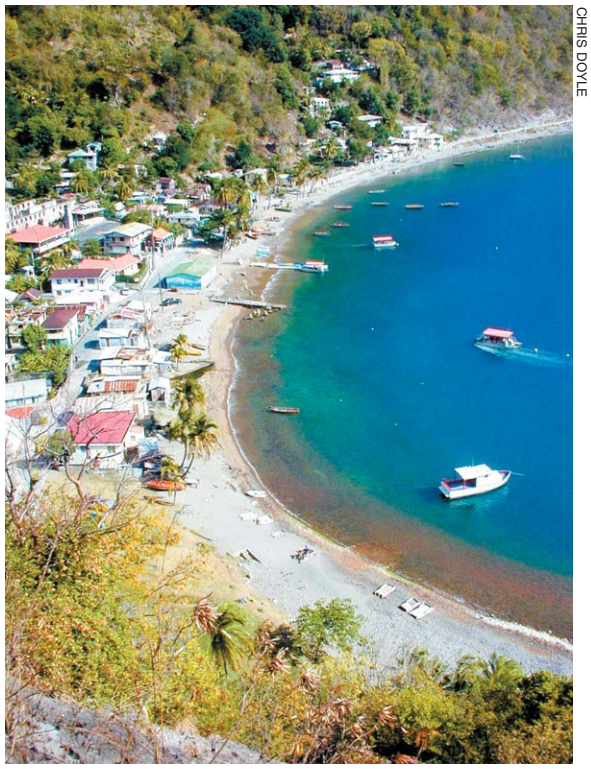
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—*Continued from previous page*

A green economy is one that minimizes ecosystem degradation, and is low carbon, resource efficient and



CHRIS DOYLE

socially equitable. Within this, a blue economy focuses specifically on coastal and marine resources. In an OECS green-blue economy, growth in employment and income levels is driven by investment into economic activities, assets and natural infrastructure. The goal is to conserve biodiversity and ecosystem services that are critical to OECS countries and territories.

Director General of the OECS Commission, Dr. Didacus Jules, noted that "with limited financial, environmental and human resources, and with the devastating impacts of climate change already being felt in the Eastern Caribbean, now more than ever the OECS needs to focus on future solutions that enable economic growth while preserving invaluable biodiversity and improving the region's resilience to natural disasters and climate change."

Development of the OECS Green-Blue Economy Strategy and Action Plan was mandated by the OECS Council of Ministers for Environmental Sustainability to build on the 2018 study by CANARI. Here are two of their recommendations:

- developing a clear programme of policies for greening priority economic sectors;
- creating regulatory, fiscal and financing policies and programmes which support micro, small and medium enterprises.

The OECS Green-Blue Economy Strategy and Action Plan will be presented to the OECS Economic Affairs Council and the Council of Ministers for Environmental Sustainability in early 2020. This will improve the ability of the OECS to access global funding for climate change resilience, and direct foreign and local investment towards inclusive and sustainable economic activities.

Read the full story at https://pressroom.oecs.org/oecs-to-establish-green-blue-economy-strategy-and-action-plan-with-canari

Bonaire Hosts Fishing Line Dives

Sea Turtle Conservation Bonaire reports: Nolly, a local divemaster, found a female hawksbill entangled in fishing line at Monk's Haven (Klein Bonaire) at a depth of 85 feet. The fishing line was tangled around her neck and right front flipper, cutting off her circulation. The line also got stuck on a piece of coral, which meant that the turtle was unable to go to the surface and would have drowned without help.

Nolly, together with friends Jennifer and Haines, managed to bring the turtle up to the surface and then onto their boat. There, they were able to cut the lines around the turtle's neck and flipper, after which the turtle could be released. A very big thank you to Nolly, Jennifer and Haines! Without their help this nesting hawksbill would likely have drowned.

STCB has organized a number of Fishing Line Clean-Up Dives over the last few months, at both the South and the North Pier. During these dives, volunteers have helped us to collect as much fishing line as possible to protect our turtles.

The next clean-up dives will take place on September 15th, October 19th and November 24th. If you would like to join, please keep an eye on our Facebook page or send an e-mail to cepa@bonaireturtles.org.

Young Climate Change Activists



OECS

Youth Amabassadors Ashneil Jeffers from Montserrat and Jevanic Henry from St. Lucia advocate climate resilience actions.

Raise Awareness

Two young environmental activists from the Eastern Caribbean recently participated in the third edition of the Peace Boat's Ocean & Climate Youth Ambassador Programme. St. Lucian Jevanic Henry and Montserratian Ashneil Jeffers drew the attention of the international community to the urgent necessity to accelerate climate resilience actions in the countries of the Eastern Caribbean.

Peace Boat is a global non-governmental organization established for the purpose of raising awareness and building connections internationally among groups that work for peace, human rights, environmental protection and sustainable development (https://peaceboat.org). Peace Boat's Ocean & Climate Youth Ambassadors Programme, launched in 2017, aims to highlight the stories and experiences of young people who are at the frontlines of climate change and ocean degradation by amplifying their voices.

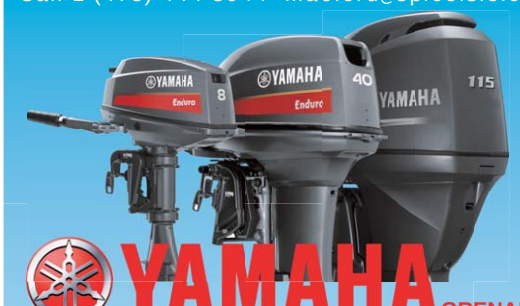
For many years, Jevanic Henry has been deeply involved in a series of initiatives to raise awareness on environmental issues in his home country and regionally. Thanks to funding from the Peace Boat's Ocean & Climate Youth Ambassador Programme and the OECS, the 22-year-old was able to take his message to the international arena.

Ashneil Jeffers, who has been engaged in non-governmental organizations as a volunteer for many years, also participated in the programme thanks to funding from the Government of Montserrat and the Waitt Institute.

They joined a group of six youth ambassadors, who represented other Small Island Developing States including Fiji, Tuvalu, Palau, Singapore, Seychelles, and Trinidad & Tobago. The young leaders boarded the Peace Boat on a mission that aimed to amplify the call for action to address climate change and ocean degradation. The youth ambassadors began the journey in Malta on May 24th and, after port calls en route, reached New York City on June 9th, just in time to participate in activities held in collaboration with the United Nations for the observation of World Oceans Day 2019.

"We [citizens of Small Island Developing States] are not the major contributors of climate change but we stand to be greatly affected. This is why, through this programme, we were able to meet with people from Granada (Spain), Morocco, and Portugal and bring our story to them in an effort to influence positive change," Youth Ambassador Henry said.

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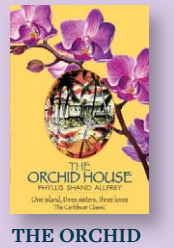
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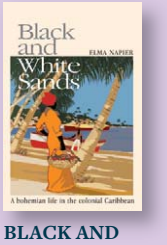
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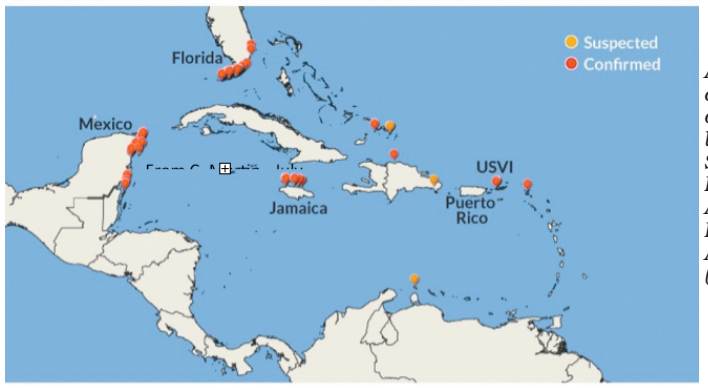
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Sharing Knowledge to Tackle Emerging Coral Disease

by Emma Doyle

Experts from around the Caribbean region met last month at the Eco-Discovery Centre in Key West, Florida, to share information on an emerging and unprecedented threat to Caribbean coral reefs. This coral disease was first documented in Florida and is now being reported at sites across the Caribbean region.

Mapping cases of stony coral tissue loss disease



A map showing currently affected and suspected locations with Stony Coral Tissue Loss Disease from Atlantic & Gulf Rapid Reef Assessment (www.agrra.org)

Since 2014, the Florida Reef Tract has been severely impacted by a newly documented coral disease which scientists are calling "Stony Coral Tissue Loss Disease" because it affects only hard stony corals and is characterized by the rapid loss of live coral tissue. *(See "Tackling New Threats to Caribbean Coral Reefs" in the February issue of* Compass *at www.caribbeancompass.com/online/february19compass_online.pdf)*

The disease has rapidly spread across coral reefs from Palm Beach to the lower Florida Keys and in the last year has been reported elsewhere, including Mexico, Jamaica, St. Maarten, the Dominican Republic, the US Virgin Islands, the Turks & Caicos Islands, and Belize.

"Stony Coral Tissue Loss Disease affects some of the slowest-growing and longest-lived reef-building corals, including the iconic brain corals, star corals and pillar corals," explained Dr. Andy Bruckner, Research Coordinator at Florida Keys National Marine Sanctuary, where the meeting is taking place.





Above left: This grooved brain coral has been treated to stop spread of Stony Coral Tissue Loss Disease over the colony, which could otherwise progress rapidly and spread to other nearby corals.

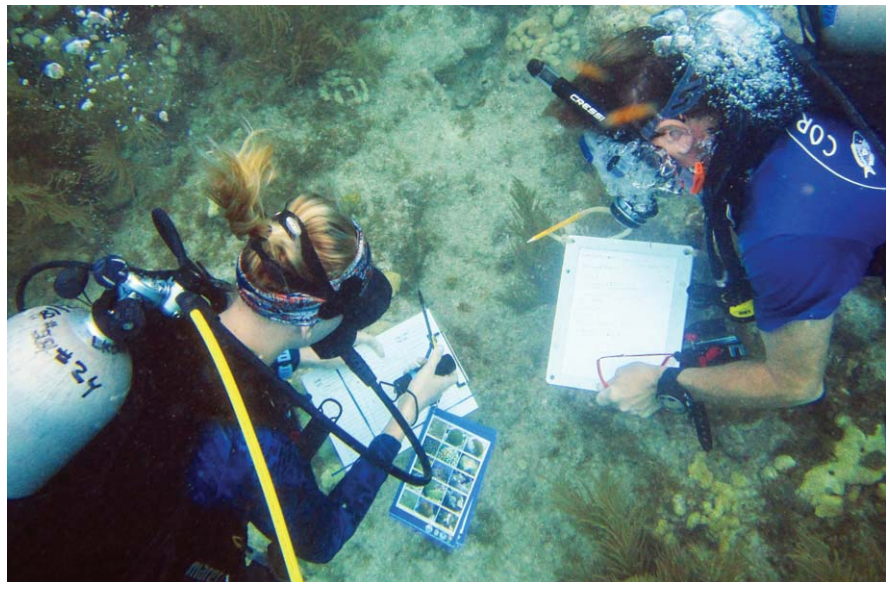
Above right: Dr. Karen Neely from Nova Southeastern University does a pre-dive briefing with participants from Belize, St. Maarten and the Dominican Republic about the identification and treatment of Stony Coral Tissue Loss Disease.

"Scientists from NOAA and the state of Florida, sanctuary managers and academic partners have been working to document the outbreak, identify causes and contributing factors, and develop treatments and interventions," he added.

As the disease has begun to be reported in other parts of the Caribbean, experts from Florida are sharing their valuable knowledge with counterparts around the region to help them identify the disease and learn how to respond once it has been documented. The learning exchange included 22 participants from 17 countries and territories of the Caribbean.

"The visitors saw first-hand how this disease has impacted Florida's coral reefs. With local experts, they learned about monitoring for and treating the disease and about local efforts to save this incredibly important ecosystem," explained Dana Wusinich-Mendez from the NOAA Coral Reef Conservation Program.

"The visitors were not only learning from Florida's experience but were also sharing with their hosts and with each other. The gathering was an important opportunity to exchange information and experiences about the disease progression and status of response efforts in other affected countries."



Above: Research Coordinator Dr. Andy Bruckner from the Florida Keys National Marine Sanctuary assists a visiting ranger from Statia Marine Park to correctly identify Stony Coral Tissue Loss Disease at Looe Key.

Below: Marine biologist Argel Horton from the BVI learned how to treat a lesion on a mountainous star coral at Looe Key.

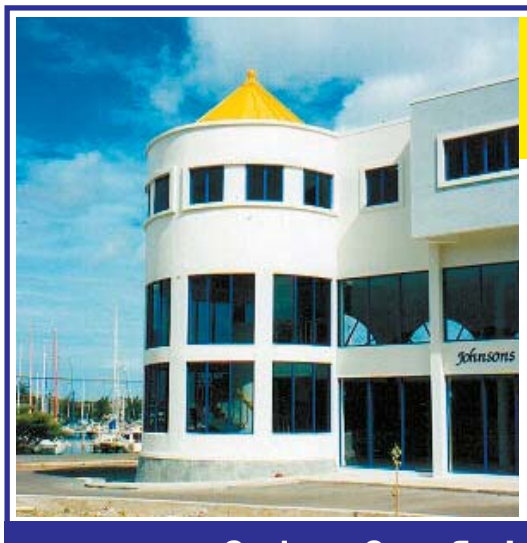


Argel Horton from the Ministry of Natural Resources, Labour & Immigration of the British Virgin Islands commented, "Given the significance of coral reef ecosystems to our islands, it's imperative that we join forces with scientists, communities and the authorities to find possible solutions to this issue. By exchanging ideas and sharing expertise with other countries, we hope to keep pace with advances in managing the disease. We are learning from our Florida hosts that once the disease has been reported, it is essential to respond rapidly to prevent it from spreading to a wider area. What we learn at this meeting is giving us a head start to face this disease."

Superintendent of Florida Keys National Marine Sanctuary, Sarah Fangman, welcomed the visitors and commented: "Everyone here is aware of the vital role corals play in our region. In the Florida Keys, coral reefs help to support some 33,600 jobs and bring over $2.1 billion to the local economy. While the situation is urgent, it is not too late to save this incredibly important ecosystem. Corals are resilient if given the chance and the enabling conditions for their growth and survival."

The meeting was an initiative of the MPAConnect Network, which comprises marine protected area managers in ten Caribbean countries and territories, working in partnership with the Gulf and Caribbean Fisheries Institute and the US National Oceanic and Atmospheric Administration's Coral Reef Conservation Program, with funding from NOAA CRCP and the NFWF Coral Reef Conservation Fund.

Contact Emma Doyle at emma.doyle@gcfi.org for more information.



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REGATTA NEWS

Entries Coming in for Grenada Sailing Week

Rosie Hoggarth reports: With registration now open for the Island Water World Grenada Sailing Week 2020, we are seeing a number of entries in all classes, ranging from Rob Butler's sporty Reflex 38, *Touch2Play Racing* to Mathew Barker's classic Alfred Mylne 65, *The Blue Peter*. Grenada Sailing Week, which runs January 26th through 31st, is one of the few regattas in the Caribbean to have its own Classic Class. Everyone is welcome to come along and watch these elegant ladies out on the water. If you have a classic boat and would like to race, participants who register and pay before November 30th, pay the reduced fee of US$90. After that, the fee goes up to US$130.

Our two host venues are Camper & Nicholsons Port Louis Marina on the west coast of Grenada and Secret Harbour Marina on the south coast. Our Race Day sponsors, Grenada Tourism Authority, Sea Hawk Paints, and Mount Gay Rum, promise exciting prizes and parties with live music every night. This year, the "Grand Finale" is moving to a yet to be announced location, where we promise there will be palm trees, cocktails, live music, and dancing with the sand between your toes.

Grenada Sailing Week Classes include CSA classes, J/24s, Classic Class, and Carriacou Sloops. Consideration will be given to PHRF or other classes, such as Bareboat, depending upon sufficient entries (minimum of five boats).

Visit https://yachtscoring.com/emenu.cfm?eID=9522 to register online.

Check our website www.grenadasailingweek.com for more information, including NoR, and to sign up for our newsletter, or e-mail us at info@grenadasailingweek.com.

TIM WRIGHT / PHOTOACTION.COM



The Blue Peter *racing in Grenada Sailing Week 2019*

October's Interline Regatta Launches BVI Season

For 37 years, The Moorings Interline Regatta has launched the sailing season in the British Virgin Islands with races, parties, and fun on the water. This once-niche annual event has grown into an international celebration attracting boaters and spectators of all types and skill levels.

The organizers strive to maintain the integrity of the original foundation for the event, which was to host members of the airline industry. For this reason, one current or prior employee of the airline industry is required to be on board to enter a boat into the regatta. Otherwise, reserve a spectator boat and join in the festivities! Please be sure to tell your Moorings Vacation Planner which airline you will be representing when you book your yacht.

The Interline Regatta is unique in that it is organized and hosted exclusively by The Moorings and the race classes are comprised entirely of Moorings charter yachts, ensuring a level playing field for competitors. Each race boat races under their airline's banner, creating a fun competitive atmosphere.

—Continued on next page



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Additionally, rather than utilizing a "home-base" marina, the fleet travels to a new island each day, ultimately circling the entire BVI chain. This creates a versatile regatta experience that is different from year to year.

The 2019 edition of the Interline Regatta will be held October 8th through 17th.

Visit www.moorings.com/regattas-and-events/interline-regatta for more information.

Round Martinique Regatta: Racing and a Rally



Following the great success of this year's Round Martinique Regatta, the organizers are already hard at work preparing for the 35th edition next year. From February 13th through 16th, Martinique's coastlines will once again play host to the monohulls and multihulls taking part in the four races of the tailor-made program: the Round Raid, the Round Rally, the Round Rock, and the Round Bay.

Organized by the Yacht Club de la Martinique, with the support of the Ligue de Voile, and in partnership with the Club Nautique le Neptune, the Club Nautique du Marin, the Association Ven Dan Vwèl 972, and the Open The Bar Association, the Round Martinique Regatta 2020 is the must-see sailing event in Martinique and the perfect blend of competition, discovery, and joie de vivre.

The Round Raid competition, designated for the most experienced racers, will start on February 13th from 10:00PM onwards. Leaving Fort de France, the crews will rally towards Sainte-Anne, sailing around the north of Martinique along the Atlantic coast. The next morning, on Friday 14th, the rest of the fleet will set off southward to arrive at Sainte-Anne at the same time as the overnight sailors. After the rally, the two groups will be able to catch up and share stories from their respective sails.

The next day, February 15th, all the competitors will set off towards Diamond Rock on the renowned Round Rock course, a race where this iconic landmark will be the definitive milestone along the route.

Finally, on Sunday, February 16th, the competing boats will battle it out on either technical or coastal courses, depending on which category they have selected.

Located on the waterfront in Fort de France, the official race village will be the epicenter of the Round Martinique Regatta. Not only reserved for the competitors, it's also a space where spectators can find out more information as well as enjoy the entertainment put on by the organizers and various partners. The village will be open from February 13th through 16th.

Contact ycmq972@orange.fr for more information.

Caribbean Multihill Challenge Entry Open

Steve Burzon reports: We have now put the finishing touches on the 2020 Caribbean Multihull Challenge Notice of Race and arranged for a new supplier for online entries and for calculating finish times. Find this info at www.smyc.com/caribbean-multihull-challenge

Highlights for 2020:

Registration, skipper's meeting, and welcome party at the Sint Maarten Yacht Club.

Friday racing begins and ends in Simpson Bay with prizegiving and after-race party at Port de Plaisance. (Special dockage rates available for CMC entrants.)

Saturday racing begins in Simpson Bay and ends in Grand Case on the French side. Beach games, after-race party, and prizegiving at Captain Frenchy's and at Rainbow Beach Café. (Water taxi service available for racers choosing to spend Saturday night in Grand Case.)

Sunday racing begins in Grand Case and ends in Simpson Bay. After-race festivities and prizegiving again at the SMYC.

—*Continued on next page*



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As a special feature for 2020, yachts that enter both the CMC and the 40th Heineken Regatta (March 5th through 8th) will be eligible to win an Oris Swiss watch for the combined regatta winning score.



LAURENS MOREL / SALTY COLOURS

Saturday in Grand Case will be special, from a buffet dinner at Rainbow to an after-after-party at the Blue Martini down the street.

Official entry is now open!

Visit www.smyc.com/caribbean-multihull-challenge for more information.

New Dates for Two Antigua Regattas in 2020

The Antigua & Barbuda Marine Association reports: The Antigua yacht racing calendar is one of the most all-encompassing, challenging, and competitive on the Caribbean yacht racing circuit.

Just over ten years ago the Antigua Classic Yacht Regatta and Antigua Sailing Week were the bookends to the Caribbean calendar, but the addition of a superyacht event and the now infamous RORC Caribbean 600 has meant that every campaigning yacht, race charter, Caribbean boat, and privately owned cruiser and racer has a reason to come to Antigua at least once each season.

In 2020, the Superyacht Challenge Antigua will have a new slot in the calendar: from March 11th through 15th. "The format of racing and parties will be the same, but we have a provision to include a Round Antigua Race, should conditions permit," says organizer Paul Deeth. The tenth anniversary edition of the Superyacht Challenge is set to be record-breaking, with 15 yachts, including five J Class yachts, expressing interest in attending.

For the Antigua Classic Yacht Regatta, the new dates have become April 1st through 7th to allow more boats to attend the regatta before leaving the region for the season. In addition, a new race will start at Rendezvous Beach and will add variety to the courses.

The RORC Caribbean 600 still runs from February 24th through 28th. It will be preceded by the Antigua 360, a great opportunity for crews to test the boat prior to the 600.

The end of the Antigua season is still Antigua Sailing Week, which will take place April 26th through May 3rd. For both ASW and the RORC Caribbean 600, a huge choice of bareboat charter (for ASW) and race charter boats will be available.

Starting on May 6th, the finale to the Caribbean racing season will be the fourth Antigua to Bermuda Race, beginning from Fort Charlotte in English Harbour. The 900-nautical-mile race brings boats in company to Bermuda before the start of the Newport and Solent seasons.

Visit www.abma.ag for more information and to see the complete list of yachting and marine events in Antigua.

YOUTH SAILING NEWS

Lettsome 19th at Youth Sailing World Champs

In July, 17-year-old British Virgin Island sailor Thad Lettsome finished in 19th position at the 2019 Youth Sailing World Championships, held July 13th through 20th in Poland. The Youth Sailing World Championships is the pinnacle event for youth sailors. Held annually since 1971, it highlights sailing's future Olympic, America's Cup, and professional superstars in the sport. Competing in the Laser Radial, Lettsome faced 56 other sailors from around the world in this one sailor per nation event. Lettsome achieved three top-ten finishes across the nine-race series, remaining composed, showing good tactical skills, and sticking to his plan for each race. This was Lettsome's third time at the Championships, where he finished in 33rd place in 2017 in China and 14th in 2019 in the USA.

Lettsome also finished in 19th position overall at August's 2019 Pan Am Games in Peru. Representing the BVI in the Laser, Lettsome is the first sailor to have this honour for over 20 years.

Regional Competitors for PanAm Games

CSA reports: Twelve Caribbean countries entered a total of 29 competitors in the 2019 Pan American Games in Lima, Peru. The sailing competition was held at the Yacht Club Peruano in the city of Paracas from August 3rd through 10th. After an initial postponement due to weather, all races were back on track.

The Caribbean countries and territories that entered competitors were: Antigua & Barbuda, Aruba, Barbados, the British Virgin Islands, the Cayman Islands, Cuba, Dominican Republic, Puerto Rico, St. Lucia, Trinidad & Tobago, and the US Virgin Islands.

Visit www.lima2019.pe/en/results for full results.



CARRIACOU IN FULL COLOUR

by Katrina Kelshall

Carriacou Regatta Festival is a vibrant mix of the indigenous boats regatta, hosted out of the Regatta Jupa on Main Street in Hillsborough (the capital of this picturesque smugglers' cove); and the simultaneous "yachtie" regatta sailed out of Tyrell Bay.

The local boat side this year was made up of three classes of Carriacou Sloops — Traditional, Class A, and Small Decked — as well as a Long Open Boat Class and a Small Open Boat Class.



ALEXIS ANDREWS/PHOTOGRAPHY & FILM

Plus there were Laser and Optimist races on the Sunday and Monday to include the junior sailors, and a special "Ya Gotta Regatta" kids' day.

The local sloop races famously sport the slogan "No Rules, No Restrictions" and Carriacou Regatta is welcomed as the last real, pure racing regatta in the Caribbean for locally designed and built boats. Much of the island's historic boatbuilding tradition was eloquently recounted in Alexis Andrews' poetic film *Vanishing Sail*, and a number of the sloops featured in the film were present in Carriacou for the 2019 regatta, held August 2nd through 5th.

Sponsors for the 54th running of this event included Pure Grenada/Government of Grenada Tourism, Incognito Adventures, Wayne's Auto Rental Services, Republic Bank, Isle of Reefs Tours, the National Lottery Association, and Netherlands Insurance.

The regatta annually ignites Grenada Carnival week, and in Carriacou there is a festival atmosphere. The place is decorated with bright bunting and there's music jamming. Fireworks, a variety of fun sports competitions — including donkey racing down Main Street, model boat racing, drumming and dancing, and the time-honored and always hilarious greasy pole competition — all add to the merriment. The Ya Gotta Regatta kids' day included face painting and homemade coconut boat races, so there was fun for all ages.

This year, the First Annual Carriacou Regatta Festival Lifetime Achievement Awards were presented. Boatbuilder Alwyn Enoe, on hand to receive his award, was presented with a painting by Susan Mains of the sloops *Genesis* and *Exodus*. The families of Jessie Compton, Gordon Patrice and Zepherine MacLaren accepted Awards posthumously in those gentlemen's names.

Meanwhile, in neighbouring Tyrell Bay, the yachtie regatta was made up of two classes: Cruising Class, where CSA rating was applied by Race Officer James Benoit, and a Fun Class, whose looser rating system was based on CSA but really just made the regatta all-inclusive.

The jovial skippers' briefing took place at The Lambie Queen on the Thursday. Three days of racing in fresh breezy conditions ensued. The Sunday was Lay Day, giving the yacht racers a day to enjoy the festivities in Hillsborough. The first yacht race was the Round the Island Race sponsored by Mount Gay Rum, which ensured all participants got their prized red cap emblazoned with this year's insignia. The second day's racing was co-sponsored by Island Water World and Tyrell Bay Enterprises (The Slipway, Technical Marine Management, and Big City Grill). The final race was sponsored by Budget Marine.

In a repeat of last year's victory, *Fantasy Forest,* Remi Henriot's French-flagged



SCOTT WILKS // NCOGNITO ADVENTURES (2)

Above: Carriacou sloops racing on home turf.

Bottom: Boatbuilder Alwyn Enoe was a recipient of the Carriacou Regatta Festival Lifetime Achievement Award.

1987 Jeanneau one-tonner, won overall in Fun Class. Likewise, *Free Spirit,* Jerry Stewart's locally based Luders 27 from 1955, won CSA Cruising Class for the second year in a row — with three bullets. The friendly little prizegiving ceremony was held at the Slipway Restaurant.

Don't miss next year's Carriacou Regatta Festival. It's a colourful jamboree of local boats, Carriacou-built boats returning to race, foreign yachts that have made the Caribbean their home — vessels from near and far. Add to that the unique shoreside euphoria, and it's the event of the summer.

Dates for next year's Carriacou Regatta are July 31st through August 3rd.

The results given below are to the best of our knowledge as this issue of *Compass* goes to press!

Carriacou Regatta 2019 Winners

Carriacou Sloops

TRADITIONAL
1) *Genesis*
2) *Mageeta*
3) *Free in St. Barth*

CLASS A (Large Decked Sloops)
1) *Love Roses*
2) *Glacier*
3) *American Dream*

CLASS B (Small Decked Sloops)
1) *Maristella*
2) *Runaway*

ROUND ISLAND RACE
1) *Glacier*
2) *American Dream*
3) *Genesis*

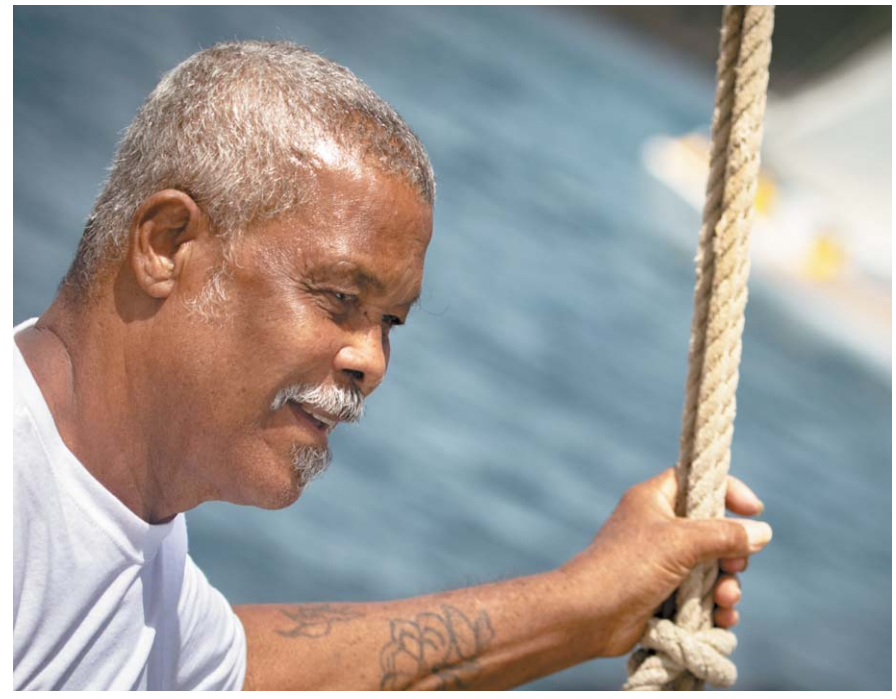
Lasers

1) Rakim Clement, Carriacou

Yachts

CRUISING
1) *Free Spirit,* Luders 27, Jerry Stewart
2) *Galatea*, 1899 Custom One-Off, Judd Tinius
3) *Chao Lay*, Beneteau 45, Alex Johnstone

FUN
1) *Fantasy Forest*, Jeanneau one-tonner, Remi Henriot
2) *Yellow Bird,* Spencer 44, Andy Smelt
3) *Machine*, Andy Russell



USVI Marine Vocational Training:
'MY BROTHER'S WORKSHOP'

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

"Practical. Holistic." These are words that Jenny Hawkes, Executive Director for My Brother's Workshop (MBW) chooses to describe her organization's development.

Their website statement makes clear where they are coming from and where they are going:



ORIEL BLAKE (2)

Trainees develop skills and pride in craftsmanship.

Project Name: *My Brother's Workshop - Marine (MBW-Marine)*

This is a program that is being created as an adjunct to My Brother's Workshop. My Brother's Workshop is a non-profit Virgin Islands charitable corporation. It has been organized to provide hope, faith, and purpose to at-risk and high-risk young people in the USVI by offering mentoring, counseling, paid job training, education, and job placement.

The MBW-Marine program focuses on youth, both male and female, ages 16 to 24 who have dropped out of school, are marginally literate, and live in poverty or are homeless. Many of these individuals have been involved in gang or gang-related activities or/and have a juvenile criminal record.

Problem Statement/Need: *In the US Virgin Islands, there is no marine trade school, and as a result an insufficient number of skilled marine maintenance mechanics. Since the 2017 hurricanes the demand for marine maintenance services has increased beyond the means of the existing local boatyard workforce, while unemployment still soars, and young adults turn to crime instead of work. This project proposal provides a means of hurricane relief at the same time as employing at risk youth in the US Virgin Islands, whose opportunities since the 2017 hurricanes have waned.*

Project Description: *Using the My Brother's Workshop facility to begin with (as grant money improves there is the option for a purpose-built facility), and donated vessels and engines with which to train, students will learn all basic marine maintenance services including antifoul, fiberglass, welding, two- and four-stroke outboard maintenance, diesel engine and generator maintenance, hydraulics, plumbing, marine electronics, carpentry and boat rigging. Activities are supervised in a safe designated workshop environment until apprentices develop active marine maintenance skills for work in active boatyards. We have full-time staff members that are trainers and in addition we pay the students stipends and then hourly wages. When they graduate, we help them find employment in the local community.*

Starting out in 2007, MBW had only four trainees. Now, 120 to 150 youth, ages 16 to 24, receive training annually. Trainees learn fiberglassing, welding, carpentry, and the shaping/bending of wood.

"Our trainees are different youth from different walks of life. Instead of seeing these youth as disadvantaged, we believe they just haven't found out what they're passionate about yet."

While MBW started out with limited facilities, they now also offer training within their café/bakery in downtown Charlotte Amalie, and an engineering department including lasers, routers, programming and classroom facilities where trainees who have not completed their high school diploma spend half their day inside the classroom and the other half with hands-on vocational training. "It's not optional," says Jenny. "In order to get the vocational training the trainees must spend half their day in the classroom. Schoolwork is done on premises. We use the Penn Foster online program and ensure they get the oversight and assistance to succeed."

Another component of MBW's holistic approach is a staff of three social workers employed to help challenged youth get through this pivotal time in their lives. Two located in St. Thomas and one in St. Croix, these social workers help trainees to see their positive sides, instead of what can be a negative focus in the standard school system focused on academic progress and grades.

Jenny Hawkes reminds us, "We see MBW as filling an important need: vocational training. Not all talents are covered in reading, writing and arithmetic. Like the talents developed in music and art, we see trades as more like functional art. Trainees come to see the products they create or work on as very positive and legitimate.



On July 19th, MBW-Marine launched Grace, a seven-foot rowboat complete with oars the trainees made from scratch.

"We possess the tools and equipment to teach fiberglass, steel and woodworking fundamentals so that trainees can secure jobs in vessel repair and maintenance. Eventually, we plan to include engine maintenance and repair. We see ourselves as the 'mechanical side' and Virgin Islands Professional Charter Association's Marine Program (VIPCA) as preparing individuals for 'on the water' jobs. It is important to MBW not to duplicate services. VIPCA's marine program (see last month's *Compass*) and ours meet two distinctively different purposes."

On July 19th, MBW-Marine launched their first vessel from the program. Christened *Grace*, the seven-foot rowboat is complete with oars the trainees made from scratch. Discussion is under way for what vessel will be built next.

MBW-Marine. Practical, holistic — effective!

As this issue of Compass *goes to press, Ellen Birrell is finishing her 50th six-day, eight-passenger High Adventure charter for Scouting USA. This summer began collaboration with the University of the Virgin Islands to begin STEM sailing trips. Ellen and her partner, Jim Hutchins, had Scouts sailing, snorkeling and conducting citizen science onboard their* S/V Boldly Go.



DIVE ART AND MORE FROM HURRICANE DEBRIS



Above: 'We wanted to celebrate the Willy T by creating an interactive homage to the BVI's pirate history.'

WHY would someone plan to sink three hurricane-damaged small planes in the sea — after turning them into "sharks"? Or stage human skeleton figures made of rebar aboard a shipwreck?

Beyond The Reef, a British Virgin Islands-registered nonprofit, is doing all that and more, with the following goals:

- To recycle derelict vessels that would otherwise be disposed of.
- To create artificial reef in areas that are in need of additional habitat for marine life.
- To create positive publicity and tourism for the BVI while increasing viable and fun dive sites.
- To use this "product" to generate revenue in the form of diver donations that then benefit local children's swim lessons.
- To create awareness within the local and international community for all of these causes.

Kendyl Berna tells *Compass*, "Beyond The Reef's founders are collaborators who are passionate about the ocean. Among us are an underwater engineer, an oceanographer, a metal sculptor and an environmental filmmaker. Together, with a little help from our community, we can create the most impactful artificial coral reef system on Planet Earth.

"We aim to create artificial reef systems for aquatic species to inhabit and thrive in where the seafloor is otherwise desolate or damaged as a result of storms or man. We can do that by recycling items — in particular larger vessels that were totaled as a result of Hurricanes Irma and Maria — that would otherwise be costly to dispose of and end up in a landfill. Moreover, we can do this in a visually interesting and aesthetically pleasing way to ensure that it is an impacting experience for locals and visitors and will generate positive publicity and tourism. We involve the local community in the build process to generate excitement and awareness for our oceans while simultaneously having the sites generate a revenue stream to fund swim programs for local children."

—Continued on next page









Below: After the storm-damaged Willie T was salvaged and adorned with sculptures made of rebar, she was sunk off Peter island.

—*Continued from previous page*

Beyond The Reef has spent the past several months successfully obtaining all the necessary approvals to sink four craft in total. Three are small airplanes that are being turned into sculptures of sharks. The fourth is the infamous old *Willy T* party ship that was wrecked on the shore of Norman Island in Hurricane Irma.



Kendyl says, "We have now spent several months working to prepare the airplanes, which has included removing and relocating them from the airport, stripping them of all environmental hazards and now finally working to complete the sharks. So far we have shaped one of the sharks and will continue to make them as awesome as possible."

Meanwhile, the *Willy T* was also stripped of all hazardous materials and the crew cut holes in the deck for diver access points. Replete with "skeletons," cannons, a treasure chest, a plank to walk, and other piratical artifacts, the vessel was sunk with the assistance of Commercial Dive Services of the BVI in early August. Kendyl says, "The same type of hurricanes that wrecked these vessels in the first place could be upon us again, so it was imperative that we had them securely sand-screwed down to the seabed before the peak of hurricane season."

The wreck of the *Willy T* is now located in Key Bay, Peter Island, in 60 feet of water on a sandy bottom, next to a reef wall that rises to 20 feet. The crow's nest is at about 40 feet, so snorkelers can also enjoy the wreck. Kendyl tells *Compass*, "Already since sinking her we've had reports from divers that horse-eye jacks are already schooling around the mast and barracudas are hanging out!

"We chose the *Willy T* in particular," Kendyl adds, "because it is such a notorious boat and a household name for locals and tourists alike that we wanted to further celebrate it by creating an interactive homage to the BVI's pirate history."

Beyond The Reef's art-reef projects are almost entirely funded by Chris Juredin at Commercial Dive Services BVI. In addition, the group has received art direction and fundraising help through Secret Samurai Productions. Beyond The Reef has also partnered with Philippe Cousteau's US-registered nonprofit EarthEcho International and plans to receive any US-based donations through it.

One of the main goals of this project is to raise funds for BVI children's swimming programs. As Kendyl explains, "We are suggesting a five-dollar donation from every scuba diver that visits one of our artificial reef wreck sites that will go directly towards programs that teach local children how to swim. Upon diving the wreck sites, a diver will be given information on the wreck itself along with the goal for the swim initiative and be asked to donate in exchange for a cool souvenir sticker to commemorate their dive and donation. We have gotten verbal 'yesses' from all of the dive companies in the BVI that they will participate in our plan."

Kendyl says, "When we realized that fewer than one third of the children living in the BVI know how to swim, we became dedicated to supporting learn-to-swim programs. Not only is swimming a fun, social and confidence-boosting activity that all children should be comfortable doing — especially when you live next to some of the world's most beautiful beaches — it is also a necessary skill to ensure safety when living in an island chain that requires using boats for transportation.

"Moreover, an inability to swim removes some of the best job opportunities that the BVI has to offer. The sea is the BVI's greatest resource for tourism and our hope is that once local children become comfortable swimming, they can dominate the lucrative fields of becoming boat captains, scuba diving instructors, sailing instructors, paddle boarding guides and surf instructors. And better yet, if kids can learn from a young age that some of the most fun and lucrative jobs in the BVI come from marine eco-tourism and preserving their natural resources, they will be less likely to need to exploit their resources in a damaging way.

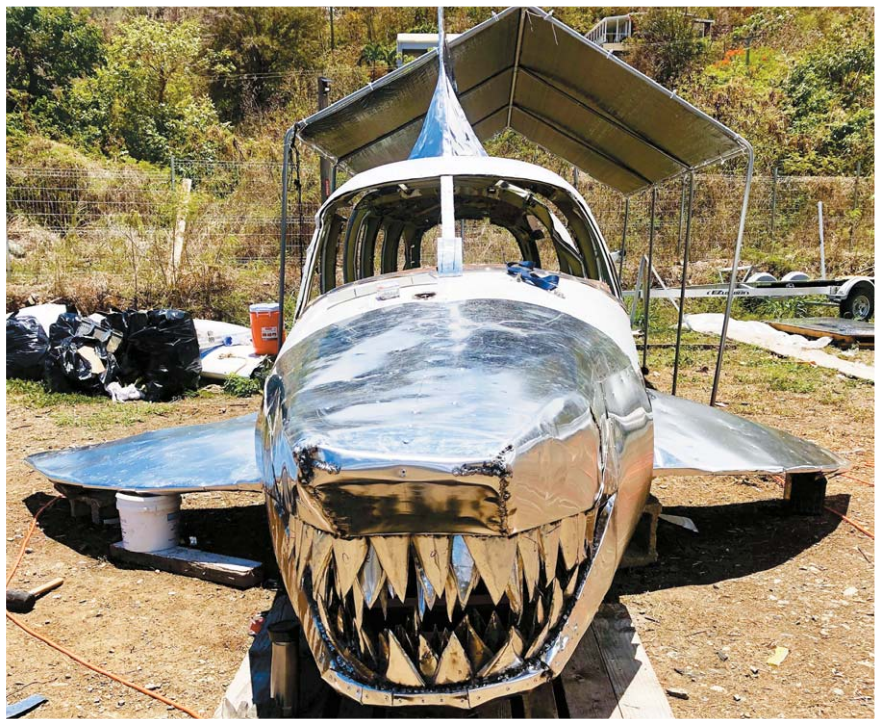
Kendyl adds, "We are hopeful that these wrecks-turned-sunken-art will generate a significant amount of positive publicity for the BVI. Currently, the BVI is a huge sailing destination but we are hopeful that we can make it similar to the Cayman Islands, where a tourist will come for an entire week specifically to scuba dive, once we are able to offer them a wider variety of dive sites.

"We hope that this platform will become a global example of how a tourism attraction, such as a shark airplane or an awesome sunken pirate ship artificial reef, can grow to be something far more than just a reef, and generate enough donation revenue that in ten years every child in the BVI will know how to swim."

Visit www.1beyondthereef.com for more information.

Left and below: The shark planes will be sunk in coming months.

Bottom: One of the main goals of this project is to raise funds for BVI children's swimming programs.





PLAN FOR FUN FROM NOW THROUGH YEAR'S END!

It's time to look at what the months before the "high" season might hold for you in the Eastern Caribbean!

Just because it's autumn you don't have to stay hauled out, or on a mooring, or at the dock. Pay close attention to the weather forecasts, have a firm escape plan in mind, and you can happily and safely cruise the Lesser Antilles and still hightail it out of harm's way in plenty of time to avoid a blow. Of course, if you're already in the ABCs, Colombia, Panama, Guyana or Suriname, rock on!

September

7 Cuba Virgin of Regla Boat Parade

The Maritime Procession of the Virgin of Regla is a boat parade held in Havana Harbor, Cuba. Visiting boats are welcome. Ask for details at Club Náutico Internacional Hemingway at Hemingway Marina, Havana. *yachtclub@cnih.mh.tur.cu*

7 Belize Carnival Jouvert

Held at daybreak, Jouvert involves participants covered in mud, paint, powder or chocolate "bacchanal-ing" through the streets of Belize City. It is part of the celebrations leading up to the commemoration of the Battle of St George's Caye Day, celebrated on September 10th each year.

https://rove.me/to/belize/belize-carnival

8 – 14 St. Lucia Dive Fest

This year's festival will include a dive treasure hunt, a lionfish derby, an underwater cleanup activity, and a photo seminar and competition. *www.stlucia.org*

19 – 22 St. Lucia Food & Rum Festival

Enjoy rum-infused menus with collaborations between the island's award-winning national culinary team and internationally acclaimed chefs, lectures on rum, chef demonstrations, tastings of over 40 rums from across the region, and concerts held on the Saturday and Sunday nights. The event attracts some of the best chefs, rum connoisseurs, food critics and gourmands not only from the Caribbean, but also internationally. *www.foodandrumfestival.com*

23 – 24 French St. Martin Patrimony Day

Each year, the third weekend of September is devoted to culture and to people wishing to discover historical monuments often closed to the public. Several excursions are organized for the public all over the island.

Contact Marigot Town Hall (0590) 87-50-04

28 – 4 Oct. Pure Grenada Dive Festival

Explore Grenada's underwater wonderland in the third annual Pure Grenada Dive Festival. It has something for everyone, whether you are a beginner or an advanced diver. Dive famous wrecks and be inspired by diverse marine life.

Purediving grenada.com/divefest/2019

October

9 – 12 Bonaire Regatta

The annual Bonaire Regatta consists of a sailing competition in the daytime and a festival at night. The race courses will run between Bonaire and Klein Bonaire and the Festival will be hosted in the streets of Kralendijk.

This year's Regatta promises to be one of the biggest in the recent years, with sailing races, a kid's corner, three stages with live entertainment every day and night, more than 25 food stands, an arts and crafts area and more.

www.regattabonaire.com

18 – 12 Cayman Cocktail Week

Cayman Cocktail Week is a celebration of all things sip-worthy in the Cayman Islands. 2019 will mark the seventh year running, with fun and interactive events almost every day. You could meet some of the top industry professionals, make your own gin, or go on a historical cocktail tour. *caymancocktailweek.com*

20 Tobago Blue Food Festival

Blue food? Yes, for more than 20 years, Tobago has celebrated a whole festival built around an edible tuber, dasheen, which turns blue when cooked. One food blogger says, "If you are adventurous in your culinary exploits, this event guarantees the exotic will be on the menu and it will be well prepared." The Blue Food Festival is held in the village of Bloody Bay. Bloody Bay is poorly protected, but a good anchorage is nearby at Parlatuvier Bay. *www.discovertnt.com/tag/blue-food-festival*

25 – 27 Dominica World Creole Music Festival

This three-day event brings together proponents of Creole music from Africa, North America and across the Caribbean. The 2019 line-up includes the Zouk All Stars,...

→

GWENITH WHITFORD



Head to Dominica for Creole music from across the Caribbean.



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www.wcmfdominica.com

27 St. Lucia Jounen Kweyol

This day celebrates the French-African dialect widely spoken in St. Lucia. A mix of Kweyol (Creole) food, music, games and folklore come together to give this festival a unique flavor. The celebrations are held in four chosen communities each year and St. Lucians express their culture by donning the traditional Madras wear in the week leading up to the events. *www.stlucia.org/summerfestival*

27 - 28 Trinidad Divali

Divali is the beautiful Hindu Festival of Lights, following a tradition brought to the islands by indentured laborers from India in the 19th century. Cruiser-tours are often arranged from Chaguaramas. *www.destinationtnt.com/events/divali*

November

7 – 10 Belize International Film Festival

The festival focuses on Central American and Caribbean films, as well as films from around the world. A recurring theme is the highlighting of relevant contemporary issues, such as poverty, abuse and poaching. An award category called "Best Environmental Film" was created to further acknowledge and solidify Belize's commitment to environmental awareness. *www.belizefilmfestival.com*

7 – 11 Caymans Pirates Week

Celebrating 42 years of Cayman culture and pirate folklore with music, street dances, competitions, games, traditional dishes and drinks, a Pirate Pooch Parade, a children's fun day, teen dances, two parades, a pirate invasion and fireworks displays.
www.piratesweekfestival.com

7 – 1 Dec BVI Food Fête

The BVI Food Fête was launched in 2014 to bring greater awareness to the islands' diverse culinary scene, and to establish the British Virgin Islands as a premier destination for foodies. The month-long festival offers a range of events including Taste of Tortola, Barefoot Gourmet Soirée, Taste of Virgin Gorda, Jost Pork, and the Anegada Lobster Festival, designed to highlight the cuisine beloved by locals along with dishes infused with Caribbean flair. *Facebook.com/bvifoodfete*

14 – 17 Montserrat Literary Festival

The Alliouagana Literary Festival in Little Bay, Montserrat, offers a lecture series, poetry and open-mic performances, a book parade, workshops, book signings, and opportunities to meet regional and international authors. Among the 2019 highlights, Jamaican poet, novelist, playwright, journalist and historian Olive Senior will talk about her book *Dying to Better Themselves*, an account of the contributions of West Indians to the building of the Panama Canal. *http://litfest.ms*

16 500th Anniversary of Havana Boat Parade

A Boat Parade from Marina Hemingway will be followed by a Nautical Salute at midnight to comemmorate the 500th Anniversary of the founding of Havana, Cuba. All visiting boats are welcome to participate. At midnight, boats and ships will sound their horns and fireworks will illuminate the most popular Havana avenues.
yachtclub@cnih.mh.tur.cu

19 Belize Garifuna Settlement Day

Garifuna Settlement Day is a public holiday in Belize celebrated each year. It celebrates the settlement in Belize of the Garinagu people exiled from St. Vincent and includes a re-enactment of the arrival of the Garinagu in Dangriga, parades, street music, and traditional mass in Garifuna language and traditional Garifuna drumming and dancing.

23 – 24 Antigua Jolly Harbour YC Annual Regatta

A friendly warm up for the yacht racing season in Antigua. All welcome.
www.jhycantigua.com

29 – 1 Dec St. Lucia Mango Bowl Regatta

Another fun, friendly and well-run racing season opener. All welcome.
www.stluciayachtclub.com

December

20 – 1 Jan Montserrat Year End Festival



WWW.DISCOVERMNI.COM

Montserrat closes 2019 with its Year End Festival.

Running from mid-December to New Year's Day are calypso competitions, masquerade street performances, the Festival Queen competition, and a parade of costumed troupes on New Year's Day.
www.visitmontserrat.com/festivals

31 Antigua Nelson's Pursuit Race

An all-comers event that provides an afternoon of fun for everyone, particularly Caribbean cruisers who are not otherwise set up for racing events.
www.antiguayachtclub.com

Note: All information was correct to the best of our knowledge as this issue of Compass *went to press. But dates change and events come and go, so please double-check dates and venues before committing to be in a certain place at a certain time.*

Don't miss our comprehensive Annual Calendar of Events in the January 2020 issue. Meanwhile, happy planning for a fabulous finale of 2019!

MERIDIAN PASSAGE OF THE MOON

SEPTEMBER - OCTOBER 2019

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

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

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

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

September 2019					
DATE	TIME	21	0506	10	2154
1	1401	22	0606	11	2236
2	1453	23	0656	12	2317
3	1545	24	0755	13	2358
4	1637	25	0854	14	0000 FULL MOON
5	1729	26	0952	15	0041
6	1821	27	1049	16	0126
7	1913	28	1144	17	0212
8	2004	29	1238	18	0302
9	2054	30	1331	19	0355
10	2142	**October 2019**		20	0450
11	2228	DATE	TIME	21	0546
12	2313	1	1425	22	0643
13	2355	2	1518	23	0740
14	0000 FULL MOON	3	1612	24	0835
15	0037	4	1706	25	0929
16	0118	5	1759	26	1022
17	0200	6	1850	27	1115
18	0242	7	1939	28	1208
19	0327	8	2026	29	1303
20	0415	9	2111	30	1358
				31	1454



PUT TRINIDAD'S CARNIVAL ON YOUR BUCKET LIST

by Tayce Wakefield

Enjoying Trinidad's Carnival should be on every Caribbean cruiser's "must-do" list!

When I was a little girl, my "Auntie" — a long-time family friend from Trinidad living in Canada — would regale me with tales of Carnival, including the time she found herself "chippin'" alongside Mick Jagger in the Carnival parade. Her stories put Carnival near the top of my bucket list.



Cruising the Caribbean in our 55-foot passagemaking trawler made the dream possible. Jesse James, of Members Only Maxi Taxi Service in Chaguaramas, who provided guidance, tickets and transportation, made it much easier — and even better — than anticipated!

In mid-February, 2019, northerly swells made most of the anchorages in Tobago untenable, so we cut short our planned stay on Trinidad's beautiful sister island and arrived in Chaguaramas several weeks before Carnival (March 4th and 5th, 2019: the two days before Ash Wednesday). This turned out to be a stroke of great luck and a key lesson for fellow cruisers — at least half the fun of Carnival is to be had in the weeks leading up to the two main days!

According to Wikipedia, Carnival has its roots in the French plantation owners' Shrovetide celebrations, which were restricted only to the elite. After the emancipation from slavery in the British Empire in 1834, former slaves in the Caribbean re-enacted Carnival by taking to the streets in celebration of their newly found freedom. The celebration has since evolved to incorporate many cultural influences, including African traditions, and has enhanced the development of Calypso and, more recently, Soca music.

The Lead-Up

When we first arrived, Jesse suggested a visit to the pan yards to watch the steel bands work up their pieces for the upcoming competitions and to see the beautiful and elaborate costumes being assembled for the Carnival parades.

Next on the agenda was the Pan Band Semi-Finals (Medium & Large Bands) held several Saturdays before Carnival at the Queen's Park Savannah stadium in Port of Spain. This was one of our first introductions to local Trini music, with Soca hits such as "Iron Love," "Hookin' Meh" and "Rag Storm" adapted for orchestras composed entirely of steel drums. The medium-sized bands had 50 to 100 pan players (with some playing multiple pans), while the large bands numbered over 100 players. Even for those of us experiencing pan music for the first time, the sound was spectacular and the infectious rhythm got us moving!

The following week, we attended the Kings & Queens semi-finals, also at Queen's Park, where each "Mas Band" (or participating group of revellers) put forward their most elaborate male and female costumes for judging for the titles of King and Queen of Carnival 2019. There were a giant butterfly, several giant birds, tributes to famous Trini artists, and moko jumbies (characters on stilts), all in vibrant colours, luminous fabrics and sequins. Near as we could tell, the only constraints are that only one human can power the "costume" (which was more like a float) and each can have a maximum of three wheels to help carry the load. Each costume that came on stage was better than the last — imaginative, beautifully constructed, evocative of local traditions and tales. The best were articulated so that as the reveller danced, the character came to life.



Above: Trinidadians are captivating in their Carnival finery!

Top left: The author, right, with a reveller. The revellers will pause to allow you take close-up shots of their finery.

Below: Paint-spattered, tired and elated after four hours playing J'Ouvert — cruisers Roy Campbell, Martin Fox, Tayce Wakefield and Liz Austin.

The Finals

As we got closer to Carnival, we attended the Pan Band and the Kings & Queens Finals — the performances, costumes and celebrations got even more spectacular! In the end, a sparkly white-and-turquoise Poseidon-like King of the Sea won the Kings competition and a spooky zombie moko jumbie on stilts won the Queens in a very close competition.

For the Pan Band Finals, by chance we seated ourselves in the midst of the "Desperadoes" supporters. The large bands such as Desperadoes, Renegades and All-Stars have very large fan groups. There I was, up chipping with the locals — if only I could shake the "junk in my trunk" like them!

A note to future spectators – the organizers are doing a much better job of getting these events to run on time, but you need to get there early to get through security and get a good seat. And they usually continue until at least 1:00 or 2:00AM. Our group had agreed to leave the Pan Band Finals at midnight, but we didn't want to miss so much of the action, so a few of us asked Jesse to arrange a taxi for us to be able to stay later to take in much more. To get the maximum enjoyment of these events, I'd plan to stay late — most spectators will find the time passes very quickly!

Playing J'Ouvert

Perhaps the single greatest highlight of our Carnival stay was "playing J'Ouvert." J'Ouvert is the opening event to the two days of Carnival.

Jesse James arranged for us to join the Tribal Explosion band, organized by Trevor Wallace, and consisting of a lot of local Trinidadians and a few tourists. We all got T-shirts, armbands to show our all-inclusive status, plastic mugs for the celebrations (which we tied onto our belts) and even shampoo, body wash and condoms in our goodie bags!

Jesse's vans picked us up at Chaguaramas at 2:00AM; we passed through a security roadblock into the city and joined the Tribal Explosion Base Camp for corn soup or "fish tea" (fish broth) at 3:00AM. At 4:00AM, the lead music truck (an 18-wheeler with a sound system capable of filling Shea Stadium) led our group out. Next came the drinks truck — these are open-sided semis with a full bar set-up. Participants fell in behind these trucks, sipping and chippin' and winin' (dancing) our way down the streets of the Embassy District. Following us was the mud and paint truck, which contents soon got splattered across us. At dawn, the food truck served doubles (the tasty Trini breakfast food) to our group. Bringing up the rear (if you'll excuse the pun) was the "toity truck", with five portable toilets.

We danced our way for about six miles around the city until our group gave out at about 8:00AM. Along the way, we met several other bands going in the opposite direction and we were impressed by how their security staff and ours worked together to ensure crowd control and a safe passage. And we were impressed by how friendly and safe it all felt — testimony to the infectious, happy spirit of the revellers, the Trinidad & Tobago Police Services' focus on having a safe Carnival, and Jesse's selecting the band where we visitors would feel most at home. It all may sound a little unusual, but playing J'Ouvert was the best party we have ever been to!

The Carnival Parade

On Carnival Tuesday, we were up early to get to Port of Spain to nail down places in the (free, covered) grandstands to watch the Carnival Parade go by. This is not an organized parade such as we're used to in North America, where each group follows tightly along after the other. Instead, each Mas Band seems to choose their own route through the city streets, and they go at their own pace, so while the festivities continue on all day, there are gaps of as much as 30 minutes between groups.

—Continued on next page



—*Continued from previous page*
(Others from our group walked over to the Queen's Park Savannah and bought tickets to sit in the covered grandstand. It's a good walk but the advantage is that every band goes through Queen's Park for judging so you're guaranteed to see it all.)



Again each Band has its own music truck (some with famous Soca artists singing on-board) and their own bar, food and toity trucks. The smallest bands are about 500 people, while the largest has 10,000 members! The costumes are extraordinary and the participants — female and male — are breathtaking! Generous or lean, youthful or young at heart, thongs abound and the parade is spectacular.

Interestingly, the winning Band of the Year, K2K Alliance & Partners, was composed mainly of more mature revellers and their costumes were full-coverage takes on stained glass windows. They were fabulous. If you're a serious photographer or even a "happy snapper" like me, you are welcome to walk along with the bands at street level and the revellers will pause to allow you take close-up shots of their finery.

We didn't do all the Carnival events for which Jesse arranged tickets and transport. In retrospect, I am sorry that we didn't attend the Traditional Mas Characters event at the University of the West Indies to learn more about the traditions of this important cultural event. We were tempted but didn't go to one of the big local "fêtes," a concert at the national stadium with all the big Soca stars. And we opted to watch the Carnival parades rather than "play mas" (participate in them). If we come back next year, we'll make sure to do all of these!

Jesse James' guidance on the events and insight on the traditions was extremely valuable. He organizes tickets for the events and his drivers get "near-VIP" access to the events so that you are dropped off and picked up very close to the venues. It all feels very safe and secure so you can concentrate on the fun and entertainment. (Of course, it always pays to keep your wits about you!)

There is food available at the Queen's Park Savannah grandstand but many locals bring their own food and drink (no glass bottles). Cruisers may wish to do this, too, although I can vouch that the soursop ice cream on sale is excellent! During the Carnival Parade, there is all manner of street food and drink available — I'd recommend patronizing the local vendors.

We've been raving about Carnival to all our friends ever since — but it's interesting that Carnival is a celebration by the Trinis for themselves rather than a tourist-oriented event. To me that makes it even more special to have the privilege of participating, and even more valuable to have a guide like Jesse James who can get you into the heart of the action and explain what it's all about.

Don't miss it!

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

Left: Best Band Winner, K2K Alliance & Partners, featured stunning translucent costumes of stained glass windows.

Below: One of our favourite contestants from the Kings and Queens competition, who made the top ten finalists.





A Newbie Sailor's First Day at 'School'

by David Carey



My wife and I went from landlubbers to yacht owners in a very short time. Although we had owned a 21-foot trailer sailor back in Australia, we didn't consider it a "proper" yacht. Arriving in Grenada and seeing our newly purchased 1984 Moody 47 sitting on the hard-stand was an unforgettable moment. In comparison, this boat was enormous. I remember my first thought as I pounded my fist against the five-ton steel keel that stood as high as my head: "How on earth are we going to sail this thing?"

After six weeks living and working on the hard, with three small kids in tow, the boat was splashed. Erin and I were so useless we had to ask a friend to help us pick up a mooring buoy in Prickly Bay, as we had never driven a boat this big before. It was exciting and scary all at once.

A month or two later, after practicing motoring, mooring, and anchoring, we agreed to sail to nearby Carriacou with another young couple who had taken us under their wing. This would be the farthest we had ever sailed, around 40 miles. Not a great stretch, although it felt that way to us.

The weather was fine to begin with, but as soon as we left the wind shadow of Grenada and ventured out into the open water between the islands, we were hit with 25 knots of wind, with plenty of sail up.

—Continued on next page

Left: The afternoon sun was getting low, and we were keen to make it to the anchorage.

Below: 'How on earth are we going to sail this thing?'



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—*Continued from previous page*

The boat leaned over, a lot. As the contents of every cupboard down below spilled to the floor, and the many items I had stowed on board became unstowed, we wrangled some sail in to get the boat under control.

Continuing our course for Tyrell Bay, we noticed that an "exclusion zone" on the chart was highlighted. What was this? Only Kick 'em Jenny — an active underwater volcano we didn't know about! Changing course to sail around this submerged sleeping giant, we now lost our wind angle and started the engine to motor-sail.

By this time some rather large squalls had formed. Our buddy boat was carrying on ahead of us so we continued. Although our boat's wind instrument didn't work, we knew it was blowing pretty strong; we later found out it reached 40 knots in the squalls.

The afternoon sun was getting low, and by this time we were keen to make it to the anchorage at Tyrrel Bay. I think we had scared ourselves a little.

The motor had been chugging along for a couple of hours with no issues, and then out of nowhere, it decided to stop. In a very rolly sea, I did not feel confident to pull our large engine covers off to investigate. Plus, as I didn't have a lot of experience with this motor yet, I didn't really know where to start. We radioed our buddy boat to inform them of our situation. They seemed confident we could sail into Tyrrel Bay and drop anchor under sail. I didn't think we had much choice: the sun was now setting, and it was getting dark.

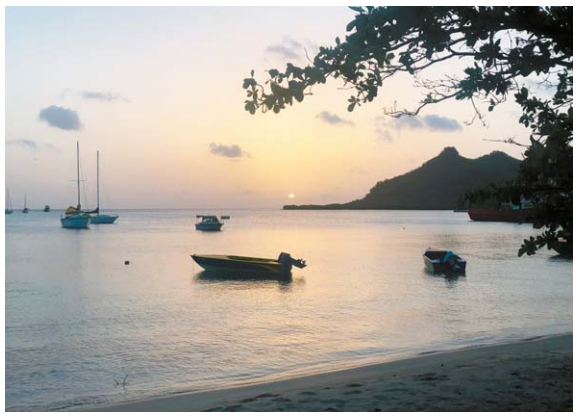
After finally reaching the opening of the bay, with Sister Rocks to our left and cliffs to our right, in the dark, we sailed on in.

It soon became obvious we were out of our league here, and this must have been apparent in our voices. After speaking on the radio to our buddy boaters, who had already arrived, they offered to pull anchor, motor out and tow us in. We were relieved to hear it.

This was not an easy thing to do. We had reduced sail to just the staysail. Erin was trying to hold a steady course as we sailed towards the cliffs, while I caught a towrope thrown from my friends' yacht. During the first attempt, Erin accidentally turned our boat through the wind, and we almost crashed into the other boat. Now she was in tears, but I assured her we would get it on the second attempt.

To this day I don't know how the captain of our buddy boat threw that towrope so far. I caught it and quickly ran to the bow to fasten it somehow. I remember him yelling, "Tie a knot you can undo under tension!" "But I only know one knot!" was my reply. My bowline would have to do. With the towrope secured, we were towed into the safety of the bay.

We dropped the anchor, let out the scope, and hoped it would set. With the boat now still, we fell in a heap, hugs and tears all around. We were safe.



Sunset and serenity at Tyrrel Bay, Carriacou.

We learned a lot that day, about wind shadows, how to properly stow your boat, that you need to watch out for squalls, and the importance of knowing your engine. Hopefully, someday, we will be experienced enough to pass on what we have learned to others, but for now, here are the main things we learned from that trip.

Top Tips for Newbies

Engine

Your engine is a vital piece of equipment. Take the time to check the tension and condition of your V-belt. Make sure your raw water strainer is clear of debris. If you don't have any history on the engine, change the oil and the oil filter, as well as your fuel filters.

Weather

The weather is so important when sailing between the Caribbean islands. Make sure you are confident at interpreting decent weather reports; don't rely on word of mouth. *Windy* is a great app, and there are also weather experts such as Chris Parker, who has been assisting sailors for years. For a small fee you can receive a daily e-mail from Chris that gives you accurate weather forecasts for every area of the Caribbean. Watch out for squalls: these large, dense grey clouds pack a punch and can be full of rain and strong wind. Although they may come and go in less than ten minutes, if you see one, reef early to keep the boat under control.

Tides have an effect on currents and sea states in the channels, too. See the Meridian Passage of the Moon table on page 35.

Wind Shadows

Wind shadows are a natural phenomenon where wind drops away in the lee of an island. With minimal wind it can be tempting to put up full sail, however when you reach the end of the island and head for open water, the wind can pick up to 25 to 30 knots in seconds, overpowering the boat. Always put a reef in prior to leaving the wind shadow. You can always shake it out if you don't get blasted.

Stowage

When you are sailing along in calm conditions, everything generally stays in its place. Add 30 knots and ten-foot confused seas and it's a different story. Look over your decks prior to setting off and ask yourself, "If the boat behaves like a roller coaster (which it will), will this item stay put?" Gas cylinders and jerry cans full of fuel can turn into missiles. Down below, books end up on the floor, cupboards open and spew their contents, and anything not put away properly will end up on the floor.

Summing Up

Yachting can be amazingly fun, amazingly scary, or a bit of both. Perhaps the best thing we learned from this experience was that the cruising community is truly a fantastic group of people. They are willing to offer help to newbies in times of trouble, and never quick to judge as they have all been there before. Thank God for that!

Since this "school day," liveaboard family David, Erin and their three young sons have cruised the Caribbean extensively, sailed across the Atlantic, and are now exploring the Azores. See their blog at https://erinndave.wixsite.com/sailingtoroam or follow them on Facebook at Sailing to Roam.

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John Smith, the Mermaid Man

Part Two: In which a Mermaid Approaches a 'Sheepyard'

by John Smith

Editor's note. Last month we promised that Part Two would be about Mermaid *hauling out in a "sheepyard" in Honduras. But it turns out that getting there was half the fun. Let's take that detour.*



JACO

Hauled out at 1300 hours and cease pumping. First time in over eight months.

Before this last haulout, I bought a new full wetsuit. I've been spending a lot of time underwater. The vessel continues leaking, and the bottom is quite fouled. My hands are cut and scraped by barnacles.

Mermaid is the only boat in the large mud-bottom anchorage of Sandy Bay, Guanaja. One day two friends swim out and as the ladies climb aboard a small boat arrives with a case of beer and a few fishermen with some great-looking red snapper. So much for a two-bottle dive day! Instead I enlist the "boarders" onto the large bilge pump and then we settle in for some grilled fish under the quarterdeck awning. Their 25-foot motorboat ties alongside and I throw the deck mats out and it turns into a sleepover. Everyone disappears in different direction at dawn — after a shared half hour on the pump.

After a week of continuing bottom survey I have the leak down from 12 gallons an hour to seven. I decide to shake her down again and see how the leak is at sea, so I hoist my small boats to deck and convince Aaron, who operates the new Guanaja backpackers' resort, to take a few days off and go to sea.

Soon we are in 15,000 feet of seawater north of Guanaja. The leak is neither better nor worse. Pumping steady. Steady is the good news; more would be bad news. Night is falling and we are not having any luck with the wind and current, so I call a friend on Guanaja who has friend who has a boat, and they very kindly come three miles out through the extensive reefs and tow us into Mangrove Bight. The anchorage is wide open to the north and northwest, but calm in the prevailing trades.



SONGERIE

Mermaid was the only boat in the large mud bottom anchorage of Sandy Bay, Guanaja

I wake to the wind blowing 35 outside and the leak remaining steady. I rig up again to dive. I'm flummoxed as to the source of the leak. I need to get the boat up on land.

Tropical wave activity is picking up, squalls and rain returning, bit of queasiness in my belly as I acknowledge the openness of this anchorage and the approaching middle of July. I prep to leave, hoping to get underway at dawn with the sun behind my shoulder to see the channel through the reef. At about 0400 it sounds as if a drunken walrus is climbing aboard. I rouse myself from my hammock to find my shipmate a bit tipsy but ready and willing to get underway.

We haul the all-chain main anchor rode and shorten up the secondary hook's rode, and sail off on starboard tack with a double-reefed main with the gaff slack. I climb to the throat of the gaff and shout steering instructions to Aaron on the helm. In a minute we slide into a cerulean blue, 20-fathom channel on each side of which are almost sheer drop-offs with almost-breaking reef on either hand. Whew. Passing into the deep blue water at the edge of the reef we hook up an eight-pound barracuda as we slide southwest towards Helene.

The wind veers into the southeast, putting the vast reef area surrounding Isla Barbarat right under our lee bow. So we gybe around and waste several hours of daylight trying to remain in the deep and away from the reefs, which around here jump out of incredible depths right in your face.

It is now dark and all we can see are a few electric lights in the town along the anchorage and in the midst of this we see a green flashing light. I know we have to pass west of the long reef and shoal extending across the entrance. I have a green light on my starboard bow. What to do? When entering a harbor, by US law one keeps the green on the port side, but in England and most European countries the red is to port. Big difference. No lights marked on any chart I have, so I gybe around to get another half mile offshore, bring her around and heave to. Is the light on the land or is it on the reef? I do not know. But Aaron has bought his phone and we are able to contact a fisherman friend on Helene who explains that the green flasher is not a navigation aid at all, but a marker at the end of the marine park. He offers to get a buddy and tow us into the harbor. By 0400 it is blowing a gale, but all is well, with the *Mermaid* anchored in 15 feet with twin hooks well set. Aaron catches a drop back to Guanaja.

Soon my old friend Odlin comes paddling up, returning from Roatan with a boatload of green jellynuts, icaco plums and fresh limes, a few lobster and a few conch. It's a 16-mile round trip in a 13-foot canoe, but he is aided by his 13-year-old nephew who, the entire time, has been relentlessly bailing with an old calabash boley.

We three empty the fiberglass canoe, hoist it onto *Mermaid's* foredeck, flip it over, and expose over a dozen half-dollar-sized holes stuffed with pieces of rag. Small wonder the youth was so busy bailing. I cut small circular patches from an old nylon mosquito net while Odlin mixes up some of my emergency underwater epoxy putty, with which we are able to seal up all the punctures. While we wait for the epoxy to cure we share a pot of cocoa tea, and then they are off — leaving me fruits, jellynuts, a few limes and a nice conch. As they paddle away I see that the youth is not doing any bailing and appears to be enjoying the ride. Later that day Odlin passes by and gives me four lobsters and thanks for the repair. Early next morning just at daybreak — glass calm, beautiful flat sea — I see Odlin in the canoe paddling the eight miles back to Roatan.

The weather is almost too beautiful to be true, but it has not affected the leak, which still averages about 300 gallons a day. I borrow some *lempiras* for phone credit and start making arrangements to haul out in La Ceiba — and hopefully for someone to meet *Mermaid* outside of the two stone breakwaters that protect the frequently silted-up entrance channel. I sailed through them for my last haul here and my heart was still halfway up my throat a week later!

Good I did not try it this time. While under tow we run aground about 15 feet from the rocks. The towing boat — a 20-foot panga with a 65-horsepower outboard — just does not have enough mass and momentum to overcome *Mermaid's* inertia. Now the 200-foot, high-speed Roatan ferry is departing the same channel and this big old gaffer aground gives the folks aboard the ferry something to point their fancy phone cameras at.

Nothing to do but hoist the mainsail and sheet her home. *Mermaid* leans about ten degrees and slips across the mud bank, heading directly for the opposite breakwater, at which time it becomes a case of "Jack be nimble" and drop that peak real quick. The tow boat slews me around to starboard and we enter the safe harbor of La Ceiba. Under slow tow we head up the boat channel and tie port side to, next to the hauling slip.

I sleep like the dead, small pump running steady.

Hauled out at 1300 hours and cease pumping. First time in over eight months.

Next month: Hauled out in La Ceiba.

BOOK REVIEW BY RICHARD DEY

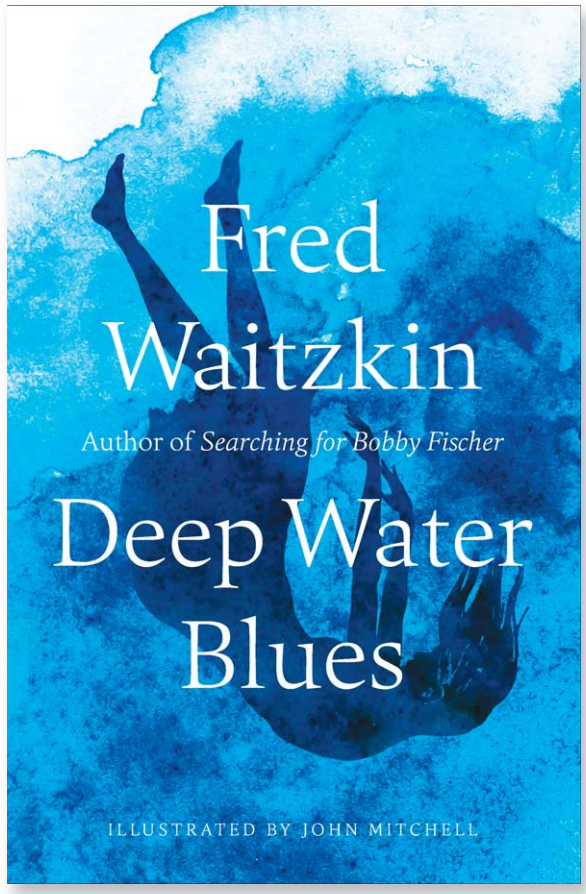
‘Riveting Read’ Set on Rum Cay

Deep Water Blues *by Fred Waitzken. With drawings by John Mitchell. Open Road Integrated Media, Inc. 2019. Paper, 143 pp. ISBN978-1-5040-5774-5. US $17.99*

This is the story of an American named Bobby Little who developed a successful marina and resort on Rum Cay, an outer island in the southeastern Bahamas, only to lose it in a violent contest of wills, but who, at the very end, regains a foothold on the ruined property and a purchase on his restless soul. It will readily engage anyone who has imagined being master of a prosperous marina filled principally with high-end sportfishermen, and lord of an extensive tropical property, which includes a residential resort, if not the whole island. Indeed, everything you ever dreamed that could go right and then could go wrong comes true! And then some.

Charismatic, multi-talented Bobby Little has engineered his idea of “paradise” by allowing other foreigners to buy into it. But unwittingly he lets Dennis buy into it a little too much. Shortly the friends, who are opposites, naturally become archenemies, with Dennis appropriating the place and usurping its master and lord. It is Dennis’s envy of Bobby that drives the plot.

The story is admittedly based on a real island, real characters, and real events. The author himself, replete with a big-game fishing past, is the captain and owner of the *Ebbtide*. He cruised out to Rum Cay to see the place a year or so after Hurricane Joaquin leveled it in 2015. “Based,” however, is the operating word, for this is fiction in the form of a short novel. Its chapters alternate between the author and a group of friends, including the illustrator, on their cruise from Fort Lauderdale, and a third-person retrospective account of what happened to Bobby Little and his marina.



The real Bobby Little is probably better known for his metal “Burning Wahoo” sculptures (imitations of “Burning Man” art) for the Bonfire Tournament Series at West End, Grand Bahama, than for his controversial entrepreneurship on Rum Cay.

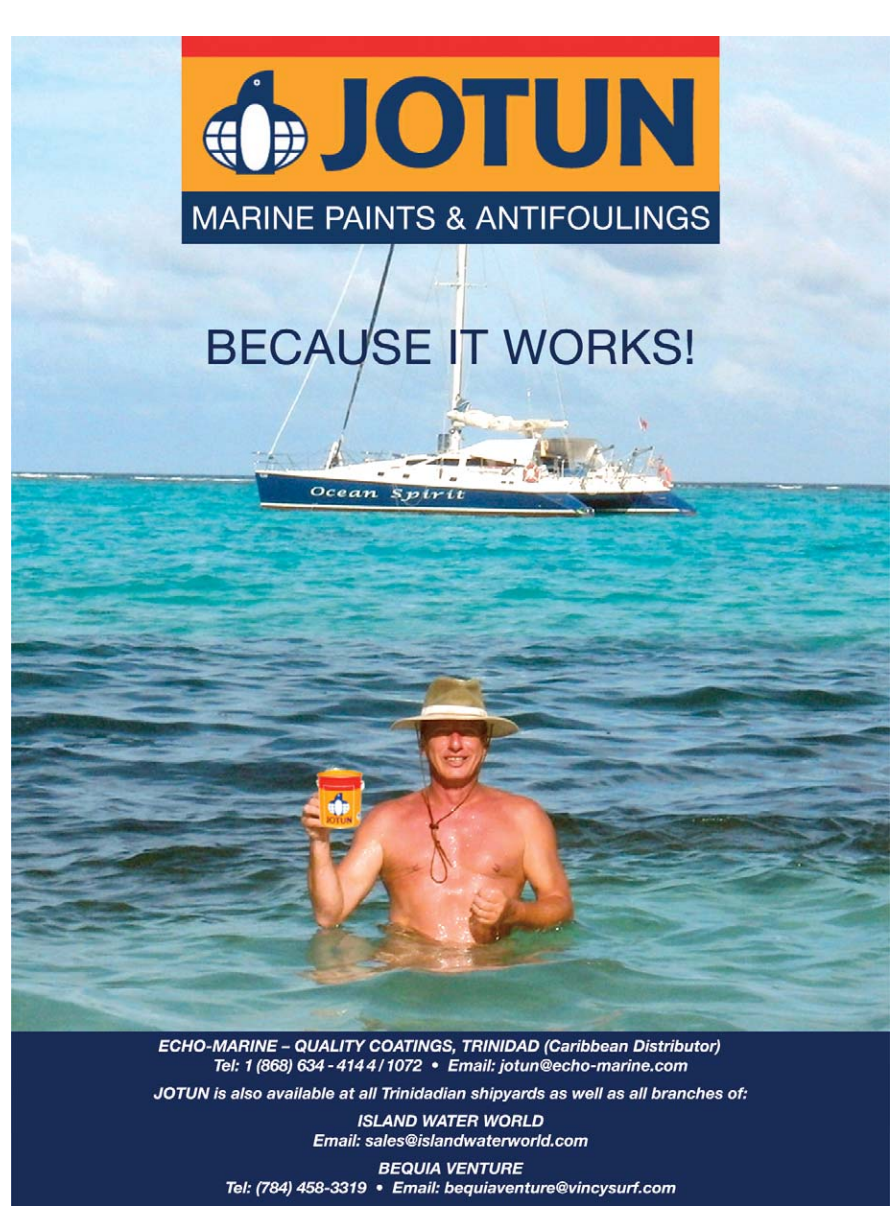
In the spring of 1997 while I was working as a professor aboard the schooner *Spirit of Massachusetts,* which served as a school ship in a college program, we put into Rum Cay. The students all went diving on the coral walls while I walked inland to discover an amazing expat community. It was amazing because it was *here,* on a tiny, truly remote, outer “out island.” Rum Cay, unlike most of the Bahamian islands that rise up from shallow banks, sits in deep water surrounded by reefs. For sport fishermen, it is a kind of eastern counterpart to Bimini. It was also amazing because among the many part-time residents and guests were celebrities and distinguished professionals, including a vet not unlike the one who plays a small part in the novel. An entrepreneur (Bobby Little) had started to build a resort colony around 1990 and anyone could buy land and build. One did and his friends and others followed. You see this pattern throughout the West Indies.

Deep Water Blues moves swiftly, like a movie. It reads for the most part like a somewhat amplified screenplay, which the author playfully acknowledges through the interior monologue of a hermit novelist who happens to live permanently aboard a sailboat in the marina, through all the drama. Its plot points unfold one after another with barely a digressive paragraph between them, in declarative, staccato sentences.

We are not reading Hemingway here. Nor, despite claims on “the heart of darkness” (here the “jungle of reefs”) are we reading Conrad. Nor despite schools of bull and tiger sharks doing what they do to intimidate James Bond, are we reading Ian Fleming. The plot points, I regret to say, get so predictable and pronounced as if in the bubbles of panels in a comic book, that I ended up marking each with an exclamation mark. Similarly, the characters, although interesting, are mostly undeveloped.

However, Waitzkin, author of the memoir *The Last Marlin,* the novel *The Dream Merchant,* and two books about chess, *Searching for Bobby Fischer* (which became a movie) and *Mortal Games,* is no amateur. *Deep Water Blues* is well constructed, a riveting quick read that will amuse the cruising sailor and angler no less than the expat ashore.





The Sky from Mid-September to Mid-October

by Jim Ulik

Fools! They refuse to believe life exists in meteorites. I showed them at the astrophysics conference what I just showed you. But no! Even with a microscope, they are blind! What do I have to do, hit them over the head?

— Dr. Rudolph Karp, in the movie The Andromeda Strain *based on the novel by Michael Crichton*

There are nearly 800,000 known asteroids. Four thousand five hundred of them were discovered during the first half of 2019. Any bit of a near-Earth asteroid or meteor that survives explosion and fragmentation as it passes through the atmosphere and reaches Earth is called a meteorite. A virus such as the one put forth in *The Andromeda Strain* may or may not survive the heat and explosive force generated as a meteor passes through Earth's atmosphere. Then again, technology has now advanced to better analyze meteorites. Besides diamonds, minerals or other gemstones, as demonstrated in Figure 2 (see next page), organic material, amino acids and water have been discovered in other meteorites. Fortunately no viruses have been discovered. Satellite observations suggest that 100-300 metric tons of cosmic material enter the atmosphere each day.

How does that apply to the discovery of organic molecules on Mars? Besides cosmic dust, research by Dutch astronomers has concluded that one third of the 250 tons of organic material deposited on Mars annually comes from asteroids and comets.

Friday, September 20th

If you happen to rise an hour before sunrise you will notice the Moon high overhead in Taurus. Off the bright side of the Moon will be the reddish star Aldebaran. The Seven Sisters is positioned a few degrees off the dark side of the Moon.

Saturday, September 21st

The Piscids meteor shower will reach its maximum rate of activity. Some shooting stars associated with the shower are expected to be visible each night from September to October. Tonight the best time to observe any shooting stars is before moonrise.

This evening the Moon reaches third quarter phase about one hour before it appears over the horizon.

Monday, September 23rd

The September equinox marks the first day of autumn for anybody living in the northern hemisphere, and the first day of spring for anybody living in the southern hemisphere. Wherever you live on Earth, on the day of the equinox the Sun will rise from the point on the horizon which lies due east, and set beneath the point which lies due west.

Tuesday, September 24th

During the pre-dawn hours the Moon makes a close approach to the Beehive Cluster. The light generated from this star cluster took 577 years to reach Earth. The star cluster was cataloged in 1769 by Charles Messier, an astronomer for the French navy. An avid comet hunter, Messier generated a catalog of 110 deep-space objects to aid other astronomers in their search for new comets.

Thursday, September 26th

The stars in the early morning sky will include a conjunction between the Moon and Regulus. The "Heart of the Lion" is located just south of the sliver Moon. Continue south and you will find the radiant of the Sextantids meteor shower. This minor shower reaches its peak tomorrow morning, September 27th. This shower is active September 9th through October 9th.

Saturday, September 28th

The Delta Aurigids peak tonight. The shower is active from September 18th through October 10th. The velocity of these fireballs is 143,000 miles per hour (over 230,000 kilometers per hour).

The Moon will take its apparent position near Mercury, Mars and Venus. It has reached the New Moon phase and will become lost in the Sun's glare for a few days.

Thursday, October 3rd

The Moon will make a close approach to Jupiter tonight in the constellation Ophiuchus. Jupiter is located one degree south southwest of the Moon. Saturn is located a few degrees east across the Milky Way.

At 1830 Venus can be seen just above the horizon as it makes its transition to an evening apparition in the western sky. As shown in Figure 3, Mercury is located above Venus. Grab a pair of binoculars, look a short distance above and to the right of Venus, and you may see comet P/2008 Y12 (SOHO) as it makes passage towards the Sun.

Saturday, October 5th

Since October 3rd the Moon has shifted its position eastward about 26 degrees. Tonight is also the First Quarter Moon. From Earth's perspective the Moon is located right next to Saturn tonight. Actually they are roughly 1,490 million kilometers apart.

—Continued on next page

FIGURE 1



Meteor streaking towards Earth as seen from the International Space Station

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—*Continued from previous page*

Tuesday, October 8th

Two meteor showers peak tonight. Best seen after midnight are meteors from the Autumn Arietids. The shooting stars will radiate out of an area directly overhead as the Moon begins to set. This shower is active September 7th through October 27th.

After twilight, start looking for any meteors flying out of the north. The Draconids is a variable shower that can produce anywhere from 20 up to 700 meteors per hour. That volume will gradually lessen when the source dips below the horizon just before midnight. The duration of this shower is short as it is only active October 6th through October 10th.

Today marks the Summer Solstice on Mars. The manned mission to Mars may be a few years away. Based on the seasons, is a visit to Mars best during the summer months? Temperatures during summer can be as high as 30 to 35 degrees Celsius (86 to 90 degrees Fahrenheit) with lows of minus 65 degrees Celsius (minus 85 degrees Fahrenheit). Summer is October 8th, 2019 through April 8th, 2020.

Sunday, October 13th

The Moon will reach full phase. At this time in its monthly cycle of phases, the Moon lies almost directly opposite the Sun in the sky, placing it high above the horizon for much of the night.

In the News

The Moon is a "Gateway to the Solar System." In 2010, NASA established the International Observe the Moon Night (InOMN) to engage the public and inspire students to "help develop the high-tech workforce required to address the challenges of tomorrow." In addition to developing new technologies, future challenges include building both settlements and industry on the Moon. This annual worldwide event occurs in September or October when the Moon is around first quarter for best observing during the day and evening. Registered events this year will be held on October 5th. Many astronomy clubs around the world host InOMN events. Other groups may partner with libraries, schools, museums or other organizations.

Last year there were 891 events worldwide. At this writing a complete list of hosts in the Caribbean Basin was not available. Last year's events in this area were hosted by the Sociedad Astronómica Dominicana Santo Domingo, Dominican Republic; EcoExploratorio: Museo de Ciencias de Puerto Rico, San Juan, Puerto Rico; Sociedad de Astronomia del Caribe – SAC, Old San Juan, Puerto Rico; San Antonio's Observatory and Astronomy Club, Rio Piedras, Puerto Rico; Northeastern College Astronomical Society, Trinidad & Tobago, and the Planetario de Combarranquilla, Barranquilla, Colombia.

Visit https://moon.nasa.gov/observe-the-moon/annual-event for more information.

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

Jim Ulik cruises aboard S/V Merengue.

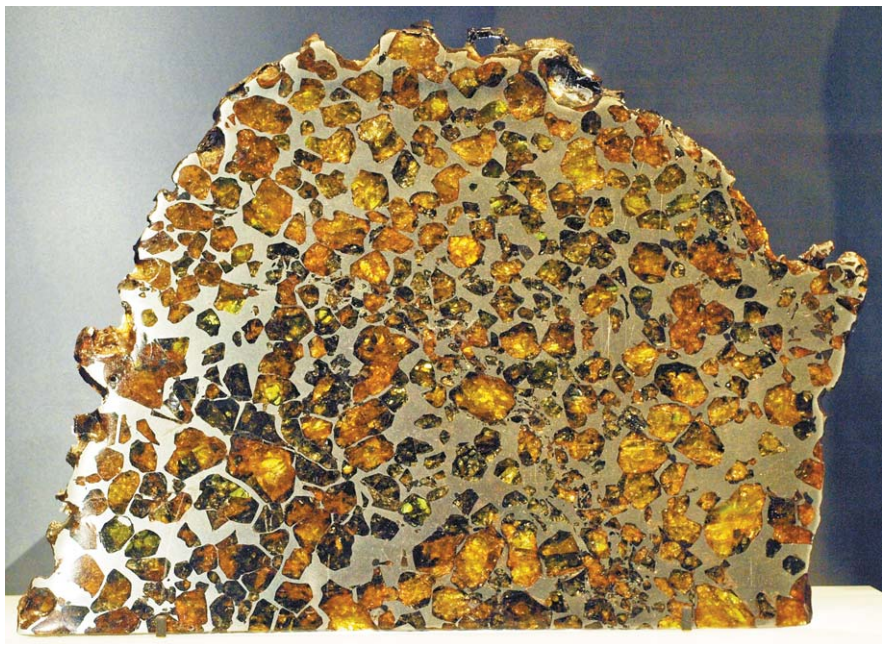


FIGURE 2

Above: Olivine (Peridot) crystals in iron-nickel comprise a Pallasite Meteorite.
increasing in brightness as it approaches the Sun.

Right: International Observe the Moon Night postcard 2019

Below: Conjunctions of the Moon on October 3rd and 5th. Comet P2008 Y12 is increasing in brightness as it approaches the Sun.

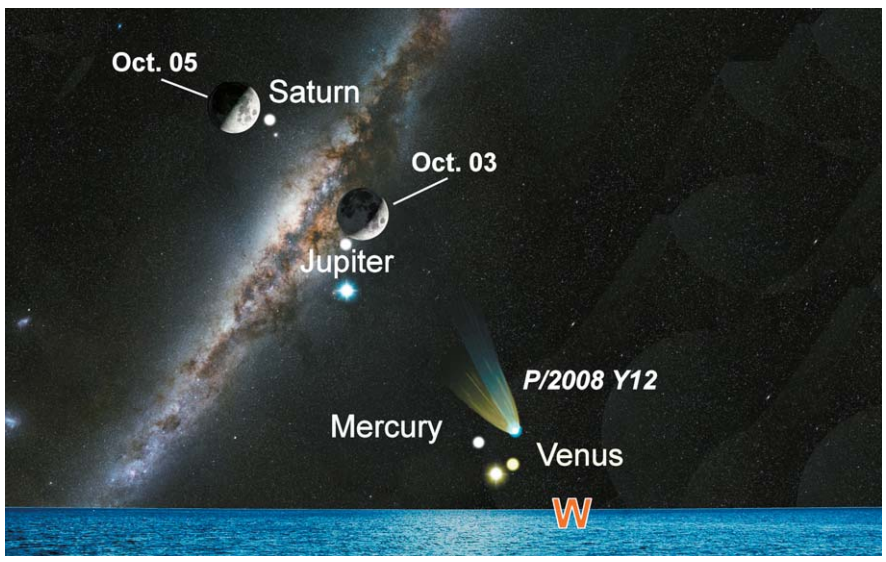


FIGURE 3



FIGURE 4



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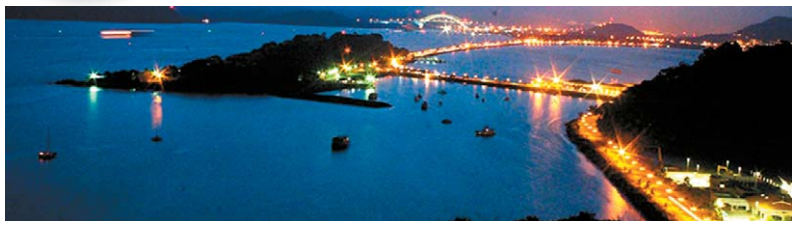
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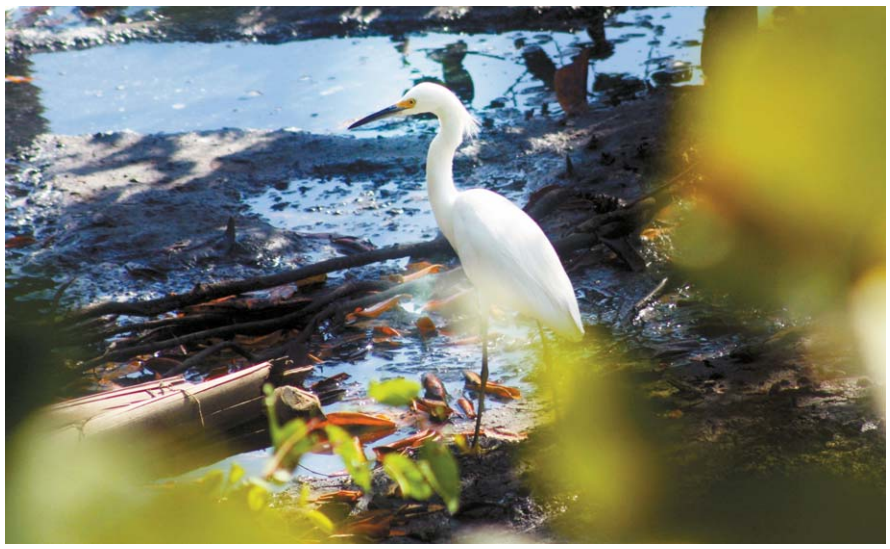
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Dancing in Golden Slippers:

THE SNOWY EGRET

Earlier this year, while visiting a remote mangrove swamp on the southeast coast of Grenada, I spotted a Snowy Egret (*Egretta thula*) on one of its fishing rounds. Immaculately dressed in pure white plumage, with a contrasting jet black bill, bright yellow feet and yellow-orange lores surrounding the eyes, it glided silently to the edge of a small pool and stood absolutely still, staring into the smooth water, its elegant form shimmering in the early morning light like a white marble carving.

Snowy Egrets — whose favored menu consists of 75 percent fish and 25 percent crustaceans, insects, worms and frogs — have the largest repertoire of foraging behaviors of all American herons. Depending on prey distribution and availability, Snowys may be seen employing a diversity of foraging techniques. For instance, in



the early morning, when the water's oxygen concentration is lowest and most fish are found near the surface, Snowys stand in the shallows and wait to ambush prey. But as prey become less available, they begin to pace while peering closely into the water. As prey availability reduces further, these birds engage in pursuits that involve galloping, flapping their wings and taking sharp turns, or running back and forth, aiming to startle and confuse their catch as much as possible.

In murky waters, the situation calls for "foot stirring," in which the egrets stand in one place and use their bright yellow galoshes to attract the fish, by shuffling alternating feet, or shaking each foot as they walk. When the water is too deep, Snowys employ what is known as "hovering-stirring". Using this technique, they hover near the water while stirring the surface with the feet and catching whatever comes within their grasp. Similarly, they may practice "foot dragging" by flying with legs dangling and toes dragging on the surface, taking prey from the water while in flight. In deep water, these birds may change from pursuing to luring techniques, typically in the form of "tongue-vibrating", by submerging the tip of bill and flicking the tongue just under the water's surface. On other occasions, individuals may employ a sophisticated sequence of behaviors that resemble a choreographed dance, such as "run–hop–openwing–foot stir", or "stand still–openwing–foot stir".

A partially migratory, widespread species of the New World, Snowy Egrets are permanent residents of the tropical latitudes, with northern populations migrating to wetlands in South America and the West Indies. They look almost identical to their old-world counterpart, the Little Egret. As a result, the two species can be extremely difficult to tell apart, so much so that many Little Egrets in the West Indies are often misidentified as Snowy Egrets. However, Snowys have a saddle-shaped patch of yellow skin extending over the base of the bill, which is not present in Little Egrets. Additionally, immature and nonbreeding Snowy Egrets have a distinct yellow or light green band extending up the backs of the lower legs, while the Little Egrets' yellow slippers are largely restricted to the toes. In the breeding season Snowy Egrets display a bushy crest, while the Little Egrets have just two thin plumes.

When Snowy Egrets reach maturity at one or two years old, they begin to gather at highly gregarious mixed species colonies. In the West Indies this happens from March to August at heronries in the Bahamas, Virgin and Cayman Islands, Greater Antilles, Antigua, Guadeloupe, Barbados, as well as in Trinidad and Tobago. It is during the breeding season that these birds display stunning white filamentous plumes, called aigrette plumes, on the head, lower neck and back. Highly conspicuous unpaired males compete for territory and mates with hostile upright postures, spread wings, raised crests, harsh calls and intensification of color to bright red on feet and lores. However, when none of these suffice, males readily resort to good old-fashioned sparring with open bills, striking with their powerful wings like wrathful angels, until one finally backs down.

Males advertise themselves with bills pointing to the sky and necks pumping up and down while calling *a-wah-wah-wah*. Once a female shows interest, the pair will court with leap-frog jumps over one another, or fly skyward and then tumble down to earth, only righting themselves a moment before landing. And because couples that have fun together, stay together, Snowys also enjoy romantic moments with ground dances, their nuptial plumes flowing as they circle each other gracefully. At other times, they perch on tree branches, legs stretched high, necks elegantly curved, while strutting with majestically raised crests.

These couples are seasonally monogamous and work together to build their nest of sticks on top of trees or tall shrubs, taking shifts to incubate three to five bluish eggs for about three and a half weeks, keeping up a shift-changing ceremony, where the relieving mate presents the other with a stick. Once their semi-naked, helpless chicks hatch, they become the most tender parents, protecting the chicks continually, feeding them on regurgitated meals, shading them with their long wings on hot days and sheltering them from storms. Either parent will watch the hatchlings constantly and when the absent parent returns, the two birds caress with raised plumes and coo as if they hadn't seen each other for a long time. This greeting ceremony is important to reassure the family on the nest that the arriving bird is not an intruder — it seems that Snowy Egrets don't physically recognize each other.

With their parents' care, the downy chicks grow fast into snowy-white juveniles and soon leave the nest to face life on their own, hopefully to reach sexual maturity and start their own families. However, as many as three quarters of juveniles don't survive their first year, due to starvation, predators, exposure, pollution, etcetera. Yet, those that do survive might live as long as 17 years or more — the oldest Snowy Egret on record lived to a good old age of 22 years and ten months.



Left: In the early morning, a Snowy Egret stands in the shallows and waits to ambush prey.

Right: The Snowy is immaculately dressed in pure white plumage, with a contrasting jet-black bill, bright yellow feet and yellow-orange lores surrounding the eyes.

The Snowy Egret is known for its sumptuously curved back plumes, which back in the late 19th century were in very high demand as luxurious adornments for women's hats. Indeed, as a result of fashionable women wanting to look like Snowy Egrets, thousands upon thousands of these poor birds were cruelly killed, their bodies left to rot in heaps and their young left to starve or be eaten by predators. Virginal Snowy plumes became so fashionable that according to the article "Plume Trade," published by Paul R. Ehrlich in 1988, they sold for US$32 to $80 per ounce, which was double or more the price of gold in the late 1800s! Thus, Snowy Egrets faced extinction by 1918, before angry American citizens demanded that laws be implemented to protect them. Although the species made a remarkable recovery during the mid-20th century, populations are once again in decline, this time due to our own modern-day fashions in the form of plastic, pesticide pollution and last but not least, the destruction of wetland habitat for the tourism industry.

But for now, we can still appreciate the magic fluidity of the Snowy Egret as it dances though the shallows on its golden slippers.

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THE RED FISHES

by Darelle Snyman

One of my favorite things to do as I explore a coral reef is to take a peek into crevices and rocky overhangs, an activity that is often rewarded with wonderful finds.

It is here that you are most likely to encounter the red fishes during the daytime. As you peer in, the splashes of scarlet you see will likely belong to one of four daytime crevice dwellers: squirrelfish, soldierfish, cardinalfish or bigeyes. These bright-colored fish are largely nocturnal and prefer to shelter in protective spaces on the reef during the day. At night, soldierfish and bigeyes venture out to hunt for tiny drifting animals while squirrelfish prefer to scour the reef floor for crabs and shrimp. All have large distinctive eyes, an adaptation to aid their nighttime hunting activities — the bigger the eye, the better to see. Being red also serves a purpose: it is very hard to see red in very low light. In fact, it is the first color to disappear at depth.



The Longspine Squirrelfish has been named appropriately: note its elongated rear dorsal fin.

Most of you will be familiar with the squirrelfishes, as members of this group thrive among the coral reefs of the Caribbean. Squirrelfish and their relatives the soldierfish belong to the family Holocentridae but each falls within a different subfamily. Squirrelfish belong to the subfamily Holocentrinae and the soldierfish to the Myripristinae. Squirrelfish often hang out in small groups and can be distinguished from their soldierfish cousins in having very sharp, backward pointing spines on each gill cover. These spines, however, are not clearly visible when the fish swims. In some species such as the Longjaw Squirrelfish (*Neoniphon marianus*) the spines are actually poisonous, and a scratch can result in an ugly and painful wound.

These somewhat sour-looking critters are not so tightlipped as they seem. They are highly territorial and vocalize their discontent with a range of clicking and grunting noises. Studies have shown that the Longspine Squirrelfish (*Holocentrus rufus*) is able to make different sounds depending on the type of threat it faces. A single grunt is used to display its displeasure at an intruder it considers of less importance. However, it relies on a series of clicking noises when facing a fish not so easily intimidated. The Longspine Squirrelfish is the squirrelfish species I have encountered the most, in contrast to its less aptly named relative the Common Squirrelfish (*Holocentrus adscensionis*), which is not so common after all. The Longspine Squirrelfish has been named more appropriately: its most distinguishing feature apart from the large eyes is its elongated rear dorsal fin that extends like a spine. Each dorsal spine also has white triangle-shaped tips, a feature lacking in the Common Squirrelfish. The Common Squirrelfish is the largest in the family and has a yellow dorsal fin with sharp spines and the silvery striped body can vary from pale to very orange in color.

The most distinguishing feature of their relatives the soldierfish is the dark bar behind each gill cover that resembles epaulettes, hence the name soldierfish. The name was further enforced by the fact that their predominantly red color apparently reminded scientists of the uniforms of 18th century British soldiers, popularly known as Redcoats. (The coats were red because it hid the blood spots better.) The shy Blackbar Soldierfish (*Myripristis jacobus*) is a common Caribbean reef resident. It has the distinctive black bar behind the gill covers and if you look closely you will see that the ventral and anal fins and the tail have thin white margins. I have not encountered many of these plankton-eating fish and as a result have not yet witnessed one of their unique habits: on occasion, when the mood strikes, they swim upside down.

Another small, reddish fish you are likely to find hiding in the shadows during the day is the flamefish (*Apogon maculatus*), a cardinalfish belonging to the family Apogonidae. It is characterized by a short snout, a dark blotch under the second dorsal fin and two distinctive white lines that run across the eyes. It can easily be confused with the Two-Spot Cardinalfish (*Apogon pseudomaculatus*), which looks very similar but has a second spot at the base of the tail as the name suggests. An interesting fact about these little fish is that they are mouth brooders: the male incubates the eggs in its mouth for several days before releasing hundreds of 2- to 4-millimetre larvae into the ocean where they have to fend for themselves for several weeks before developing into juveniles.

More reclusive than its other red counterparts is the Glass-Eye Snapper (*Heteropriacanthus cruentatus*). It is not actually a snapper but belongs to the bigeye or Priacanthiadae family of fishes. This serious-looking loner has a blotched body with wavy, silvery bars on the back. These irregular body bars can sometimes be very faint. The Glass-Eye Snapper prefers shallower waters and is more frequently seen than its very similar relative, the bigeye (*Priacanthus arenatus*), which lacks the silvery body bars. The eye of the Glass-Eye Snapper appears to have a milky sheen to it and the first time I encountered it I thought there was something wrong with its eyes. They are good photographic subjects, as they will remain motionless, peering at you from their shelter, cautious but curious.

So next time you explore your favorite Caribbean reef keep a lookout for these vibrant little fish.



The shy Blackbar Soldierfish is a common Caribbean reef resident.



The Glass-Eye Snappers are good photographic subjects, as they will remain motionless, peering at you from their shelter.



Another small, reddish fish you are likely to find hiding in the shadows during the day is the flamefish.



The Common Squirrelfish is the largest in the family and has a yellow dorsal fin with sharp spines and a silvery striped body.

LOOK OUT FOR...

Lignum Vitae, the Tree of Life

by Lynn Kaak

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

Guaiacum officinale, the Roughbark Lignum Vitae, is a native of the Caribbean Basin. While it was once reasonably prolific, it has been on the endangered list since 1998. So, what makes this tree so special that it has been over-exploited?

The Tree of Life has been sought after for centuries for the supposed medicinal qualities of its resin, and also for its extremely strong, dense wood. The resin does have value in a test for detecting the presence of blood where it shouldn't be, such as in a stool sample, but the medicinal uses once ascribed to it by the Europeans were quite exaggerated: it really was considered the "tree of life," with concoctions containing its resin or a bark derivative being prescribed for everything from carbuncles to cancer. When in doubt, use lignum vitae as the fallback! While traditional medicinal uses have found some uses for the resin, they are not as comprehensive as those Europeans believed.



WIKIPEDIA

The wood, however, has been demonstrably useful and special. The fibers go perpendicular to each other layer by layer, giving the wood great strength under compression loads. The resin that impregnates the wood creates a natural lubricant. In the old sailing ships, lignum vitae wood was unparalleled for use in blocks and sheaves, stern-tube bearings and other load-bearing areas that also had to deal with a great deal of friction. Even today, because of the low price and relative ease of manufacture, plus being self-lubricating and not prone to corrosion or galvanic action, lignum vitae is still used in some instances for underwater bearings. However, its presence on CITES Appendix II means that trade in this wood is strictly regulated.



Above: The blue flowers gradually fade to nearly white.

Left: The fertilized flowers develop into small orange fruits.

Widely accepted as the heaviest wood in the world, lignum vitae does not float.

The tree is not very large, reaching about ten metres (33 feet) on average. The trunk isn't very broad at 24 centimetres (ten inches), so it doesn't have a lot of wood to work with compared to some trees. As the name suggests, the trunk is rough.

A less invasive use for the tree is that it is also decorative. In the late spring and early summer, it erupts with small blue flowers. Each flower sports five petals, which have the unique feature of gradually fading to nearly white. The flowers last long enough to allow a variegated show of tints in the crown of colour.

After a time, the fertilized flowers develop into small orange fruits, about the size of small limes. The fruits are mostly oblong, but are not symmetrical, with red flesh and black seeds. They are not considered edible for humans.

Areas with poorer drainage are not a problem for these trees, and they don't mind a little salt, so they do quite well close to the coast. They just don't like the cold and thrive in the tropical temperatures.

Look for these native Caribbean trees in parks and gardens, especially where they can enjoy the sun and a moderate amount of rain.

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Two Time-Tested Favorite Guest Recipes

by Christine Scheibly Burstein

"Who are you, and what have you done with my wife?"

That's what Tom once said after Kathy started feeling a "nesting" urge to move to land after yet another winter's cruising in the Caribbean. The Nunns had been living on their 1999 Robertson and Caine Leopard 45 catamaran, *Jumbie*, for many years. I found Kathy's urge odd, too, since this couple has spent so many years cruising, enjoying the ocean and working in the yachting industry.



This couple has spent so many years cruising, enjoying the ocean and working in the yachting industry.

Below: With a degree in psychology, Kathy found she had a knack as a charter broker.



Thomas and Kathy Nunn first arrived in the Caribbean on their 31-foot Cheoy Lee in 1982. Prior to this, Tom was doing graduate work in Marine Biology at the Woods Hole Oceanographic Institute. The day that the Nantucket ferry needed to be rescued by a Coast Guard icebreaker, Tom was offered the opportunity to do aquaculture research in the Eastern Caribbean. (Tom has a Master's Degree from Tufts and did most of his work at Woods Hole, focusing on the feasibility of tropical shrimp aquaculture. After arriving in the Caribbean he continued this research, primarily in St. Kitts, but worked out of the Island Resources Foundation in St. Thomas as well.)

This offer of doing research in the Caribbean intrigued them. Its timing was fortuitous. They were young, pretty broke and "a bit nuts." The thought of leaving the frozen north sounded great and so they said yes! Now with their eye on the Caribbean, they had to figure out how to get there and where to live. They knew that housing would be expensive so they came up with the idea of sailing down and then living aboard; this solved the expense of housing and as well as travel.

Boy, did this decision turn out to lead to an adventure! But it also helped set the course of their lives. The Nunns didn't know how to sail, so you can imagine what an adventure this first delivery turned out to be. Kathy did sum it up when she stated that after "many months, Tom, the boat and I arrived pretty much unscathed." When they arrived they had many sea tales to tell and also had gained a good sense of how to sail and navigate a boat along the way.

Once in the Caribbean, Tom began researching the feasibility of shrimp aquaculture in the Eastern Caribbean. This work was mostly in St. Kitts. When the funding dried up, he became the curator of Coral World in St. Thomas. The signature of this attraction was a tower that people would go into and then descend until they were at the level of the seabed. The people were "caged" and the fish swam free. They were plentiful and well fed thanks to Tom and his staff. That way the fish were happy, visible and also plentiful.

Having a master's degree in psychology from Tufts, Kathy had been working as a counselor and a professor in Massachusetts. But she also needed to find work in St. Thomas. She ended up landing a job as a charter yacht broker for well-known charter agents Charlie and Marty Peet, and found she had a knack for it.

Time moved forward. The Nunns sold their boat, experienced Hurricane Hugo in 1989, and found themselves homeless, jobless and not sure what to do next. Unexpectedly they were given an opportunity to work for The Moorings. At first the gig was for a week. The week extended to a month, and the month led to 15 years.

In the next chapter of their lives they became part of the world of catamaran sailing. They were hired to commission a 65-foot catamaran in France. They finished that, and then brought her across the Atlantic to the BVI. This was such a big catamaran at that time that they drew crowds to the docks wherever they arrived. They set up a small base on the owner's estate on Stocking Island off of Georgetown, Exumas, and became the first legally licensed crewed yacht to charter there.

The next adventure was for the same owner, to help commission an 86-foot power catamaran to be built in New Zealand. They did this and to this day she is still chartering in Fiji!

In 2007-08 Tom and Kathy bought another boat. They have been on *Jumbie* for 12 years now. Together they have traveled from Central America to Colombia, up to Maine, and then back again to the Eastern Caribbean, where they have been cruising for the last five years. Very recently, both at age 70, they were both thinking about going back to the land. Somehow, I wondered — wouldn't the sea still call to them? Then I heard from the Nunns, now in Maine. The boat is not for sale and they are planning on heading back to the Caribbean this winter!

Now for the food à la Kathy and Tom Nunn.

The Nunns use their pressure cooker several times a week. Remember the talk of pressure cookers in Holy Mackerel a few articles back? (See the June issue of *Compass* at http://www.caribbeancompass.com/online/june19compass_online.pdf.) For additional pressure-cooking recipes the best cookbook by far is by Lorna Sass. Here is the link for her recipe for her amazing pressure cooker cheesecake: https://pressurecookingwithlornasass.wordpress.com/2010/01/02/pressure-cooker-lemon-cheesecake

The following two recipes are favorites that the Nunns would serve during a charter or to their friends. Tried and true to be delicious.

Kathy says, "Our first dinner every week on charter was Chicken Marbella. It's an old standby from *The Silver Palate Cookbook*, but still gets constant raves and requests for the recipe. The magic of it is that you put everything together the night before to marinate. The next night, pop it in the oven and enjoy being in the cockpit with your guests as it cooks, rather than slaving in the galley."

Chicken Marbella

2 pounds chicken pieces (whatever you like, white or dark meat)
1/2 head garlic, chopped
1/8 Cup dried oregano
1/4 Cup red wine vinegar
1/2 Cup prunes
1/4 Cup green olives
1/4 Cup capers with some juice
3 bay leaves
*****
1/2 Cup dry white wine
1/2 Cup brown sugar
1/8 Cup parsley or basil

Get a big zip lock bag and throw in the entire first list of ingredients. Shake it up a bit and put it in the fridge.

Next night pull it out and put all the contents in a large baking dish. Toss on the wine and sprinkle the brown sugar on top. Bake 50 to 60 minutes at 350°F until chicken is cooked. Baste occasionally with juices to keep the meat moist. Finish with a sprinkling of the chopped herbs.

We often serve it with rice or couscous as there is quite a lot of "juice" that should be poured over and they both suck it up nicely.

Kathy says, "Another favorite guest dinner is Pasta Puttanesca. We make this regularly, especially for spontaneous dinner parties, as it uses all ingredients that we have in the cupboard and the sauce is made while the pasta is cooking. This recipe makes four to six servings. A hit every time."

Pasta Puttanesca

8 cloves garlic, minced
1 teaspoon hot pepper flakes
1/2 Cup olive oil
2/3 Cup fresh parsley, minced (we also like using fresh basil or a mixture of two)
8 canned tomatoes, chopped, with 1/3 Cup of their juice (or canned diced tomatoes)
12 flat anchovy fillets, minced
12 black olives, chopped
4 teaspoons capers, drained
1 to 1 1/2 pounds pasta
Grated parmesan

(Note: It's easy to mess with the amounts of the ingredients if you like some more than others. Don't leave out the anchovies! It's okay to lie to your friends who are anti-salty-fish people. We do all the time and they never know.)

Get everything ready beforehand. I usually get it all into four bowls lined up by the stove as this goes fast.

Get pasta going first. While it's cooking:

1) Heat oil to medium low. Cook garlic and pepper flakes for 15 seconds.
2) Add parsley (and/or basil) and cook ten seconds.
3) Raise heat to medium and cook tomatoes and juice for 1 minute.
4) Add anchovies, olives and capers. Cook two minutes and remove from heat.

Toss with pasta. Sprinkle with cheese. Eat.

Doesn't get any easier than this. Great when friends drop in and stay into dinnertime. We used to serve this as a pasta course of a five-course Italian dinner when we were chartering, but now it's our main course with a good loaf of bread and bottle of wine. The story is that this is called "Whores' Pasta" as it could be made quickly between customers. Who knows, but it's a good tale.



CIG HARVEY

What is your favorite boat recipe? Any with lots of Caribbean ingredients? Do let me know. I'd love to hear of your adventures and about how you ended up on a boat. E-mail me: Christine Scheibly Burstein csbmaine@yahoo.com



ASHTON LAGOON RESTORATION CLARIFIED

Dear *Compass*,

I am absolutely delighted with the restoration of the Ashton Bay Lagoon and the prominence you have given the project on the front page of the July issue of *Compass*, and I appreciate the effort of all who worked to secure the funding and execute the project.



CHRIS DOYLE

In this photo of Frigate Island before the restoration project, the remains of the abandoned marina development can be seen.

However, there are some factual errors and lingering misunderstandings about the marina plans.

Ashton Lagoon is not the largest natural bay in the Grenadines. Admiralty Bay in Bequia claims this distinction from our geology.

Also, Ashton is not the only mangrove forest in the Grenadines. Mustique has two beautiful mangroves. [Editor's note: The article did say that the mangrove forest surrounding Ashton Lagoon was "one of the last remaining...."]

Only Frigate Island and not Ashton Bay was designated and granted to the National Trust, along with other properties belonging to The Crown.

The final plans in the marina development did not include a golf course after studies about the impact of salinity on low-lying areas near the sea.

In the planned marina there was no intention to block the circulation of water, and bridges were designated in the plans. Yachts don't like stagnant water because of added maintenance costs.

I look forward to the continued creation of jobs for the good people of Union Island and enhancement of our environment.

Let me again express my gratitude to all the funding agencies and their patience.

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

MULTIPLE MEANS OF COMMUNICATION RECOMMENDED

Dear *Compass*,

Andreas Sipakas of *S/V Salacia* went missing on a passage from Jamaica to San Andres on June 11th, 2019. This incident, and the other occurrence of *S/V Trinavis*, which went missing on a passage from St. Martin to Barranquilla, Colombia, should be a wake-up call to all cruisers to have multiple means of communication aboard their vessel.

While EPIRBS are essential, they do not indicate the nature of the distress or confirm that the distress call was received and help is on the way.

I highly recommend the affordable Garmin In Reach, which will allow family and friends to track your movements. In addition, it has two-way texting and an SOS-button that transmits directly to the Garmin Rescue Coordination Center, which works with Rescue Coordination Centers around the world. (Disclaimer: I have no financial interest in Garmin.)

SSCA HF Radio Service partner Jim West has developed a Position Report database that interfaces directly with the Garmin In Reach, Sail Mail, Winlink, and cellular phones. If cruisers want us to follow them with daily position reports, either given to us over the air or to Jim West's database, it will be mandatory for them to complete a USCG Auxiliary Float Plan and submit that to us. We want to stress that the SSCA will not be their primary emergency contact. That should be a family member or close friend. In the event of an overdue situation, the SSCA HF Radio Service will give all past position reports to the proper authorities.

Contact Jim atKJM@ssca.org for more information about this free service.

Visit SSCA's website (https://ssca.org/content.aspx) for more specific information.

Glenn Tuttle
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***Dear* Compass *Readers*,**

We want to hear from YOU!

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

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Please keep letters shorter than 600 words. Letters may be edited for length, clarity, and fair play.

Send your letters to sally@caribbeancompass.com.

WHAT'S ON MY MIND

Missing-Boat Searches: HOW CAN WE HELP?

by Lynn Kaak

"Hey, we haven't heard from *Leaky Tub* in a while. They said they would arrive at Someday Isle no later than yesterday. What if something bad happened to them?"

This is the probable beginning of many missing-boat searches. Someone is overdue for their intended arrival date, and friends and family become concerned. What happens next may vary a bit. Concerned friends may contact other friends in the cruising community to see if they have heard anything. A query on one or more of the Facebook groups may be made. Eventually it may escalate to a full-on search for a missing boat.



How many 'missing' boats just decided to stop for a few days in a remote anchorage?

When missing-boat reports in the Caribbean are made, they are not taken lightly: action behind the scenes kicks in. Glenn Tuttle, of radio station KPK fame (see Info & Updates in last month's *Compass* at www.caribbeancompass.com/online/august-19compass_online.pdf), generally spearheads the searches. He gathers information, gets descriptions, and tries to get into direct contact with those who called in the alarm. Chris Parker, the weather guy, may be asked to do drift analyses from the boat's last known location, and to share the BOLO (Be On the Look Out for) notice. In some cases, if a possible sighting was reported, the authorities in that location are contacted to see if the boat had checked in or out. All relevant Search and Rescue groups are contacted. And the e-mails fly back and forth — lots of them.

And of course, the BOLO is shared on the Facebook groups, usually repeatedly. Getting the information out there, and more eyes looking, is important.

This past summer saw a number of missing-boat and overdue-boat searches come up. Two eventually just showed up.

The two that were reported as overdue and then showed up were never in any danger; the crews had simply changed their plans without telling anyone. One of them made a stop at Los Roques on a trip from Grenada to the ABCs. The other crew apparently changed their minds about sailing from St. Martin to Trinidad, where they had told their families they were headed, and went to the Canary Islands instead! Meanwhile, friends and families were worried for their lives, and in addition to the efforts of KPK radio and various Facebook groups, the Search and Rescue agencies CROSS-AG (the Regional Operational Center for Surveillance and Rescue of the West Indies and Guyana) and the MRCC (Maritime Rescue Coordination Centre) were asked to keep an eye out. Customs officials in St. Martin were contacted about one boat's departure date. A possible sighting was followed up on.

As of the time of writing, two of the four boats recently reported missing were still missing, despite the activation of EPIRBs and resultant searches.

What can we, as cruisers, do to help with missing boat situations?

Communicate

First, help prevent unnecessary missing boat reports. If you change your plans — say, by changing your destination or making an extra stop en route — tell people! In this time of social media and easy communications, there are few excuses for not communicating, and communications are expected. We aren't in our own little bubbles anymore. Slocum could get away with being out of touch; we can't. While you know you are safe, and that making an unexpected stop for repairs, weather or just because is a reality, your dirt-dwelling loved ones have no idea of what cruising is about. They are thinking piracy or sinking, not a clogged fuel filter or perfect conditions to check out a certain area.

Use AIS

AIS (automatic identification system) units are not that expensive anymore. "Marine Traffic" is a useful app or website to look for boats with an AIS signal. Spend the money for a responsible loved one to have a subscription so that they can track your boat's location, even at sea. (AIS hits by satellite don't give details without a subscription.) Piece of mind all around.

Share Information

If you have a serious concern about an overdue vessel, share as much accurate information as you can. Pictures of the boat are extremely useful, plus its last known location and when it was supposed to have departed. If the crew's intended destination and route is known, add that.

Facebook groups are useful for this. Be aware that multiple postings can also mean responses and information in multiple spots, so diligence is required to collect that information. Rather than resharing, comment on the post to push it to the top of the feed.

When boats go missing, there are people working behind the scenes to look for them. We cruisers can help make missing-boat searches more efficient, and avoid wasting precious time and effort when help is not needed.

CALENDAR

SEPTEMBER

2	Public holiday in Puerto Rico and USVI (Labor Day)
4 – 7	Intl. Colloquium: Maritime History of Havana, Cuba. Club Náutico internacional Hemingway (CNIH), yachtclub@cnih.mh.tur.cu
7	Maritime Procession of the Virgin of Regla, Havana, Cuba. CNIH, yachtclub@cnih.mh.tur.cu
7 – 8	Curaçao Sunfish Championship. Watersports Assn. Jan Sofat, www.facebook.com/WatersportverenigingJanSofat
8	Tafelberg Trophy Race, Curaçao. CCuraçao Yachting Assn., info2cya@gmail.com
14	FULL MOON
14 – 15	Back to School Regatta, BVI. Royal BVI Yacht Club, admin@royalbviyc.org
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
19	Public holiday in St. Kitts & Nevis (Independence Day)
19 – 22	St. Lucia Food & Rum Fest. www.stlucia.org/summerfestival
20 – 21	Caribbean Sea Jazz Festival, Aruba, https://caribbeanseajazz.com
23	Autumnal Equinox
27	World Tourism Day
27 – 4 Oct	Optimist North American Championship, Bahamas. http://2019northamericans.optiworld.org

See more September and October special events on pages 20 and 21!



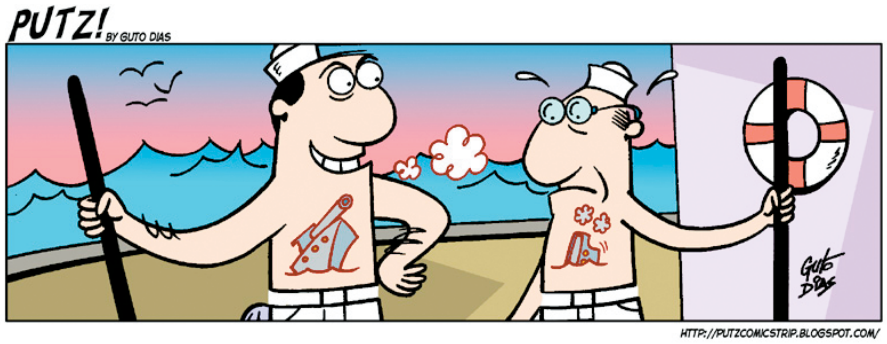
RENATO RINALDI

OCTOBER

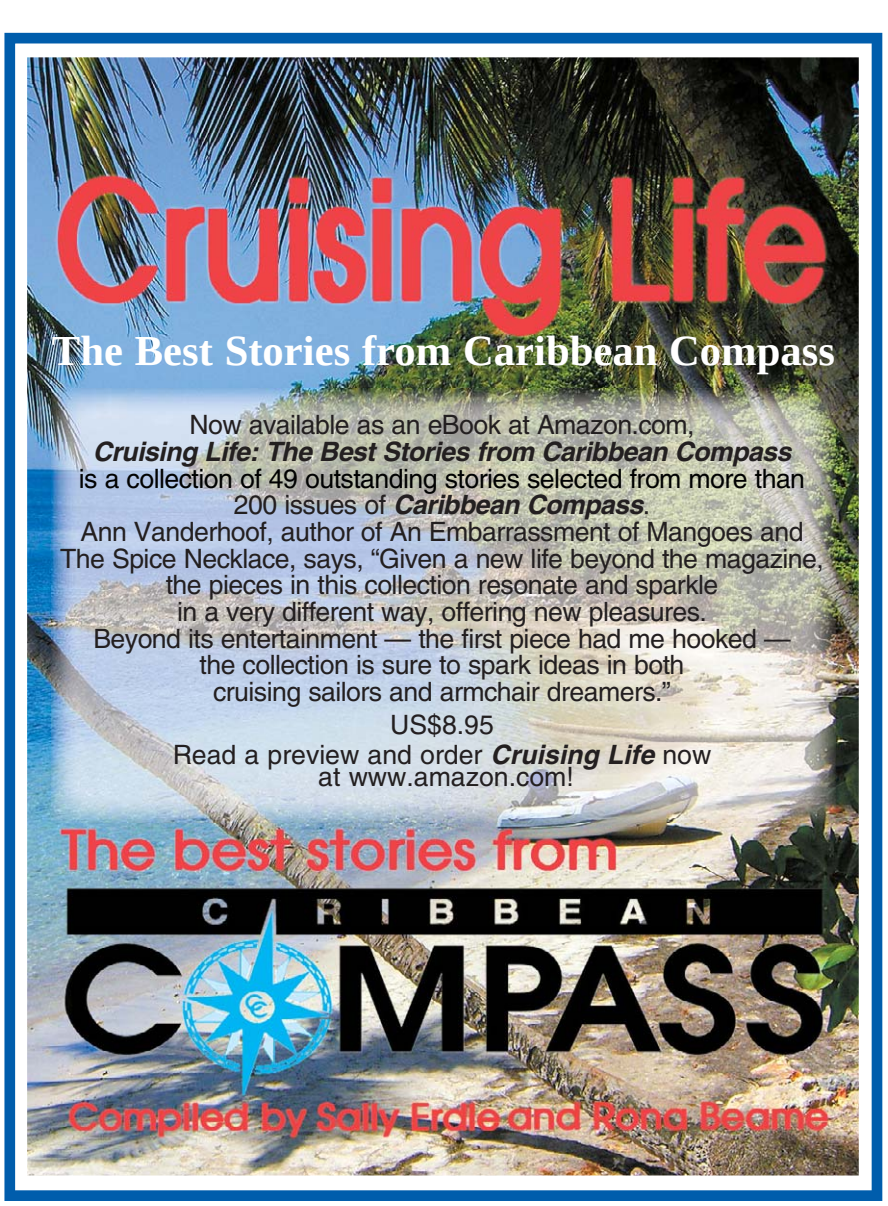
1	Public holiday in St. Lucia (Thanksgiving Day)
8	Aanbreng Curaçao-to-Bonaire Race. CYA, info2cya@gmail.com
8	Public holiday in the Bahamas (National Heroes' Day)
8 - 17	The Moorings Interline Regatta, BVI. www.moorings.com/regattas-and-events/interline-regatta
9 – 12	Bonaire Regatta. www.regattabonaire.com
12	Willy T Virgin's Cup Race, BVI. RBVIYC, admin@royalbviyc.org
13	FULL MOON
14	Public holiday in Puerto Rico and USVI (Columbus Day)
17 – 20	Caribbean Sailing Week, CSA. https://caribbean-sailing.com
18 – 20	St. Lucia Arts & Heritage Fest. www.stlucia.org/summerfestival
25	Public holiday in Grenada (Thanksgiving Day)
25 – 29	World Creole Music Festival, Roseau, Dominica. https://dominicafestivals.com
27	Jounen Kweyol, St. Lucia. www.stlucia.org/summerfestival
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
27 – 1 Nov	Assembly of Intl. Federation of Maritime & Naval Leagues & Associations, Havana, Cuba. CNIH, yachtclub@cnih.mh.tur.cu

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

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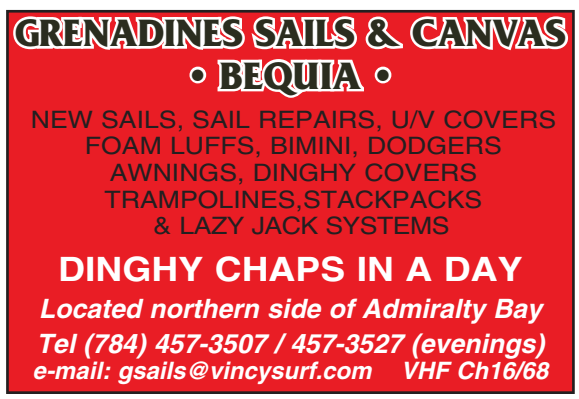
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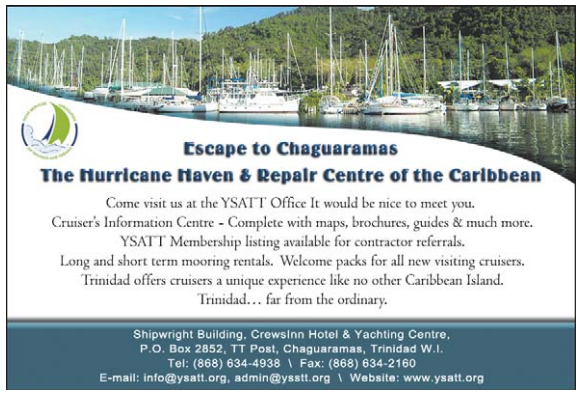






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Cruising: The Kids' Perspective

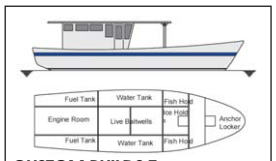
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