CARIBBEAN COMPASS

FREE

MAY 2023 NO. 326

The Caribbean's Monthly Look at Sea & Shore

DESTINATION AZORES

— See story on page 22

LINDA LANE THORNTON

PERFORMANCE KAYAKS
AT AFFORDABLE PRICES



DAY TOURING KAYAK
DT-RA - ROTOMOLDED

Extra large sealed storage hatch, combining storage and waterproofing | Fully equipped and functional | Designed for short trips | Streamlined hull and long rudder design make the kayak agile and fast in the sea | High-precision computerised rotomoulding technology | Impact resistant, wear-resistant | Odourless | Durable and resistant to sun, ice and ageing | Will last for many years with minimal care.

Available in sizes
11' 8.4" 13' 7.2" 12' 8.4"

BUDGET MARINE

The Caribbean's Leading Chandlery

SEAFLO

SEE FULL RANGE HERE

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

www.budgetmarine.com

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

MAY 2023 • ISSUE 326

Caribbean Music & St. Lucia Club Scene Focus 6



Spring Departures: Don't Leave Yet 18



The Azores: A Destination in Its Own Right 22



Eight Bells: Lisa Nicholson 28





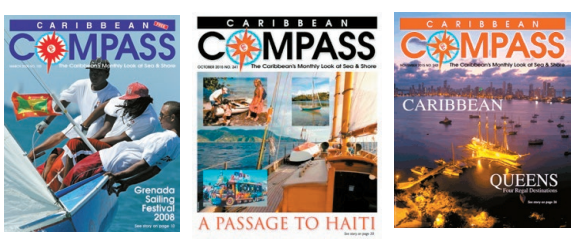
CARTOON BY HARLEY SCHWADRON

ON THE COVER:
A view of the bustling waterfront city of Horta on the island of Faial, Azores, from Monte da Guia. Photo by Linda Lane Thornton. For more about making a landfall in the island group after the spring migration from the Caribbean, turn to the story on page 22.

Readers Forum 4
Business Briefs 9
Channel 16 10
Eco News 12
Regatta News. 15
Book Review 27
Caribbean Lives 28
Meet Marine Life 30
Calendar of Events 33
Meridian Passage 33
The Night Sky 34
Island Poets 36
Market Place 37
Compass Cartoon 38
Classified Ads 39
Advertisers Index 39

Hey Readers, Get Caribbean Compass By Email!

Visit our website at caribbeancompass.com or just scan the QR code BELOW and enter your email address — it's as easy as that!



Thank you, *Caribbean Compass*, for continuing to bring quality, reliability and journalistic talent to "our" West Indies!
—Susan Chaplin, BVI

CARIBBEAN COMPASS

Caribbean Compass is published by Compass Publishing LLC of Connecticut, USA.
www.caribbeancompass.com

Publisher.....**Dan Merton**
dan@caribbeancompass.com
Publisher Emeritus.....**Tom Hopman**
Editor.....**Elaine Lembo**
elaine@caribbeancompass.com
Editor Emeritus.....**Sally Erdle**

Executive Editor.....**Tad Richards**
tad@caribbeancompass.com
Art, Design & Production.....**Berry Creative**
abby@berrycreativellc.com
Advertising & Administration...**Shellese Craigg**
shellese@caribbeancompass.com

Caribbean Compass welcomes submission of articles, news items and letters to the editor. See Writers' Guidelines at www.caribbeancompass.com/guidelines.htm. Send submissions to editor@caribbeancompass.com
We support free speech! But the content of advertisements and articles are the sole responsibility of the advertiser or writer and Compass Publishing LLC accepts no responsibility for statements made therein. Articles and letters may be edited for length and clarity. We do not accept individual consumer complaints.
©2023 Compass Publishing LLC. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing LLC.
ISSN 1605 - 1998

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

Dear Elaine,
I look forward to *Compass* every month.

I am the owner of two ketches chartering in the Grenadines. One of them, the 66-foot *Mikado of Sark*, and two guests, were sailing in Tobago Cays. We took a buoy as usual, close to Baradal Beach.

At 5 a.m. on Sunday March 19, we were awakened by voices and a shock: Our sailing boat was in the nose of a charter catamaran!

I started the engine and moved off the catamaran, and our keel was in the sand! (At least it was better than coral rocks.) After a few seconds we were able to move, and to use my anchor and 70 meters of chain.

Taking a torch, I saw how it happened. The rope of the buoy was broken.

In the picture, you can see the very rusty thimble of this buoy, and where the rope is broken.

It would seem that this buoy has not been checked for many years. The fee for using the buoys has increased dramatically in 2023, but what about the quality?

Dominique Bouquet
S/V Mikado of Sark and Lady White



The rusted thimble



PHOTO BY DOMINIQUE BOUQUET

The failed buoy line at Tobago Cay



PHOTO BY DOMINIQUE BOUQUET

Mikado of Sark

Dear Dominique,
Thank you for bringing this to my attention. I have raised the matter with the ranger in charge of maintenance, he stated that the moorings in that particular area are checked monthly since it is a high usage area. However, these monthly checks are mainly to look at the lines below the surface of the water. According to the photo the mooring was broken from the line on the surface of the water. This is supposed to be checked routinely by rangers conducting daily patrols. As a result, the issue should have been spotted and reported to the head of maintenance. This wasn't done and so we deeply regret the incident, which is avoidable.

Feel free to contact me if you need further information.

Regards
Lesroy Noel
Operations Manager
Tobago Cays Marine Park
www.tobagocays.org

Dear Elaine and Lesroy,
Sorry to see that this happened.

One other factor that this case raises is that marine park moorings typically have a maximum yacht size limit—depending on the particular park's mooring infrastructure, yachts over 60 feet are often required to anchor in an approved anchoring zone because they exceed the safe holding and stress capabilities of the moorings, especially in strong wind. I agree with Lesroy that this particular pick-up line looks like it could have been addressed in regular inspections.

I don't have the TCMP mooring size limits on hand, but it could be an opportunity to familiarize readers with those limits—but I suggest very diplomatically and without laying blame on this captain.

One tip: Something yachties can do is to use the pick-up line just to pick up the mooring, then attach their own lines through the metal thimble on the top of the mooring buoy which attaches to chain below the water, thus by-passing the rope that's used on the surface.

Also bear in mind that quality and maintenance are fundamental to the success of the mooring program.

Hope this helps,

Emma Doyle
MPA Connect Coordinator
Gulf and Caribbean Fisheries Institute
Gcfi.org

Dear Compass,
I agree thoroughly with Chris Doyle's article in the March 2023 issue. Abandoned boats are a real blight on the islands and an embarrassment for the cruising community. Like everything else, it takes money to deal with the problem. Tracking down owners, or estates of dead owners, and doing all the legal things before even preparing the boats to be towed out to deep water and sunk is a big part of the job. I wonder if there is an NGO, or maybe a UN commission that a Caribbean country could get funding from? Should cruisers themselves set up some kind of a charity to raise money, and partner with the government? Just throwing the ideas out there.

Jock Tulloch, S/Y *Unleaded*
skinnysailor659@gmail.com





Welcome to a Season of Color

GREAT DEALS AND AFFORDABLE RATES TO CALL PORT LOUIS MARINA YOUR HOME

Owned and managed by **Camper & Nicholson's Marinas**, **Port Louis Marina** is the newly refurbished full-service marina destination to visit in the southern Caribbean for secure yacht and superyacht berthing.

Facilities include:

- Pool for marina guests
- Airconditioned amenities
- Free Wi-Fi
- Black water pump out
- Onsite restaurants and bar
- Concierge services
- 110v/220v shorepower
- Alongside dockage available



For all enquiries, please contact

Tel: +1 (473) 453 7432
Email: reservations@cnportlouismarina.com
Web: www.cnmarinas.com/plm
VHF: Channel 14

TERMS & CONDITIONS

■ Rates are quoted in US Dollars and berthing fees are payable on arrival. ■ Rates are based on a vessel staying and paying for the berth for a consecutive number of days. ■ Catamarans charged at 1.5* the advertised rates. ■ A deposit of 10% of the value of the booking (Min US$100) is required to secure a berth. ■ Deposits are refundable up to 30 days prior to the booked arrival date. ■ All rates subject to change.



SOUNDS+

by Tad Richards

The best thing about the cruising life is being nowhere—nowhere that someone who hasn't lived the sailing experience can imagine. The second best thing is going somewhere, and in the Caribbean, that somewhere often includes festivities—festivals, carnivals, celebrations of the best that the islands have to offer, in art, food, costumes, and music, music, music! Here is a rundown of festivals in May and June, all within cruising distance.

May 2-8: Romerias de Mayo, Holguin, Cuba

A week of Carnival-like colorful parades and a range of musical acts in one of the biggest Cuban festivals brings the eastern city of Holguin to life. The music will be varied but includes Cuban traditional, classical, jazz and acoustic. Expect displays of many forms of dance, art and workshops (many of these will be in Spanish), though perhaps the most visually appealing will be the brightly colored street processions.

May 5-14: St. Lucia Jazz and Arts Festival

Long regarded by many as the Caribbean's premier music event, the St. Lucia festival returns after a three-year pandemic-induced hiatus, and it is back with a flourish, headlining a multi-platinum, multi-Grammy, multi-everything performer and his new partner, a homegrown son of the islands: **Sting and Shaggy**.

Beyond Sting and Shaggy, who perform Sunday, May 14, the Pigeon Island National Park stage will be packed with international stars. Here's the announced schedule.

Friday, May 5 - Kick-Off: Caribbean genres with some of the biggest names from the region headlined by Jamaican reggae superstar **Shenseea** and Trinidadians **Kes the Band**.

May 6-9 - Entertainment & Community Jazz: Explore authentic St. Lucian culture and people through an eclectic mix of local events.

Wednesday, May 10 - Kingdom Gospel Night: A riveting, inspiring showcase of praise and worship with some of the best names in Gospel, to be announced.

Thursday, May 11 - **Gustavo Casenave** leads a tribute to **Luther François**, the godfather of St. Lucia jazz. Also featured, jazz-soca guitarist **Ronald "Boo" Hinkson**.

Friday, May 12 - Caribbean Fusion starring Buju Banton.

Saturday, May 13 - World Beats: Nigeria is represented by rappers Rema and Oxlade, and Afro-pop stars Ayra Starr, Ckay, and JoeBoy.

And Sunday, of course: Sting and Shaggy.

The arts scene in St. Lucia is also celebrated at the festival. Beginning May 5, local events happen across the island, emphasizing the jazz and arts scenes throughout key communities.

The arts component of the St. Lucia Jazz & Arts Festival carries the theme "Art and the City" from May 7-11. The arts will include visual art, literary art, theater, fashion, an Icon Series, craft and souvenir markets, and a variety of events at the Derek Walcott Square, William Peter Boulevard, Constitution Park, Pointe Seraphine, and Serenity Park. From the visual arts to the theater, visitors will be immersed in the creativity and vibrancy of St. Lucia.

Find out more about the St. Lucia Jazz and Arts Festival at www.stlucia.org/en/jazzoffers

—Continued on next page

BLUE LAGOON HOTEL & MARINA

Call: **784.458.4308** Marina: VHF 16 or 68 Email: info@bluelagoonsvg.com







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

—Continued from previous page

May 6: Cayman Islands Carnival (Batabano)

This year's Grand Costume Parade will return to its traditional route from Seven Mile Public Beach to George Town's historic waterfront. The parade culminates with the Batabano Food Festival in the town center, along with Batabano's traditional street dance known as "Las' Lap" featuring multiple stages where various bands will perform until midnight. Admission is free to the Food Festival and Street Dance.

May 11-14 and 18-21: Cuba's Coraland Music Fest

Blue Diamond Hotels on Cuba's Cayo Santa Maria will host the Coraland Music Fest 2023 over two weekends, featuring electronic music presented by a lineup of Cuban and international DJs. Hosting Blue Diamond hotels include the Starfish Cayo Santa Maria Hotel, Grand Memories Santa Maria Hotel, Sanctuary at Grand Memories Santa Maria Hotel and Memories Paradise Beach Resort. The event is free for guests of Blue Diamond resorts in Cuba, US$30 per day for others. Packages including the festival are available through Sunwing Vacations.

May 8-13: Jamaica Frenzy 2023

At the Grand Palladium Jamaica Resort & Spa, Point Lucea, Jamaica: House music in a 5-star resort, with DJs **Timmy Regisford, Alan King, Mike Nasty**, and lots more. This is seriously on the pricey side.

For information check out jamaicafrenzy.com

May 17-21: Grenada Chocolate Festival

If you were going to devote a festival to one food, what better than chocolate? Visit organic cocoa plantations and chocolate makers nestled in Grenada's rainforest. Hear the story of Grenada's chocolate, dance the cocoa, make your own chocolate potions and indulge in delicious chocolate-inspired cuisine and cocoa-infused island life.

For information visit www.grenadachocolatefest.com

May 24-29: Aruba Soul Beach Music Festival

Voted one of the top five Caribbean celebrations by USA TODAY, the Soul Beach Festival, in Oranjestad, Aruba, features day and nighttime beach partying with guest DJs, and weekend headliners:

The Roots, featuring hip-hop superstars Questlove and Black Thought, are the house band for Jimmy Fallon's TV show. Their jazzy and eclectic approach to hip-hop is unique in its use of live instruments. Saturday night.





DIGITAL PAINTING BY TAD RICHARDS

The Roots (Questlove and Black Thought) Jill Scott

Singer-songwriter-poet **Jill Scott**, a Questlove protégé, has seen her albums go platinum and has won Grammys. Her songs like "The Way" and "A Long Walk" are hard to resist. Sunday night.

Lucky Daye, a popular American Idol contestant, received a Grammy for Best Progressive R&B album. Sunday night.

Details at soulbeach.net

May 25-29: Dominican Republic FesTopia

This event bills itself as the biggest urban and Caribbean weekend getaway, and features rapper **Fivio Foreign**, known for his collaborations with Drake and Kanye, plus a full schedule of party events including a Saturday Bare as You Dare pool party. This event is 21 and over.

Details at www.festopia.com



June 22-24: St. Kitts Music Festival

The St. Kitts Festival offers "a rich variety of musical styles that is unique to the festival, including: R&B, Gospel, Zouk, Cadence, Reggae, Blues, Dancehall, Meringue, Soul, Jazz," and a panoply of headliners, including 80s hitmakers **Air Supply**. Other featured performers represent a musical tour of the islands: Jamaican reggae stars **Chronixx** and **Koffee**, and dancehall and rap performer **Skillibeng** (originally from St. Thomas); **Skinny Fabulous**, soca artist from St. Vincent and the Grenadines, and rising soca star **Patrice Roberts** from Trinidad; from St. Kitts and Nevis, **Byron Messia**.

For information check out stkittsmusicfestival.com

June 23-25: Jamaica Ocho Rios Jazz Festival 2023

The festival's announced aim is to promote the "Classical Black Music and America's First Art Form" and preserve its original American nature.

DIGITAL PAINTING BY TAD RICHARDS

Delfayo Marsalis

Acclaimed jazz trombonist **Delfayo Marsalis** headlines the festival. Noted musician and educator **Seretse Small** has also been announced, and the gospel group **ISOP—Instrumental Sounds of Praise**. Announcements of more performers will be forthcoming.

Best source for festival updates is facebook.com/JamaicaOchoRiosInternationalJazzFestival

June 27 - July 3: Cayman Islands CayMas Carnival

Performers TBA.

Consult the website, www.caymas.ky, for details

June 30: Aruba Summer Music Festival

Aruba is a hoppin' place in the summer, between the Soul Beach Festival and this one. Performers TBA.

Check arubasmf.com for updates





CLUB SCENE: ST. LUCIA

By Vincent Mattiola

While you're taking in the St. Lucia festival, here are a couple more ways to experience the local cultural and music scene.

Mango Tree

St. Lucia's Petit Piton provides an iconic backdrop for The Mango Tree restaurant, located just outside Soufrière on a lush, gentle hillside at boutique Stonefield Villas Resort. Originally a 1700s plantation, this stunning open-air venue sits on land considered for centuries to be among the most fertile in St. Lucia. St. Lucian owner Anista Brown's family built around a magnificent mango tree, leading to the restaurant's namesake. Their enthusiastic integration of natural habitat is highlighted by the organic farm-to-table menu, attentive service, local entertainment, and a mélange of activities. Guests are welcomed into a peaceful and rejuvenating atmosphere and may even arrange to visit the on-site petroglyphs recognized as a sacred ceremonial birthing site to the native Carib people. The facility maintains a sense of tranquility and harmonious ambiance with intimate resort villas, serene lounge pool, breathtaking views, and carefully curated events calendar.

The Mango Tree serves up vibrant live music five days a week, with entertainment beginning at 7 p.m. nightly. Resort manager Paul Clauzel recommends visiting during sunset and full Moon for the complete experience. Every Sunday, saxophonist **Keltan Philbert** sets the mood during evening tapas with mellow background instrumentals. Mondays feature keyboardist **Tomlin Sydney** in an intimate setting overlooking the ocean. Tuesdays take it up a notch with local band **Future Lights** performing energetic St. Lucian Calypso Soca for buoyed excitement. On Wednesday, cocktail hour at 5 p.m. delivers complimentary rum punch & hors d'oeuvres to patrons joining for dinner. Thursday features local DJ Romanus Melius spinning a wide variety of tunes during Caribbean Buffet Night's all-you-can-eat feast, even taking song requests. Saturday night showcases talented steelpan performances by **Sulphur Stars** (**Edcil Dauvergne** & **Michigan Henry**) for guests to enjoy a favorite genre among the evening stars.

Mango Tree can be reached by taxi from Soufrière or directly from Malgretoute Beach after a brisk uphill walk to Stonefield. Take time to revel in this distinctly unique setting where fresh, local ingredients pair with the talents of St. Lucian performing artists to allow you to "Escape, Relax, and Rejuvenate!"

Buzz Restaurant

Nestled in the heart of Rodney Bay just steps from Reduit Beach, cruisers are welcome to experience the seasonal flavors and spirited sounds of St. Lucia at Buzz Restaurant. A local favorite, Buzz presents sustainably-sourced ingredients and talented St. Lucian musicians who round out a diverse events calendar year-round. Artists showcase their talent during the evening while patrons dine in an al fresco setting among Rodney Bay's bustling atmosphere. Considered one of the most celebrated fusion restaurants in the north of the island, Buzz is a melting pot of gastronomic and cultural experiences. This charming venue offers a unique glimpse into the island's food culture, arts scene, and heritage.

Centered around an impressive, mature flamboyant tree, music flows from Buzz Restaurant's intimate setting while guests dine amid glowing clay lanterns and subtle fairy lights. With a mission to create economic opportunities for local communities, Buzz Restaurant is proud to work with local farmers, anglers, and their proudly St. Lucian staff to offer a memorable dining experience. The variety of music proudly featured here creates an enchanting ambiance that nicely complements the restaurant's mission to serve thoughtfully curated dishes and drinks, while also organizing dinner themes to celebrate the diversity of the Caribbean region.

Open from 6pm – 11pm, Tues – Saturday, visiting cruisers can reach Buzz Restaurant from Reduit Beach or the SW harbor dinghy dock. Enjoy an evening stroll to the venue, where patrons enjoy a break from the hustle of Rodney Bay inside the secluded property grounds. The restaurant hosts musicians **Maria & Zach** every Wednesday and Saturday, and summer visitors can enjoy a respite from the heat with cool drinks. Take in a sunset on Reduit Beach then follow your nose and ears to the welcoming glow of Buzz for a range of savory meals, sensational drinks, and special musical performances.

Budget Marine Colombia Appoints Staff

Budget Marine has hired Anyi Montoya as manager of its new store in Cartagena, Colombia, at Calle 32 No. 18C-131, Avenida Pedro de Heredia. Montoya and the trained staff can assist local boaters as well as ocean cruisers.



PHOTO COURTESY BUDGET MARINE

Anyi Montoya flanked by her staff at Budget Marine's new store, Cartagena, Colombia

Staff can assist with discounts based on project size and special orders for hard-to-find items.

Gift certificates are available upon request from the cashier. Arrangements can be made for delivery of bulk buys and heavy products. Contact Montoya (+57 323 2293652) and she can arrange dockside delivery.

The site offers ample customer parking. Staff speak Spanish and English; Budget Marine website also can be viewed in both languages.

For more details and hours visit the website budgetmarine.com/locations/budget-marine-colombia-cartagena.

Parts & Power celebrates 50 Years

Parts & Power celebrates 50 years of serving the Caribbean this year with an open house on the waterfront behind the facility in Fish Bay, British Virgin Islands, on May 26. Featured are many manufacturers including Perkins, Northern Lights, Kubota, JCB, Dometic, Eaton, Volvo and ZF. Entertainment will be provided from 11 a.m., lots of promotional items will be given out, drinks and snacks will be offered in the afternoon.

Martinique Boat Show

The third annual Martinique Boat Show will take place in Martinique at the Etang Z'Abricots Port, from June 1-4, with 5,000 square meters of exhibition space on land and 300 meters of pontoons afloat.

Buying and selling is an important draw to the show, and one of its highlights is the opportunity for catamaran owners to sell their boats onsite. In addition to the sales aspect, Martinique Boat Show offers a platform for networking and professional development. Connect with boat builders, brokers, motor dealers, insurers, and bankers to learn about industry trends and developments.

For information or to offer a catamaran for sale, contact organisation@martinique-boat-show.fr, or check out Facebook or Instagram @martinique_boat_show.

2023 USVI Charter Yacht Show Set for November 11-14

Virgin Islands Professional Charter Associations (VIPCA) has announced some new wrinkles for its 2023 USVI Charter Yacht Show, set for November 11-14, 2023 at IGY's Yacht Haven Grande St. Thomas, U.S. Virgin Islands.



PHOTO COURTESY VIPCA

Seminars, walking tours and performances will increase boat show participants' knowledge of local culture.

"The 2023 Show schedule is full of opportunities for smaller meetings between brokers and crew with private luncheons and dinners and even a FAM trip sail on the last day to Brewers Bay, conveniently a short shuttle ride from the airport," says Oriel Blake, VIPCA executive director.

Also new is a water sports and toys exhibit. History seminars and walking tours will be offered for charter crews to expand their knowledge of local culture for use in creating their charter itineraries.

Registration is at usviyachtshow.org/register. Yachts that register by July 1, 2023, receive a 20 percent Early Bird discount, and IGY's Yacht Haven Grande St. Thomas is offering exhibiting yachts an Early Bird berthing rate of $1.65 per foot per day from November 5-18, 2023, if paid before August 1. The show is FREE for VIPCA member brokers.



Channel 16



PHOTO COURTESY OF SALTY DAWG SAILING

A Salty Dawg sails into the sunset.

Salty Dawg Homeward Bound Rally

The Salty Dawg Homeward Bound Rally, so named in 2020 when it brought hundreds of COVID-19 stranded cruisers back to the United States, continued this year with some changes. As in the past the rally began in St. Thomas, USVI, but this year new starting points were named: Marsh Harbor, Bahamas and Bermuda. The rally includes weather routing by The Marine Weather Center, position tracking by PredictWind, and an extensive level of coordination and support by the SDSA support teams during the offshore passage.

After an April 29 departure dinner in Antigua, the rally boats planned to head to their northern departure points on or about May 1. Boats meeting up in the Bahamas and the Virgin Islands plan to head to the U.S. on or about May 10. The Bermuda to U.S. departure date is scheduled for May 14, weather permitting.

As always, the Dawgs have a busy summer sailing season scheduled with rallies up the U.S. East Coast from Annapolis, MD, to Nova Scotia with the Downeast Rally and the Maritime Rally, and rendezvous in Essex, CT; Newport, RI; and Rockland, ME. Registration is open for all these events.

Find more information at www.saltydawgsailing.org

Dominica Named One of World's Greatest Places

Dominica has been named one of the World's Greatest Places in *Time* magazine's annual list of 50 extraordinary travel destinations. In singling out Dominica, *Time* writes: "Sustainable tourism is a priority for this small island nation between Martinique and Guadeloupe, aiming to be the world's first climate-resilient nation by 2030. Nicknamed the Caribbean's nature island for its lush greenery and mountains, Dominica doesn't have the requisite beaches of this region, but what it does have is adventure aplenty via rain forests, waterfalls, hot springs, and volcanoes."

Time made particular mention of the Caribbean's longest hiking trail, the 115-mile Waitukubuli National Trail, and the Caribbean's only sea-kayaking trail, the Waitukubuli Sea Trail: "Kayakers can spend a week exploring the entire length of the island's calm Caribbean coastline, paddling past dramatic cliffs and snorkeling hidden coves, or just do portions."



PHOTO BY CHAD AMBO, DISCOVER DOMINICA AUTHORITY

Kayaks traverse the Waitukubuli Sea Trail in Dominica, one of Time *magazine's World's Greatest Places.*



PHOTO BY CHAD AMBO, DISCOVER DOMINICA AUTHORITY

"To be recognized by such a prestigious, internationally recognized publication is a true testament to the culture, natural beauty, and wonders Dominica has to offer travelers," said the Hon. Denise Charles, minister of tourism. And Dominique Marchand, general manager of Coulibri Ridge, a resort perched atop a mountain ridge in southern Dominica also mentioned by *Time*, said: "This recognition validates the power of sustainable tourism and nature-inspired luxury. The tourism industry in Dominica is committed to bringing sustainability to the forefront of the travel experience, and what we have created here is a shining example of how to make it work."

For information, visit www.discoverdominica.com.

St. Vincent and the Grenadines Sees Yachting Rebound

Ernesto Cooke, in the St. Vincent *Times*, reports that St. Vincent and the Grenadines is seeing an increase in yachting arrivals coming out of COVID.

Minister of Tourism Carlos James said that in the month of January 2023, the numbers were up 84 percent from the previous year.

"The numbers are moving, from over 4,000 to 7,000 calls within the month of January 2023. It is showing that we're just at the peak of moving out of our COVID downturn in terms of our numbers where tourism is concerned and yachting is leading the charge.

—Continued on next page


PHOTO BY WILFRED DEDERER

Admiralty Bay, Bequia

—Continued from previous page

"We're still not yet out of the woods, because when you look at the comparative numbers for 2019, we're just below those numbers by 11 percent, which shows that there's also room for improvement. This will only get better as we go into a post-COVID period in terms of yachting and marine tourism."

James said Bequia was leading in the way in anchoring and clearance of yachts: "Over 4,000 yachts cleared in Bequia and just under 2,000 on Union Island."

Jamaican and Guyanese Communities Assessed for Aid

Twenty rural community groups in Jamaica and Guyana were recently assessed by the Basic Needs Trust Fund (BNTF) of the Caribbean Development Bank (CDB) through its Pilot Beneficiary Group Capacity and Programme Assessment. This intervention, which targeted 12 communities in Jamaica and eight in Guyana, aimed to identify areas for strengthening the operations of each group to aid communities in pursuing sustainable local development.

"BNTF seeks to build the communities' capacity to drive their own development while fostering strategic partnerships to achieve their goals. The information from the assessments will help us to identify the areas of greatest need...for further training and support," says George Yearwood, portfolio manager of the BNTF.

In Jamaica, 126 people participated in the assessments. In Guyana, there were 70. The assessments for both countries were done from late February to mid-March 2023.

According to Richardo Aiken, BNTF community development specialist, preliminary analysis of the assessments so far has highlighted several areas where communities need skills strengthening to help the BNTF beneficiaries in its current funding cycle sustain sub-projects.


PHOTO COURTESY CDB/BNTF

A local women's group from the indigenous community of Mashabo in Guyana share their experiences.

"We have also seen the need to mainstream gender and climate change considerations, enhance skills such as proposal writing and advocacy as well as aligning local interventions to the SDGs," he said.

For more information contact Indi Mclymont-Lafayette, knowledge management consultant at the CDB's Basic Needs Trust Fund. Tel: (876) 352-1813 or email: indi.lafayette@caribank.org



DYS

Douglas Yacht Services

La Martinique

Service Team

« A to Z » SERVICE AGENT

DUTY FREE PROCEDURES

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

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

www.douglasyachtservices.fr

CARIBBEAN ECO-NEWS

TCarta Marine Aids in Ocean Floor Mapping

TCarta Marine, a global provider of hydrospatial products and services, has expanded its role in the Seabed 2030 project that seeks to map the entire ocean floor by 2030. TCarta has developed capacity building initiatives to train international hydrographic offices in creating their own SDB data sets for Seabed 2030 and other applications.

Seabed 2030 was launched by The Nippon Foundation of Japan and the General Bathymetric Chart of the Oceans program (GEBCO) to produce a publicly accessible bathymetric data set (measurement of depth) of the seafloor. The project is officially endorsed by the UN Decade of Ocean Science for Sustainable Development.

As a Seabed 2030 partner, TCarta has contributed 150,000 square kilometers of 10-meter resolution seafloor depth measurements from its Global Satellite Derived Bathymetry (G-SDB) product line. The contributed data sets include Caribbean coastal zones of Belize and Turks and Caicos. "The data collected in the Caribbean...provides first-order information of the seafloor surrounding coastal communities most at risk for sea level rise," said Hayley Caitlin Drennon of the Lamont-Doherty Earth Observatory.

TCarta personnel completed training with the Mexican Hydrographic Office in 2022. The firm will begin a similar instructional program in Jamaica this year with an export grant from the State of Colorado.

"Starting with Mesoamerica, our goal is to empower smaller nations to create their own high-quality bathymetric products for the protection and sustainable development of their coastal resources," said TCarta president Kyle Goodrich. "They are free to contribute the derived data sets to Seabed 2030 and to incorporate them into their own projects."

Hub to Enhance Understanding of Fisheries Food Safety

The Inter-American Institute for Cooperation on Agriculture (IICA), in partnership with the Caribbean Regional Fisheries Mechanism (CRFM), has announced the launch of the new Fisheries Food Safety Hub, developed with funding from the European Union (EU). Its purpose is to increase accessibility to fisheries food safety compliance materials.

"The Hub itself will be very beneficial to the CNFO, as it is another platform for us, small-scale fishers, to be able to share our message to reach a greater number of participants, particularly those who are not within the CNFO constituency," says Adrian LaRoda, chair of the Caribbean Network of Fisherfolk Organisations. LaRoda adds that CNFO members use the platform as a part of their ongoing efforts to strengthen the capacity of fishers in the Caribbean.

The resources that are showcased on the Fisheries Food Safety Hub will help persons in the fisheries and aquaculture sector to strengthen their knowledge on food safety, and especially the sanitary and phytosanitary measures that are important for trade within and outside of the Caribbean region.

The Fisheries Food Safety Hub is linked with the e-Library of the project, available on edfspscariforum.online, which offers authoritative digital resources dedicated to stakeholders interested in agricultural health, food safety and food quality in the CARIFORUM region.

Plastic Waste Free Islands Project

The Plastic Waste Free Islands Project, with the support of the International Union for Conservation of Nature (IUCN), has issued three detailed studies on the economic impact of plastic pollution. The studies cover Antigua and Barbuda, St. Lucia, and Grenada.

According to project documents, marine plastic pollution has great economic and societal repercussions. Industries like tourism and fishing as well as communities rely on marine environments for their livelihoods... and plastic pollution poses a threat to cultural heritage and history. "A cleaner ocean is essential to the island communities' well-being, biodiversity, and livelihoods," the project introduction states.

Plastics impact fisheries through dumped catch, fouling incidents, net repairs and time lost cleaning nets, while ghost fishing can generate additional revenue losses. Tourism can be impacted when tourists are no longer willing to visit, due to plastic litter on beaches. To avoid this impact, beach clean-up costs need to be incurred. These, and other factors, are costs associated with marine plastic pollution.

Download the briefs at www.iucn.org/resources/grey-literature/three-briefs-economic-impacts-plastic-pollution-caribbean-islands-antigua

Novel Wastewater Project in Grenada

Plans are moving forward for the Princess Alice Hospital in Mirabeau, St. Andrew's, Grenada to receive an innovative US$400,000 wastewater treatment and recycling plant funded by the Caribbean Development Bank's (CDB) Basic Needs Trust Fund (BNTF).

The pilot project will install a very low energy wastewater treatment plant using activated crushed glass from recycled glass bottles and containers instead of sand. The filtration system will effectively self-clean the wastewater without human intervention. Its minimal use of electricity makes it ideal for rural areas.

"The recycled wastewater can be used for irrigation year-round by the nearby farmers. This is especially needed during the dry season," said Dr. Lindonne Telesford of the Windward Islands Research and Education Foundation (WINDREF).

The project is expected to increase agricultural production by 15 per cent during each dry season, meaning a five per cent yearly increase in income for farmers. It will increase treatment of wastewater at Princess Alice Hospital by 75 per cent and improve access to treated recycled water for fifteen community properties.

"This initiative will be very handy for us," said Mr. Alrich Matthew, a farmer who has farmed in the area for over 23 years. "We do not have enough water to survive efficiently all year. So, we greatly appreciate this project, and we pray it comes on stream as fast as possible."

PHOTO COURTESY OF BNTF



Farmer Alrich Matthew discusses needs with BNTF portfolio manager George Yearwood.

PHOTO COURTESY OF BNTF

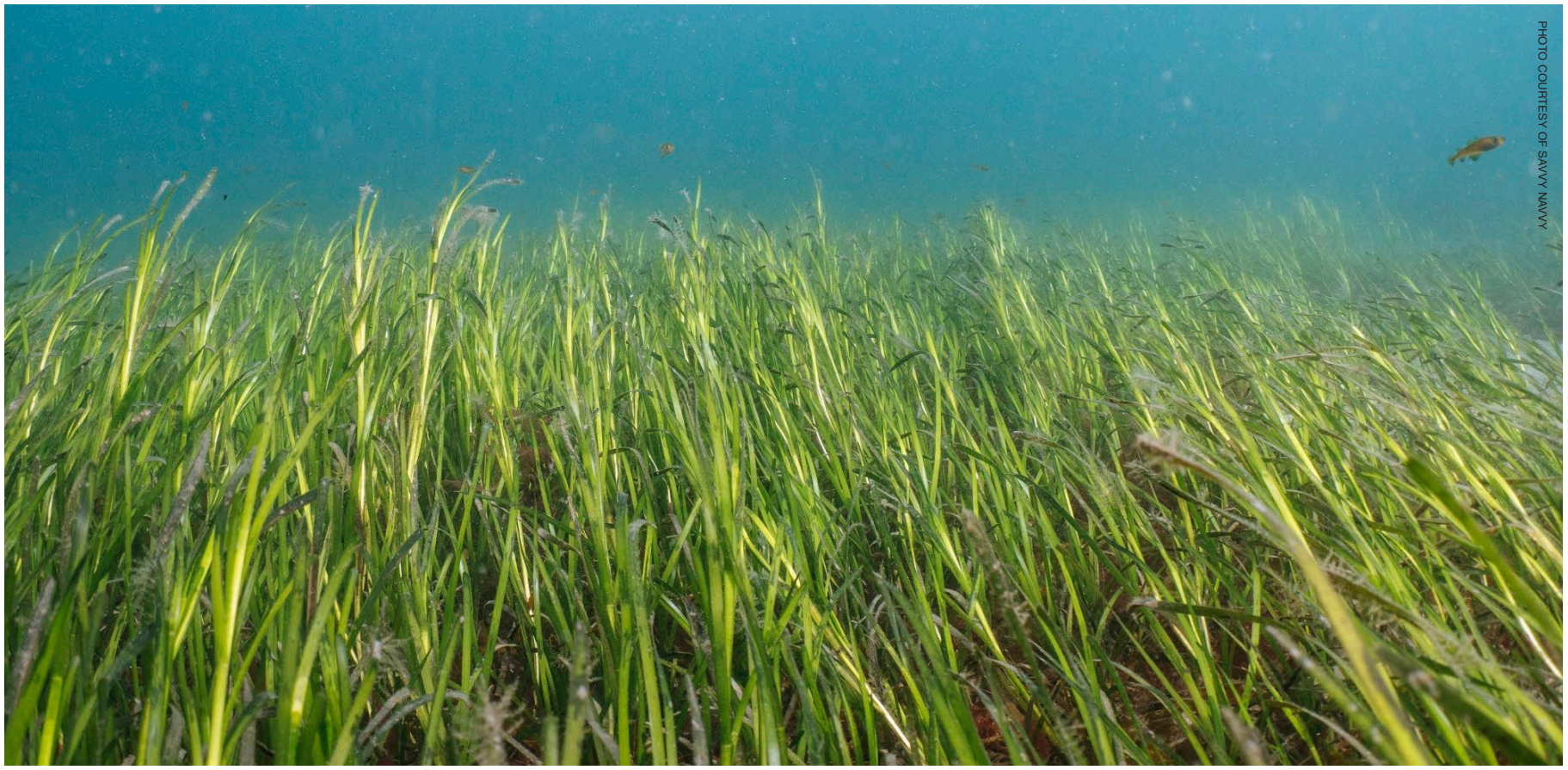


Dr. Lindonne Telesford addresses a group.

The project will also implement a gender responsive education and awareness campaign to bolster support for and build community participation around the pilot.

For more information contact Indi Mclymont-Lafayette, knowledge management consultant at the CDB Basic Needs Trust Fund. Tel: (876) 352-1813 or email indi.lafayett@caribank.org

—Continued on next page


PHOTO COURTESY OF SAVVY NAVVY

The aim of the new global campaign is to stop sensitive seagrass beds from being destroyed.

—Continued from previous page

Endangered Coral Species Lawsuit

An environmental group, the Arizona-based Center for Biological Diversity, has filed a lawsuit accusing the U.S. government of failing to protect 12 endangered coral species across the Caribbean and the Pacific Ocean that have been decimated by warming waters, pollution and overfishing.

The National Marine Fisheries Service had proposed to protect six thousand square miles of coral habitat off Puerto Rico, the U.S. Virgin Islands, Florida and the northwestern Gulf of Mexico, but never did so. The designation could improve water quality, limit excessive fishing and protect spawning grounds, according to the environmental group, which said "absent bold and immediate action" coral reefs worldwide could collapse over the coming century.

Overall, 23 coral species, which are the building blocks of reefs, are listed as endangered and six as critically endangered, according to the International Union for Conservation of Nature.



Campaign image from #ProtectOurBeds

Global Project Targets Seagrass Conservation

A new campaign between not-for-profit Clean Sailors, the Ocean Conservation Trust and the all-in-one navigation app, savvy navvy, supports sailors in combatting climate change by digitally mapping sensitive seabeds and eco-moorings across boating hotspots around the world.

The aim of the new global campaign, #protectourbeds, is to help stop vital seagrass being destroyed, by bringing greater awareness to water-users on where sensitive seabeds lie and encouraging them to minimize disruption.

Seagrasses combat climate change by absorbing and storing huge amounts of carbon but are estimated to be the fastest disappearing habitat on the planet mainly due to avoidable human activity.

"The #protectourbeds campaign is collating geo-spatial data on sensitive seabeds and showing the information in the savvy navvy navigation app - providing sailors and water-users with a clear view of where seagrass beds are and alternatives to anchoring. By mapping and sharing sensitive seabed locations with digital navigators, and the location of alternatives — eco-moorings — we can educate, inspire and encourage our sailing community to make more informed anchoring choices when out on the water," says Holly Manvell, founder of Clean Sailors.

"The Ocean Conservation Trust has been working with the boating community to conserve nature for the past decade, so we are delighted to be the scientific adviser in this project. The addition of sensitive habitat information on savvy navvy navigational charts is the first time the boating community can easily understand what lies beneath the keel," says Mark Parry, head of ocean habitat restoration at the Ocean Conservation Trust.

Users of savvy navvy are able to see the location of existing seabeds and eco-moorings around the Southwest of the UK in the all-in-one navigation app. The project will build UK-wide sensitive seabed data and then focus on European waters and beyond through the course of 2023-24.

While starting in the UK, the campaign is now looking for data partners across the world for the next milestone of the project.

"Our key goal is boating hotspots, and since the Caribbean is one of the biggest boating hotspots on our planet and increasingly focussed on ocean conservation, we are very keen to make this area a focus of our project," says Manvell. "Getting Caribbean partners on board who can help with local data is really key for us and this is what will allow us to bring the utility of our #protectourbeds campaign to the Caribbean!"

All enquiries and applications can be directed to Clean Sailors via info@cleansailors.com. For more information contact Manvell on holly@cleansailors.com. Alternatively, contact savvy navvy's PR manager Isabel Johnston on isabel@savvy-navvy.com.

PEAKE
YACHT SERVICES

Chaguaramas Bay, Trinidad
VHF CHANNEL 69



160 Ton Marine Travelift - Maximum Beam 31 ft
No Forestay Removal On Most Yachts Below 60 ft

Fully stocked chandlery, hotel and restaurant on site

- The most experienced, most professional yard in the Caribbean with the most comprehensive list of onsite marine services and contractors – **FACT!!**
- At the best prices – **FACT!!**
- **FREE** water - **FREE** fully functional WIFI
- All this in the least extreme weather zone in the region – **FACT!!**

Treat your beautiful boat to the best. You know she deserves it!

CONTACT US TO LEARN ABOUT OUR SUBSTANTIAL DISCOUNT SPECIALS.

P.O. Box 3168 Carenage Trinidad • Tel (868) 235 4PYS (797)
reservations@peakeyachts.com • www.peakeyachts.com

REGATTA NEWS



PHOTO BY DEAN BARNES

Ron O'Hanley's Cookson 50, Privateer *(USA)*

49th St. Thomas International Regatta

Nearly 50 yachts, racing in CSA handicap and one-design classes, spanning from 24- to 70-foot vessels, and with skippers and crews hailing from the Caribbean, USA, Europe, and Australia, competed in the 49th St. Thomas International Regatta in the United States Virgin Islands from March 24-26.

Privateer (USA), Ron O'Hanley's Cookson 50, finished first over Jim Madden's Carkeek 47, *Stark Raving Mad IX* (USA), by a mere two points.

"We raced this event last year and knew there were great conditions," said O'Hanley, of Boston, Massachusetts. "What I'm most happy about is that when we made mistakes, we recovered quickly. The team has sailed together for a long time and communicated well."

In Spinnaker Racing 1, Peter Corr's Summit 40, *Blitz* (USVI), topped the class from day one to the end. Jon Desmond's Mills 41, *Final Final* (USA), was second.



PHOTO BY DEAN BARNES

USVI's Bill T *in the IC24 class with Cy Thompson at the helm*

"Our strong points were practicing before the event, a mind set on what we had to do, and then making it happen together as a team," said Corr. "Each of the boats in our class sailed well and caught us a couple of times. Our strength was consistency."

The USA's Sandra Askew and her crew on the Cape 31, *Flying Jenny*, scored six place finishes to handily win the highly competitive class. The USA's Marc McMorris maintained second on his Cape 31, *M2*.

"We have a great crew," said Askew. "We have US, UK, and Australian crew and the Cape 31 responds well when it's sailed well. It does especially well in the Caribbean's breezy conditions, and the coastal racing was fun and scenic."

In Racer Cruiser 3, Joan Rodriguez's Beneteau First 40.7, *Lady M* (Dominican Republic), stretched its lead with a third and final day of first-place finishes. Jerome O'Neill's J/39, *Crystal* (Puerto Rico), came in second.

"We raced here twenty years ago on *Celtic V* and have a fair knowledge of the racecourses," said Rodriguez. "This year, we practiced beforehand to be competitive. We aimed to have clean starts and play the course as well as we could. During these last three wonderful days, the windy conditions were tough so taking care of boat handling was a key point and then we focused on boat speed and safe maneuvers."

In the One-Design IC24 Class at STIR, St. Thomas's USVI two-time Olympic Laser sailor, Cy Thompson on Bill T, posted a double-digit 18-point lead to win. Scott Stanton's Big Island (St. Croix, USVI), scored second.

"Everyone looks at the helmsman, but it takes a good crew to do well and that's what we had," said Thompson. "We never wrapped the spinnaker nor shrimped the kite. I think an advantage I bring from Olympic campaigns is fleet management and that works well in the IC24 class."

In the eight-boat Hobie Wave class, St. Thomas's Niall Bartlett on *FiDeLa* triumphed with nothing less than firsts.

"Age and wisdom, that's all I can say," said Bartlett. "The kids in the class got stronger with each race and I think in coming years we'll be watching them sail toward the horizon."

In other awards, the USA's David McDonough and his crew aboard the J/42, *Trinity IV*, earned the inaugural presentation of the perpetual Arthur J. Wullschleger Happy Days and Never Better Award. Wullschleger, nicknamed Tuna, was a veteran international sailing judge with events from the America's Cup to STIR under his belt. As the trophy is inscribed, it is "presented to the yacht the demonstrates the highest level of positive attitude, enthusiasm, and comradery on both the racecourse and ashore."

Full results for STIR 2023 are at yachtscoring.com/emenu.cfm?eID=15496

To relive the fun via daily photos and recaps, check out STIR on Facebook (www.facebook.com/stirvi), Twitter @stirvi, and Instagram #STIRVI.

For more information, visit www.stthomasinternationalregatta.com, Email: manager@stthomasyachtclub.org, or regatta co-director Pat Bailey at simpleislandboy51@gmail.com or call (340) 775-6320.

—Continued on next page

—Continued from previous page

50th Anniversary of the BVI Spring Regatta and Sailing Festival

Seventy boats and five days of racing concluded on Sunday, April 2, with fireworks and the hospitality of long-time host sponsor Nanny Cay Resort and Marina.

A special mention is due to 92-year-old BVI local Dr. Robin Tattersall, racing on *Makin Memories*, a Sunsail 41 in Bareboat 2 division. "When you are my age, it's tempting fate to say you are coming back, so I don't!" Tattersall laughed. "Our class was quite competitive and quite close; we did get a second today which was our best result." Tattersall has represented the BVI in two Olympic Games.



PHOTO BY INGRID ABERY

Dr. Robin Tattersall raced on Makin Memories, *a Sunsail 41.*





PHOTO BY INGRID ABERY

Above, left: Dr. Laura Schlessinger's Pata Negra *took first place in CSA 1 class. Above, right: Moko Jumbies add fun and colour to the final awards.*

In CSA 1 Racing, first place went to Dr. Laura Schlessinger from California, USA, sailing on the Lombard 46 *Pata Negra*. "The racing was fantastic," she said, adding "yesterday we took a race by one second and I think the day before we lost a race by a second. I was just happy that we came here and now I'm even happier!"

Longtime BVI Spring Regatta competitor Peter Corr from St Thomas, USVI, took first in CSA Racing 2 on *Blitz*, his Summit 40. "It feels fantastic to have won, we had a great regatta, the competition was unbelievable, it was seconds and minutes," Corr said. "The event is so well organized and put together."

Jaime Torres, skipper and owner of *Smile and Wave*, winner of CSA Racing 3, said, "It felt great to win in class in the 50th anniversary edition, we sure worked hard for a long time for this. We didn't do anything special today because we didn't have to win another race. We just needed to stay in the game, sail conservatively and play our cards right, which we did."

An exciting battle in Sport Multihull division between father and son Chris and Nathan Haycraft resulted in Haycraft senior, on *Ting-a-Ling 2*, a Corsair F31R, taking the win over his son by just two points. Nathan, sailing on *Ting-A-Ling*, a Corsair F27, said, "It was kind of surreal in the beginning to be doing so well against my dad. It was more of an honor to be honest because I have been racing with him for so long and to finally be on the opposing side was really cool, we really enjoyed racing against him."

Coco De Mer, the Gunboat 66, took first in Performance Multihull. Tactician Tim Thurbon said, "It's been a brilliant few days and it felt fantastic to win, this is my first time sailing in the BVI and today we were hitting 24 knots downwind, the three of us together on the start line short tacking, it doesn't get any better."

Javier Rodriquez, bowman on board *Lady M*, from Dominican Republic and racing in Performance Cruising A, said, "It felt wonderful to win—we were tied with *Paroma* [Salona 44 owned by Luis Balzac] yesterday and we took a first and third today which was enough to win. It's been twenty years since we raced here, and we hope to come back again. It's been an excellent week, good conditions although we did blow the spinnaker halyard yesterday so had to replace that last night and repair the spinnaker—but we still won!"

Bart de Wit, skipper for Team Ned Orange from the Netherlands and racing on a Sunsail 41 in Bareboat 2, said, "It feels perfect to win—we had two days which were really perfect, of course, the crew, the manoeuvres, the wind, our last day was a bit hard but maybe it was because of the party last night. We certainly have had a great regatta, it's our first time here, the wind was two days was good for us 20 knots, today was a little less and we really need 20 knots for this boat."

In the Cruising Multihull class, Georges Coutu on his Leopard 50 *La Novia* won every race sailed. "It's great for us, we wanted to win the three big regattas: Caribbean Multihull Challenge, the Heineken Regatta and the BVI Spring Regatta—winning this one completes the dream that I had of winning all three," he said. "Competition was very strong, and I liked that every day we had to fight to make it."

Every year the Regatta presents the Guy Eldridge Spirit of Enthusiasm Award to an individual or individuals who shine in the spirit of the sport and who has stepped out and gone beyond. This year the award was presented to Richard Wooldridge and Steve Davis, for their persistence, hard work and commitment to journey rebuilding the Kelsall *47 Triple Jack*. She finally was able to race this week for the first time after being wrecked following Hurricane Irma.

Antigua Laser Open Championship

March 25-26 saw Antigua's Emily Gaillard take the win in the Antigua Laser Open Championship's Laser 4.7 class, after multiple first place finishes on the first day of the regatta.

On the second day of the regatta Emma Lennox was able to take a couple of wins which brought her second place overall just in front of *Rio Stomp*, finishing in 3rd place.

Melina de Vries and Veronica Destin also competed. With heavy winds, it was an exhausting but very nice weekend sailing in Falmouth harbour, Antigua.



Second place finisher Emma Lennox

"The sailors have learned a lot of new skills in Antigua, and came back more motivated than ever to train for their next event, which is the Mini Bucket in St. Barths taking place May 20-21," said their coach, Sam Peeks.

On the Horizon

Antigua Sailing Week runs from April 30 – May 5. Well over 100 yachts are expected, ranging in size from 24 feet to over 100 feet, and encompassing all types of yachts from serious racing boats to a variety of cruising boats—it even features a club class for less serious racers who want to be part of the on-the-water action. The Notice of Race, Sailing Instructions and other official documents can be found on www.yachtscoring.com.

The 935 nautical-mile **Antigua-Bermuda Race**, managed by the Royal Bermuda Yacht Club in association with Antigua Sailing Week, begins May 9, and is designed to suit a wide range of yachts and crew, with memorable parties both in Antigua and Bermuda.

After leaving Antigua and passing Barbuda, the fleet will be out of sight of land until the finish in Bermuda.

Canadian Pogo 12.50 *Hermes II* has raced in all previous editions of the Antigua Bermuda Race.

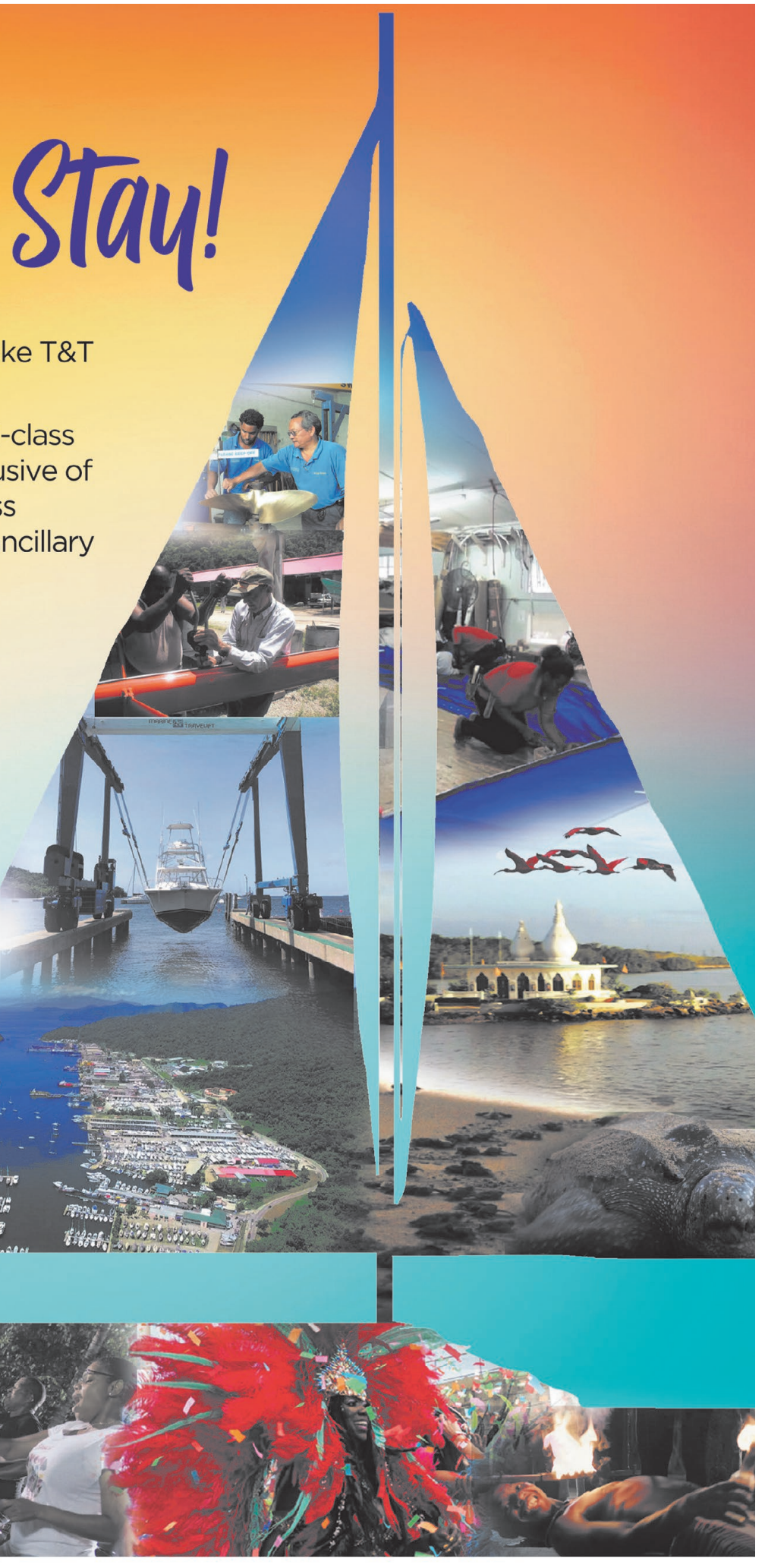
May 16 signals the start of the **Windward 500 Races**. For further information see www.yachtscoring.com.

Sail, Service, Stay!

SAIL away from the hurricane zone and make T&T your home away from home.

SERVICE your yachts with a range of world-class premier yacht repair and maintenance, inclusive of polishing, painting, finishing, joinery, stainless fabrication, marine engineering, and other ancillary services all within a one-mile cluster.

STAY at local boat yard and marina accommodations and experience the lure of adventure, natural wonders, fine dining, entertainment and diverse cultural experiences.



MAKE TRINIDAD & TOBAGO YOUR NEXT STOP!



mti
REPUBLIC OF TRINIDAD AND TOBAGO
MINISTRY OF TRADE AND INDUSTRY

YACHT SERVICES ASSOCIATION OF TRINIDAD AND TOBAGO
www.ysatt.com

trinidad&tobago
Visit our website at:
WWW.VISITTRINIDAD.TT
booktrinidad visittrinidad info@visittrinidad.tt



Don Street, 2019

Don’t Leave Yet

By Don Street

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

Check the chart and don’t leave yet!

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

The number of boats that I’ve known that left for Europe too early and had disasters or near disasters while approaching the Azores are so numerous I will not bother counting them.

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

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

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

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

Heading to the US East Coast

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

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

Via Bermuda

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

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

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

Bermuda to Newport or Halifax

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

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

—Continued on next page

—Continued from previous page

Some boats head due north from Bermuda, sail 720 miles to Halifax, and then cruise the Nova Scotia coast to the Bras d'Or Lakes (fresh water, no fog). They then exit the north end of the lakes and sail to the islands of St. Pierre and Miquelon to stock up on inexpensive beer, wine and booze, French cheeses and reputedly the best French bread in North America. Then 40 miles on to Port Fortune, Newfoundland, to top off fuel, water and stores and do a crew change if necessary. (Port Fortune has daily bus service to Newfoundland's capital, St. John's.) Then they take off to Ireland, 1720 miles, or stay and enjoy an unusual summer cruising ground.

To the Chesapeake

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

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

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

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

The safest route

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

Check the weather and contact your weather router. If the weather stays favorable (wind west clocking around to southeast) continue north. But if the weather is going to go counter clockwise from northwest around to the east, duck into Charleston, having sailed roughly 1150 miles from St. Thomas. If your boat draws seven feet or less with an air draft of under 64 feet, you can continue on up the ICW (Intracoastal Waterway). If this is not possible, enjoy Charleston until the weather turns favorable, and then continue north.

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

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

Heading to Europe

When heading to Europe there are various routes:

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

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

—Continued on next page



Power Boats
"the Place for Yachts"



AT LAST!

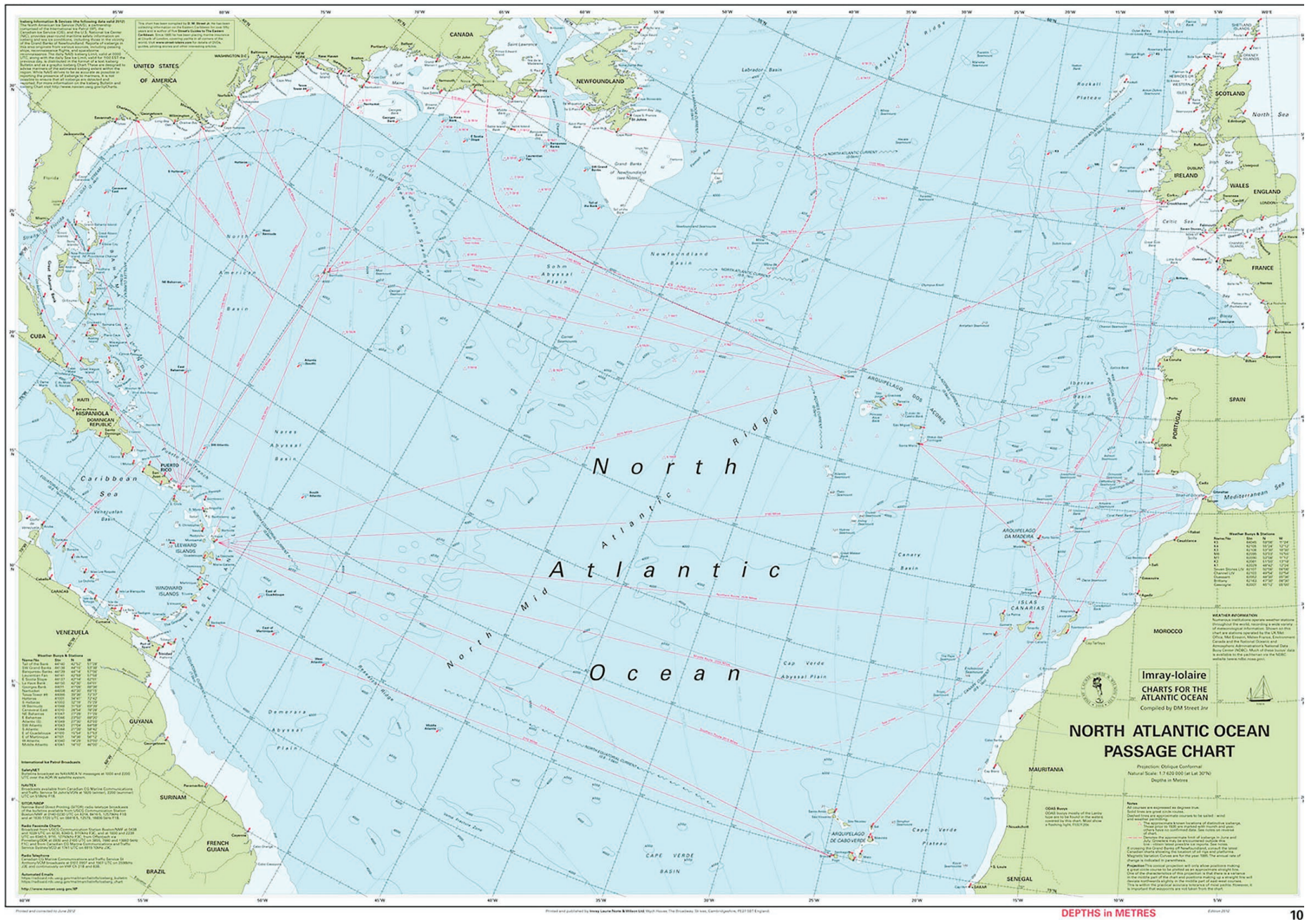
- AFTER YEARS OF DEVELOPMENT, A TRAILER DESIGNED SPECIFICALLY TO HAUL CATAMARANS
- CRADLES CATAMARANS SECURELY AND GENTLY WITH INDIVIDUAL SLINGS UNDER EACH BOW
- NO INWARD SQUEEZING OF HULLS LIKE ON MARINE SLING HOISTS
- HYDRAULICALLY OPERATED AND INFINITELY ADJUSTABLE
- EASILY LIFTS CATAMARANS FROM 34 TO 60 FEET LOA WITH WEIGHTS UP TO 20 TONS

"This trailer launched my catamaran, Ti Kanot, in 2002. It has hauled us every year since. It is a wonderful and gentle way to come up on land." –*Chris Doyle, Author of Caribbean Cruising Guides*



FOR A VERY
COMPETITIVE QUOTE
PLEASE CONTACT:
POWER BOATS LTD
TRINIDAD
Tel: (868) 634-4303
Fax: (868) 634-4327
Whatsapp: (868) 327-4654
Email: pbmfl@powerboats.co.tt
Website: www.powerboats.co.tt





Imray Iolaire passage chart 100 covers the whole North Atlantic and the Caribbean.

—Continued from previous page

Bermuda to Ireland or England

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

Yachts departing from Bermuda may head direct from Bermuda to Crookhaven, Ireland: 2660 miles. Note that this route leads through the iceberg area for 600 miles. If you suddenly run into a patch of thick fog, it is probably caused by an iceberg. You will also have to expect strong winds and the possibility of gales that will be stronger than on the Bermuda-to-Azores route. But in June the gale frequency is extremely low, and no June hurricanes have wandered far enough north to bother you on this route.

Bermuda to the Azores

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

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

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

Some boats departing Antigua will head northeast on starboard tack, close reaching toward the Azores: Great Circle distance 2070 miles. When the wind dies, they turn north, power across the High, pick up the southwesterlies, and sail on to the Azores. But this does not always work. In 1989, *Iolaire* took off direct to the Azores on a fast close reach. At the end of seven days we were halfway there; the wind was dying. Many boats had left Antigua the same day and we were talking on the VHF. I announced that, as the wind was dying, I was turning north to cross the High and pick up the southwesterlies. *Wet and Wild* came on and said they had weather info and there was no wind in the entire North Atlantic: the only thing to do was to continue on and fight the light airs. We all did this. The boats with engines ran out of fuel.

One day when all the others were becalmed, *Iolaire* did 70 miles. How? We dropped the main, squared the boom off, and hoisted two spinnakers. We were not towing a prop. The engineless *Iolaire* took 21 days Antigua to Horta, the boats with engines took 19 days.

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

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

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

—Continued on next page

—*Continued from previous page*

Azores to Ireland or England

From the Azores to Ireland or England is about 1200 miles. Stand north until you pick up the southwesterlies. Check the weather carefully before departure, as in the Azores you can run into periods of extended calm. (Note the percentage of calms in the Azores in the months of June and July on the back of chart 100.) In 1995 I had an unhappy crew on board *Iolaire* as I insisted on departing Horta in light airs. The breeze went flat, and 36 hours after leaving Horta we could still see the peak of Pico.

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

Azores to Spain or Portugal

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

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

Antigua to Gibraltar direct

For a few boats—those that sail well in light airs, have crews that are willing to do a lot of trimming and sail changes, have access to real-time weather reports, and have a moderate range under power using their normal fuel tanks or are willing to supplement the fuel supply by carrying bladder tanks—Antigua to Gibraltar direct (3160 miles) is a viable option.

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

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

PHOTO BY GAIL ANDERSON



Don Street at the tiller

In summary

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

On all routes the boat, skipper and crew must be prepared to weather a full gale at sea in cold weather. It is essential before leaving the Caribbean that the skipper makes each crewmember lay out for inspection their foul- and cold-weather gear, including sea boots. If any of the gear is inadequate, the crewmember must beg, borrow, buy or steal the necessary gear so that he or she is fully equipped to stay warm and relatively dry in a gale at sea.

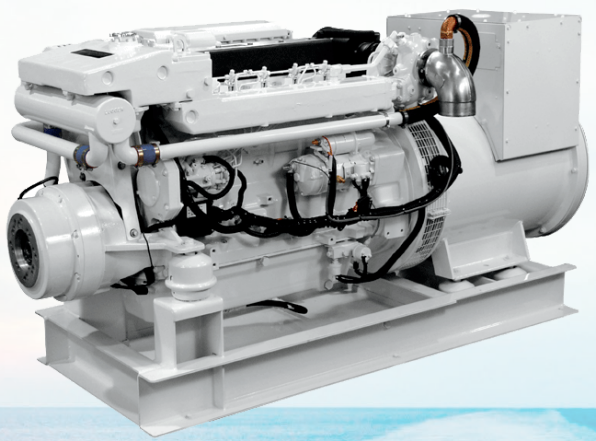
Also the ship's medical kit should include anti-seasickness suppositories, not just oral remedies. Once a crew gets so seasick they can't keep anything down, a suppository up the backside is the only solution. A severely seasick crew is not only useless to the ship, but they can be a danger to themselves by becoming badly dehydrated.

NORTHERN LIGHTS®

COMPLETE SOLUTIONS
FROM A TRUSTED MANUFACTURER

TECHNICOLD
MARINE AIR CONDITIONING & REFRIGERATION

Antigua
Marine Power Services
268-460-1850
British Virgin Islands
CRC Engines & Fabricating
284-499-7128
Marine Maintenance Services Ltd.
284-542-2413
tim@mmsvg.com
Grenada
Grenada Marine
473-443-1667
Palm Tree Marine
473-443-7256
Guadaloupe
Fred Marine
+590-590-907-137
Martinique
Inboard Diesel Service
+596-596-787-196



With Northern Lights generators YES! You *can* have it all

St Lucia
Marintek
758-450-0552
St Maarten
Electec, NV
+1-721-544-2051
St Martin
Caraibes Diesel Services
+590-590-870-373
Trinidad
Dockyard Electrics Ltd
868-634-4272
LP Marine & Industrial Supplies
+868-632-3441
info@lpmarinett.com
US Virgin Islands
Import Supply
340-774-1679
Coral Bay Marine
340-776-6665

High Reliability, Amazing Durability and Maintenance Simplicity combine to ensure your onboard power requirements are always met. Coupled with super-silent capability and a region-wide Caribbean service network, it's easy to see why with Northern Lights generators, yes, you can have it all.

CARIBBEAN-WIDE DEALER NETWORK
www.CaribbeanNorthernLights.com
284-494-2830 info@partsandpower.com

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

STOPOVER IN THE AZORES: A DESTINATION IN ITS OWN RIGHT

Story and Photos by Linda Lane Thornton



A new marina facility is being created in Santa Cruz da Graciosa at Cais da Barra.

In June of 2020, at the height of the Covid pandemic, some 70 yachts were anchored in the harbour in Horta, Faial, in the Azores, considered by many to be the crossroads of the Atlantic. The staff at Peter's Café Sport excelled themselves in providing both goods and services—grocery shopping, medical supplies and access to vets—in order to make the stopovers marginally more bearable. Sadly, many people had to leave the islands without having experienced the magic of this stunning archipelago.

If Europe is your destination, then from the Caribbean you can choose to go northwards via Bermuda, or take a more direct route from, say, St. Maarten towards the Azores. It is approximately 2,200 nautical miles from St. Maarten to Lajes das Flores or Horta on Faial. Received wisdom is to head north through the horse latitudes until you reach the westerly wind belt. A more di-rect rhumb line route can lead to light airs but if you have plenty of diesel, or are not in a hurry, then take the direct route. I have now done the passage four times, once via Bermuda and three times directly from St. Maarten, and on every crossing I have experienced winds up to gale force, albeit from astern every time. Reaching with the wind aft of the beam in 35-40 knots in brilliant blue sky and sunshine is rather different from trying to beat into the same wind and seas when it's grey and miserable. It usually comes down to personal choice and there is really no right or wrong route—except in retrospect.

The Azores comprise nine islands, grouped into the western islands of Flores and Corvo, the central group of Faial, Pico, São Jorge, Terceira and Graciosa, and the eastern group of São Miguel and Santa Maria. It is an overnight passage between each group, easy hops between islands within the same group.

All of the islands are of volcanic origin and there has been volcanic activity within living memory, with the emergence of the Capelinhos volcano on Faial in the 1950s and the earthquake on Terceira in the early hours of the morning of January 1, 1980. Since March 24, 2022, the island of São Jorge has experienced some 55,000 earth tremors, most of them detectable only by the seismographs which dot the islands. Consequently, there are numerous volcanic cones and caldeiras, lava tubes and smoking fumaroles, but only Santa Maria has a unique marine sedimentary deposit, as it was submerged beneath an ancient sea before being again uplifted by orogenic movement.

Coastlines that are both steep-to and rocky provide minimal opportunities for anchoring, and the reasonable price of marina berthing makes this the most attractive option. Most marinas are run by the Portos dos Açores and are publicly owned. A computerised system means that once you have checked in at one marina, the others have your details on file, although they will need to be notified of crew changes. Without exception, marina staff are welcoming, going way beyond the usual remit. The marinas at Horta, Velas, Angra do Heroísmo, Ponta Delgada and Vila do Porto have shower and laundry facilities, the latter being most welcome after an ocean crossing. All of the islands have airports, but only Horta, Terceira and São Miguel have international flights to both mainland Europe and North America.

Whatever passage you plan, the RCC Pilotage Foundation's Atlantic Is-lands, by Anne Hammick FRIN, Hilary Keatinge and this writer, will be inval-uable (www.imray.com; online supporting files and updates can be found at www.rccpf.org.uk). This book not only gives advice about passage planning, weather forecasting, chartlets of harbours and anchorages (no excuse, though, for not having your own charts), regulations and the like, but also information about the history of the islands, what to see and do, what to expect. The fully-revised seventh edition was published in 2021.

—Continued on next page

—Continued from previous page

Flores: This is an absolute gem of an island! Lakes, waterfalls, the cool mistiness of the uplands make it beautifully ethereal. However, the harbour wall protecting Lajes das Flores, the main port in the southeast of the island, was destroyed in Hurricane Lorenzo in September 2019, the worst storm to strike the islands in two decades. The port was battered by waves which reached 13 metres, and by morning much of the infrastructure had been destroyed. Indeed, some of the buildings simply vanished, and 13 small fishing boats sank as containers and other debris were repeatedly washed into the marina.



The harbour is in the process of being rebuilt in a new configuration.

The harbour is in the process of being rebuilt in a new configuration and while yachts are not expressly forbidden from entering and anchoring, you could be asked to leave at a moment's notice as blasting is still underway. In addition, concrete is being mixed, which means dust and cement in the air.

While there is ongoing work at Santa Cruz das Flores, this harbour is not intended for visiting yachts. If you wish to visit Flores, there are frequent flights from Faial and numerous hotels and guesthouses in the towns and villages of the island.

Corvo: The smallest of the Azorean islands, Corvo lies some 10 miles north of Faial. It is possible to anchor on the southern end of the island in the shelter of the harbour wall, or if no boats are expected to tie alongside. There is invariably swell in the harbour, and although holding is reasonably secure it is a best a fair-weather anchorage.

A visit to the bowl-shaped caldeira in the island's volcano is a must, either on foot or by taxi, and Vila do Corvo, the island's only village (and the smallest village in the Azores) has a variety of shops, cafés and restaurants.

Faial: The little town of Horta has long been a meeting point for transatlantic yachties, with Peter's Café Sport the centre of attention. The Café Sport reached its 50th birthday in 2018. It was quite a modest affair in the beginning but is now a large and thriving business, incorporating whale-watching, bicycle hire, a retail outlet and a scrimshaw museum. The marina is often very busy in the season, so you will probably have to raft up against the wall—not always easy for those who are not too nimble. Horta is a port of entry, and all formalities may be completed with the marina office building, which also houses customs and immigration.

The waterfront underwent extensive remodelling in 2021-2022 and the new buildings at the south end of the marina house the showers, toilets and laundry facilities. These are situated immediately below Peter's Café Sport, so are easy to locate. Bear in mind, though, that it is an 8-minute walk from the northern end of the marina to the shower block.

—Continued on next page

Better Boat Insurance is Here!



Any boat. Anywhere. Anytime.

www.offshorerisk.com

800-773-0105 or 284-494-8925

Caribbean • North America • Bahamas • Saipan • Europe

ORM Offshore Risk Management

TURBULENCE LTD. GRENADA

SAILMAKING
RIGGING
ELECTRONICS

TURBULENCE Ltd.



ProFurl HARKEN antal MARINE EQUIPMENT

New Sails Repairs & Alterations Custom Canvas

Rigging: Spars\ ROD \ Standing and Running rigging

Navtec hydraulic repair station All seal kits in stock

Electronics\ Raymarine® Certified Technician

SPICE ISLAND MARINE – GRENADA MARINE - C.C.B.M

Tel: (473) 439 4495

info@turbulenceltd.com www.turbulenceltd.com

—Continued from previous page

Faial was the site of the largest volcanic eruption of recent years when the volcano at Capelinhos appeared out of the sea in 1957, going on to engulf the lighthouse and resulting in over 50 percent of the population leaving the island. Much of this new volcano has now been eroded away, but there is a fascinating interpretive centre sited underneath the ash cover, so it has little impact on the vista as a whole, while the old lighthouse stands half buried in ash. The volcano is still active, releasing toxic gases and vapour, but much of the area can be visited via a marked trail. It is as sobering to visit as is the town of Plymouth on Montserrat. Faial also gives its name to fayalite, the iron-rich olivine mineral that was first described here in 1840 and which is a common constituent of many volcanic igneous rocks.

Provisioning on Faial: There are some small grocery stores within easy walking distance of the marina, plus a branch of the Continente supermarket chain just a short walk out of the town. In addition, there are some excellent butchers and a small vegetable market at the northern end of the main street.

Eating Out: Horta has a vast number of cafés and restaurants to choose from, although my favourite is Medalhas, which is on the main town road towards the market. Peter's Café Sport, overlooking the marina, provides snacks and more substantial meals, while Genuíno Restaurante, owned and run by an Azorean circumnavigator, overlooks Porto Pim and the old whaling station.

Internet: Wifi is available at the café at the northern end of the marina and in many bars and cafés throughout the island.

Walk: Take a taxi to the caldeira, walk around the crater rim, then stroll back to Horta (or make sure you have the taxi driver's number). On the way back, the Jardim Botánico has a fascinating collection of endemic species and a superb orchid house, the donation of a Finnish family who spent time on the island.

***Pico*:** The second largest island of the Azores archipelago, Pico is most distinguished by its shapely volcanic cone, the highest point in Portugal. Locals from the island have been known to comment that the best thing about Horta is the view one gets of Pico. It is indeed an arresting sight. The former whaling port of Lajes do Pico, on the south side, has a rather daunting entrance (perfectly safe if you follow the buoys) but the village is very pleasant, with good restaurants. The north harbour wall in Madalena and the north wall in Santa Cruz das Ribeiras are other possibilities. Here the *Atlantic Islands* guide comes into its own.



The view from Monte da Guia of Horta, Faial

Note that the characteristics of the light at Ponta da Ilha at the eastern end of Pico has changed. It is now Fl (2), 20s.

Many yachties visit Pico by taking the ferry from Horta to Madalena, then hiring a car for a couple of days. Pico's scenery is magnificent, particularly if you enjoy volcanic landscapes. Also of note are the tiny, walled vineyards from which come the grapes for Pico's famous wines; my own favourite is Frei Gigante, a crisp white wine.

Provisioning on Pico: All settlements have at least a small grocery shop, so provisioning for a short stay is quite easy. Madalena has branches of Continente, CompraBem and Solmar supermarkets.

Eating Out: The variety of food available is splendid, as is the local wine. My own favourites are the Mercado Bio and O Cinco in Madalena, or the Fonte Taverna in Lajes do Pico.

Internet: Free wifi is available in most cafés and restaurants.

Walk: An ascent of Pico is a strenuous hike from the visitor centre about half way up the mountain. Good walking shoes or boots are essential as the cindery footpath is hard work. Coming down is almost as difficult as going up, as the pebbles are inclined to move underfoot. Walking poles are advantageous. However, the sense of achievement when one reaches the summit more than makes up for the climb, and there are one or two places on the summit where warm air rising from deep within the volcano escapes, a reminder that there is still seismic and volcanic activity on the islands. In fine weather it is possible to camp within the old caldeira so as to catch the sunrise—unforgettable!

***São Jorge*:** São Jorge is shaped liked a dragon, and good old St. George vanquished the dragon there and rescued the maiden, according to legend. In the main square, adjacent to the church dedicated to São Jorge, the dragon peeps over the rim of a fountain, while the saint defeating him is depicted in typical dark grey and cream stone mosaics. The island is long and narrow with some of the most stunning scenery in the archipelago.



The small harbour in Calheta, São Jorge

Being steep-to, the only places to anchor are outside the marina in the main town of Velas or off the small harbour in Calheta. The marina manager, José Dias, will greet you with open arms and a cheery "Welcome to Paradise!" He goes way beyond the call of duty to make one feel welcome and is able to give help with a wide variety of activities. The showers are probably the best of all of the marinas.

São Jorge is famed for its cheese, and a visit to a cheese factory is a must, especially as the size of the tasting portions almost constitutes lunch. The cheeses vary from mild and creamy to sharp and tangy, and one can lunch very well indeed with a piece of cheese, a loaf of bread and a bottle of wine.

For textile enthusiasts, a visit to the Casa de Artesanato at Fajã dos Vimes is a must. Here the *colchas de ponto alto* are woven on ancient looms by Sra Maria Alzira Ávila Nunes and her sister Sra Maria Carminda Ávila Nunes. In a technique known in English as "weft-loop," the woven coverlets have a cotton warp and woollen weft. They are famed throughout the islands, and many of their products wend their way across the Atlantic to expatriate Azoreans living in the United States and Canada.

—Continued on next page

—*Continued from previous page*

Provisioning on São Jorge: There are several small grocery stores in Velas itself and a larger one on the road out of the town towards Rosais.

Eating Out: The Club Naval offers a tasty selection of dishes, as does the Café-Restaurante Velense. For something special, Fornos da Lava lies some distance from Velas in the town of Santo Amaro, while the Grande Café Manezinho in Urzelina offers distinctive cuisine together with music which varies from local folk music to jazz and blues.

Internet: Ask at the marina office for a ticket. Otherwise, most cafés and restaurants have free wifi.

Walk: On a fine day one can walk the central ridge of the island to its high point at Pico do Esperança, from where it is possible to see all of the islands of the central group, then down to the village of Norte Pequeno or even to Fajã d'Ouvidor on the north coast. The most famous walk, though, is from Serra do Topo to Fajã dos Cubres via Fajã da Caldeira do Santo Cristo. A taxi is needed from Velas to the start of the walk, but it is then possible (during the week) to get a bus back from Norte Pequeno. The start of this walk gives one some stunning views over the island, and the glimpses one gets of the fajã on the way down, often through tree heather woodland with hedges of hydrangeas, are delightful.



During the Sanjoaninas celebration, from June 22 to July 2, 2023, the marina in Angra will become full of yachts.

***Graciosa*:** The smallest island of the Central Group, Graciosa is a little gem. It is possible to anchor outside the fishing harbour in Vila da Praia or to lie alongside the wall. There is occasionally a berth available, but it should be remembered that this is a *fishing* harbour. You will need to check in with the GNR office a short distance from the marina. A new marina facility is being created in Santa Cruz da Graciosa at Cais da Barra. At present only the encircling harbour wall has been constructed, but it is feasible to enter and anchor inside. Beware of swell in the entrance and do not attempt entry if there is any kind of swell running.

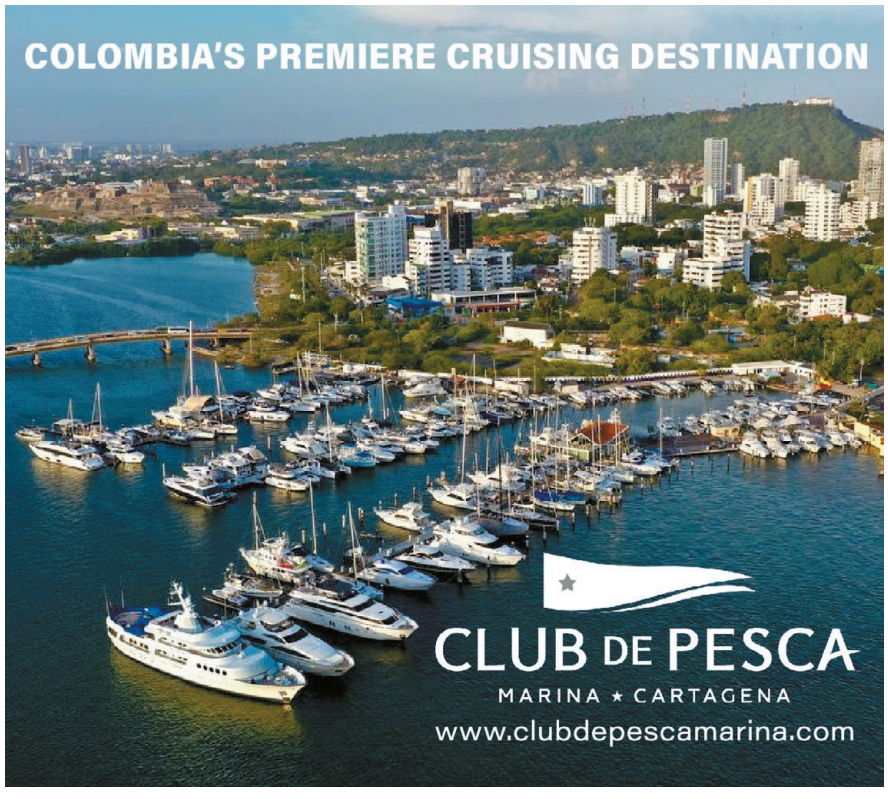
There are a few cafés and restaurants in Vila da Praia, but I always head for Dolphin o Roque in Carapacho on the south coast, where there are also thermal baths. Take a taxi there and walk back. Another place to visit is the caldeira with its deep underground chamber complete with bubbling mud-pool and lake.

***Terceira*:** Terceira, which means 'third', was the third island to be discovered. It is also the third largest island and has a vibrant culture which uses any excuse for a party. Terceira is also home to the *touradas a corda*—bullfights in which bulls, restrained sometimes by a rope around either the neck or the ankle, are let loose in the streets. After one of these touradas, it is not unusual to see men with bandages round their heads, arms in slings and the like; the bulls do not take prisoners. These bulls are their owners' pride and joy and are well looked after. If a bull does not seem to be enjoying his chasing, he will be pulled out and another one will take his place.

—*Continued on next page*



A tourada-a-corda held on the quayside in Velas





—Continued from previous page

An earthquake on January 1, 1980, did a great deal of damage to Angra do Heroísmo, and to their credit, the people decided to rebuild it in the old style, so the town retains much of its charm. Its streets are lined with small shops, fashionable boutiques lying adjacent to hardware stores and seed merchants. The marina area is dominated by the lilac-painted church of the Igreza da Misericordia—Church of Mercy—whose bells toll out the hours between 0800 (time to get up!) and 2000 (not quite time to go to sleep). At the height of the summer, NOTHING starts to get going until about 2200, often with concerts, discos or bands coming on at around midnight. And the parties go on all night long: Go with the flow!

The most festive time of the year is Sanjoaninas (from 22 June to 2 July in 2023) when the marina in Angra is extremely busy as yachts come from all over the islands to take part.

Terceira has a Portos dos Açores marina in Angra do Heroísmo and a private marina in Praia da Vitória. There are haul-out facilities at both Angra and Praia, with 50-ton travel hoists. Both sites can cater for lifting catamarans. The boatyards are operated by Parreira Azores (tel: +351 295 401 280, email: geral@parreiraazor.com), but the travel hoist in Angra is operated by the marina. Ask at the marina office if you need a haul-out.

Provisioning on Terceira: Both the Guarita and Continente supermarket chains have outlets in both Angra do Heroísmo and Praia da Vitoria; Guarita tends to be slightly more economical. There are also a number of smaller grocery stores. The food and vegetable markets in both towns are very good, and an excellent farmers' market is held on the road from Angra to Biscoitos on a Sunday morning—great if you need a new chicken, cow or goat.

Eating Out: There are many very good restaurants in both Angra do Heroísmo and Praia da Vitória. My favourites are O Chico and A Canadinha in Angra. The Restaurant Caneta in Altares on the north coast offers probably the best steak on the island; they have their own herd of Aberdeen Angus cattle. It is quite feasible to catch a bus to Altares, have lunch at Caneta and then take the bus back to Angra.

Internet: Ask at the marina office for a ticket to access wifi from your boat. In addition most restaurants offer free wifi.

Walk: The most accessible walk from the marina in Angra is up Monte Brasil past the old Spanish fort of São João, built when the Spanish had taken control of the island in the 17th century. There are several tracks around the hill, taking in a small aviary and deer enclosure, to sites where the whale-watchers had their lookouts. For a longer walk, take the bus to Serreta and follow the trail through the forest of cryptomeria and blackwood up to the small crater lake of Lagoinha, looking out for obsidian on the tracks on the way. This is the only site in the Azores where volcanic glass is found, and I find myself saying, "I do not need any more obsidian!" every time I do this walk (it doesn't stop me, though).

***São Miguel*:** The largest island and centre of the islands' administration, São Miguel boasts the largest marina in the Azores. It is also one of the most uncomfortable in any sort of swell from the east or south, as the wall which protects the marina is not solid; for whatever reason, it has arches through which the swell rolls, setting boats rocking and mooring lines snatching. Even in calm weather some swell enters the marina but be prepared to move on if the swell pattern changes. Anchoring is forbidden in all parts of the harbour.

São Miguel has some wonderful scenery and places to visit, and it has good public transport infrastructure. If you want to bask in a thermal pool, head for Furnas and soak in the hot waters of Poças Dona Beija or Terra Nostra. The latter also has a superb botanical garden. The twin lakes of Sete Cidades are also well worth a visit, and there are numerous walks to be taken around the island. I particularly like the walk down from Lagoa do Fogo to Agua do Alto past the now-derelict remains of hydroelectric power plants, a walk that can easily be done by using local buses.

Provisioning on São Miguel: There is a large supermarket on the road opposite the marina, and the town boasts many smaller grocery stores and specialist shops. A short walk from the marina is a duty-free retail outlet for cosmetics, so if you've run out of your favourite duty-free moisturiser or lip balm, you will probably find it here.

Eating Out: There are restaurants galore in Ponta Delgada, so it's a good place to go grazing.

Internet: Free wifi in many places.

***Santa Maria*:** Lying some 50 nm southeast of São Miguel and visible from Ponta Delgada on clear days, Santa Maria was the first of the Azorean islands to be discovered. It is an island of two distinct halves: the western part is flat and brown in the summertime and is the site of the airport; the eastern part is hilly and green. Being farther south than the other islands, it lies out of the storm belt for most of the time and is known as the *Ilha do Sol*—the Sunny Island. The main settlement is Vila do Porto, which has an excellent and well-sheltered marina, although the showers are in need of refurbishment.



Marina at Velas

For all its small size, Santa Maria has some remarkably diverse scenery. The Barreiro da Faneca is an expanse of barren earth, reddish in colour and the result of weathering of basalt. The town of São Lourençáo on the east coast is backed by an ancient caldeira wall, divided up into tiny, walled fields, off which is a very pleasant anchorage. It is also the site of Portugal's worst air disaster, when a plane hit the ridge of Pico Alto in poor visibility, the accident being the result of poor communications between the plane crew and the airport, in combination with pilot error. A memorial lists the names of those who died, while there is a shrine made of parts of the plane.

The marina is quite small, but there is a 50-ton travel hoist and some hardstanding, should you need a haul-out. The offices are adjacent to the marina, but the toilet/shower block and laundry are at the head of the bay area. Vila do Porto is not a port of entry—this is dealt with at São Miguel—but there does not seem to be any issue with a brief stopover here.

Provisioning on Santa Maria: Vila do Porto has two well-stocked grocery stores, on opposite sides of the main road in the town. It is worth noting that everything in Santa Maria involves a walk uphill, so feasting out on rich food is not a problem.

Eating Out: The yacht club adjacent to the marina serves standard café food, but for something a little more elegant, try Garrouchada, next to the supermarkets on the main street in the town.

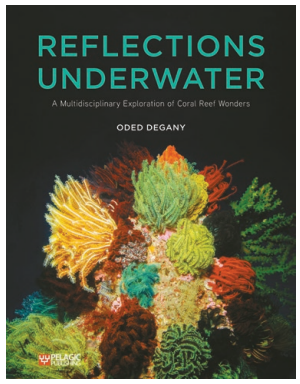
Internet: Wifi is available in the marina; ask for a ticket from the marina office.

Walk: From the marina take the walk along the geological trail to Praia Formosa, which will give you a chance to see examples of marine fossils from the Late Miocene-Early Pliocene era, some 120 million years ago, the only sedimentary location in the Azores. The walk takes you past a former quarry which now has interpretive panels, past caves where limestone was extracted, a lime kiln, then down to the beach village of Praia, where there are one or two cafés and restaurants where you can have lunch before taking the walk back to the marina.

Multidisciplinary Indeed

Book Review by Caitlin Richards

Reflections Underwater: A Multidisciplinary Exploration of Coral Reef Wonders *by Oded Degany. Pelagic Publishing, London, England, 2023. 288 pages*



COURTESY OF THE PUBLISHER

What, exactly, is a "multidisciplinary exploration of coral reef wonders?" At first glance one notices the beautiful photographs in *Reflections Underwater*, and Oded Degany could have stopped there and created a wonderful coffee table book that was 80 percent photos and 20 percent written content, but the author didn't. Instead, Degany has given us an exploration of coral reefs and other under-sea wonders that encompasses science, biology, mathematics, poetry, philosophy, anthropology, literature, astronomy, religion, and mythology. Multidisciplinary indeed.

In the prologue Degany says that there is no correct order in which the book needs to be read; each chapter is independent and the book can be read in any order the reader likes. That being said, there's no reason not to read *Reflections Underwater* in the order it is written.

Degany, a mergers and acquisitions executive, got into diving as a means to "replenish (his) energy" as he was suffering from burn-out. His decision to pursue diving stemmed from an experience he had as a child visiting the coral reefs in the Red Sea; he "remembered ... the calmness induced by seeing the reddish mountains meeting the deep blue sea." He now dives to "engage in the sensual and intellectual experience of diving in tropical coral reefs."

"Sensual" is a word that comes up a lot in the prologue, so it can take the reader by surprise that the book quickly becomes scientific to the point that one feels the need to have Google at hand to look up some of the terminology (there is also a glossary in back). Though just at the point the reader might be overwhelmed with the science, Degany will move artlessly to philosophy, art, anthropology.

He offers the results of his extensive research without drawing conclusions; the reader is offered different theories and points of view. "A visit to a coral reef raises an infinite number of questions about animal behavior, morphology, coloration and more." And Degany offers infinite ways to answer these questions. He is as likely to reference Voltaire as he is Darwin. When talking about why fish school he draws an inference to human behavior—attraction, repulsion, alignment—and even points out that Hollywood has made use of this dynamic in films such as *The Lion King* and *Batman*.



PHOTO BY ODED DEGANY

Squat shrimp

There is never a sense that Degany is exploring a different world—rather he portrays a great interconnectedness between sea life and terrestrial life. As interesting as all the research is, the book comes even more to life when Degany relates his own experiences, as this one with an octopus: "I could feel that he looked at me intelligently, that he was curious about me and about my interest in him."

Degany's is a fascinating approach, and the world missed out on an excellent teacher when Degany made the decision to go into the business world. Someone who can take a subject and come at it from so many different angles and offer so much insight without ever telling the reader, or student, what to think, is rare.

In the epilogue Degany does offer some of his own thoughts and conclusions. "The intellectual journey into the world of coral reefs presented in this book is only a glimpse of this magnificent wonder. The problem is, this story does not have a happy ending. The coral reef ecosystem is in great danger."

Though the marine world was not affected by man as early as the terrestrial world was and is therefore in better shape than the terrestrial world, man's use of the planet is having a negative effect on the coral reefs and their inhabitants. Degany does leave us with this bit of hope: "it is essential to understand that we still have a good chance of preserving these magnificent marine habitats."



Eight Bells: Lisa Nicholson



PHOTO BY BILLY BLACK

Lisa Nicholson passed away on Monday, March 20, 2023, at her Pigeon Point home in Falmouth Harbour, Antigua. Lisa was the wife of the late Desmond Nicholson, whom she met in 1956 when he was captain of the Nicholson family yacht *Mollihawk*, which her stepfather Lauren Hammond had chartered for a family holiday to celebrate his marriage to Lisa's mother. Lisa and Desmond themselves were married soon after, and Antigua became her permanent home, where she and Desmond raised their four children—Sarah, Nancy, Celia and the late Christopher.

Lisa loved the people of Antigua, and became involved in every aspect of the community—as a member of the choir at Baxter Memorial Methodist Church, volunteering at local schools, gardening and environmental issues including clearing and marking the hiking trails from English Harbour to Pigeon Beach. Lisa was a founding member of both the Antigua Yacht Club and Antigua Sailing Week. She worked alongside Desmond in the Nicholson family yacht charter business and helped to promote tourism to Antigua. She also helped Desmond in running the Admirals Inn and Caribe Marine, and she assisted with his research and documentation of the history and archaeology of Antigua. Lisa most of all loved spending time with her family—her children, grandchildren, and, more recently, a great granddaughter.

Lisa's elegant, stately presence and warm welcoming smile will be missed by all who knew her in Antigua, as well as brokers and yacht crew attending the annual Antigua Charter Yacht Show.

In July 2019, Compass *published this profile of Lisa Nicholson by Elaine Lembo, editor-at-large for* Cruising World*, now also editor-in-chief of* Compass*. We reprint it as a tribute to this legend of Caribbean sailing.*

Antigua Adventure

A wooden schooner, a family named Nicholson, and a pair of love stories: these are the forces behind the rebirth of a nautical empire in the leeward Caribbean island.

Nicholson and Antigua—the names have been uttered in the same breath here since the middle of the 20th century, when the island nation was still a British territory.

Decades after *Mollihawk*, the Nicholson family's 70-foot schooner, first slid past Fort Berkeley into English Harbour for a refit, Antigua has grown in renown as an international sailing hub and a significant base of commerce for the leisure superyacht industry.

The family name is associated with those claims to fame and more. Their significance isn't lost on the Antiguans whose livelihoods were transformed as a result, from a post-Victorian era when the island and its people, largely ignored by British managers, were getting by in crude conditions with the remains of a sugar cane-based economy.

Commander Vernon Edward Barling Nicholson, his wife Emmy and their sons Rodney and Desmond made landfall in the winter of 1949, and they and their extended families would play a pivotal role in raising the profile of the country on nearly every front of the marine industry. Nelson's Dockyard, the-once derelict British naval supply and repair facility where the Nicholsons started their charter cruise business, today is a protected UNESCO World Heritage site. Archeological discoveries, alongside steady streams of tour buses, add new layers of understanding of the past.

But the Nicholson story is as much a beautiful love story as it is the tale of an island economy transformed by a visionary family. Just ask Lisa Dodd Nicholson, the last living family member still capable of looking back to the beginnings, about...

Romance Ship

As the sounds of the annual December charter yacht show in Falmouth Harbour carry like notes from a wind chime up to the home Desmond and Lisa Nicholson built on the remains of a colonial site at nearby Pigeon Point, Lisa takes time to reminisce.

Widower Laurens Hammond, of Hammond organ fame, had decided to charter *Freelance*, a black 86-foot schooner built of iron in 1908, from the Nicholsons. Rodney skippered the cruise, with his then-wife Julie as crew. Hammond was hooked—not just by the sailing, but also by divorcee Roxana Dodd, another guest on board. Laurens and Roxana married in 1954, and in June 1956 took Roxana's three children, including Lisa, on a two-week charter aboard *Freelance* from Martinique to Antigua.

This time, Desmond, not Rodney, was skipper, and he took notice of the beautiful Lisa, a recent Radcliffe graduate. "I still have a digitized version of a film Mr. Hammond took during the charter," she says. "There I was, a young girl, splashing around in the waves. Little did I know what was happening."

Soon after, Lisa accepted an invitation from Desmond to help with a charter. "All the crew were West Indians," she recalls. "I worked with a crewmate named Kenneth to prepare the meals. I used the Fanny Farmer cookbook. He would say, 'The flour is to the east, the salt is to the west.' "

Lisa and Desmond married in 1957. "Our honeymoon was sailing *Mollihawk* to the Barbados drydock for a refit. On our sail back, we bought a generator in Tobago and chairs in Martinique. We decided to build our house here, and I've never lived anywhere else. I still have all those chairs."

She chuckles over the memories, of the nickname she and her mother gave *Freelance*—The Romance Ship—then adds with a smile: "It's kind of like a fairy tale, isn't it?"

VEB Nicholson & Sons

A stunning black and white photograph of attractive newlyweds Lisa and Desmond, taken by fashion photographer Toni Frissell at Shirley Heights, is a favorite. "Look at what isn't there in the view!" Lisa says. "That tells quite a story."

True—no homes in the hills, no bustling marinas at water level. But what did exist in the area of English Harbour was a lot of neglect.

Hand-wringing over the fate of the old Naval Dockyard was intense in the first half of the 20th century. In 1906, the British Admiralty transferred ownership to the Antigua government, but precious little was done at the site, whose condition was described as "deplorable."

But change was a-comin'.

In March 1949, *Mollihawk*, a 70-foot wooden schooner "of 1903 vintage," as Desmond later described her, sailed in from Cork, Ireland. Commander VEB Nicholson, drawn to the steady tradewinds of the Caribbean, had long imagined returning to the area he'd patrolled during World War II.

"The first thing we did was a big yacht refit on the grassy deserted wharves," Desmond later recounted. "Then we picked up shingles, wind-strewn over the Dockyard, to fix the roof of the old Commissioner's Room and Paymaster's House in which we squatted to make a shoreside home."

—Continued on next page

—*Continued from previous page*

What happened next is the quintessential rags to riches tale, though at the time, the key players had no idea what they were getting into.

"The Mill Reef Club was just starting out and its guests came down and asked to go for a sail," Lisa says. "Desmond's dad decided to try it out and see if it could work, taking people for a sail commercially. Recreational yachting was just starting with the end of the war. The Mill Reef Club people took the cruise, they liked it, and then they told their friends. And one thing led to another."

The first charter was a 12-day affair aboard *Mollihawk* in 1950. By 1955, six private yacht owners had turned the care of their boats over to Nicholson. By 1959 the fleet had grown to 17. Mill Reef Club guests and their friends were well-heeled Americans eager to explore by sail.

No electricity service existed at the Dockyard. There was no place to stay before or after the charter, no ship's chandlery, no charter brokers or marketing. So the Nicholsons created everything, from the Admiral's Inn to Carib Marine. And the Commander kept meticulous records of it all. He logged every query, every guest, all addresses. Every booking became part of a flow chart of business activity for individual yachts and the fleet. No software or tech dilemmas here: the fledgling charter industry tools were carbon paper in a cardboard-bound booklet. The Commander collected the money and paid the bills, and sons Rodney and Desmond skippered the boats. Rodney's wife, Julie, was good at writing letters and started handling the details of the charter queries, unwittingly planting the seed for her own brokerage dynasty.

And Lisa?

"I did what was needed!" she laughs, explaining that she and Desmond had just built a house and started a family. Later, when they gained permission and funding to open the Admiral's Inn hotel, Lisa worked there and in the office of VEB Nicholson & Sons.

Desmond loved photography and documented some of the development of the Dockyard, also becoming de facto publicity director. Brochures designed and written by Desmond and his father described each yacht, with layout and specs, as well as sailing itineraries from Antigua south to Grenada.

The fleet members included ketches, sloops, yawls, and schooners, hulls of wood, steel, even ferro-cement. *Thelma III, Pas de Loup, Sagittarius, and Harbinger* were some of the better-known names. Itineraries were typically one way from Antigua to Martinique or back.

Spark that Lit the Flame

Word spread of crewed yacht charter vacations, fueling the Nicholsons with yet more ideas. Their attention turned toward travel agencies and another newfangled concept, that of inviting travel agents to Antigua to have a look at the boats.

"We called it the Nicholson Charter Yacht Show, and we'd invite them down for a cruise," Lisa says. Parties for the travel agents were thrown at the senior Nicholsons' home in the old Powder Magazine. "Commander Nicholson entertained them," she says. "He was the life of the party."

The business thrived and the Nicholson name became associated with far more than the Charter Yacht Show and great cocktail parties. The Commander got involved in a committee restoring Nelson's Dockyard. More private yachts made landfall. Rodney devoted more time to the travel agency. Desmond, who was managing the chandlery, also became a founding member of the Antigua Yacht Club and Antigua Sailing Week.

When he retired from the business, he founded the Museum of Antigua and Barbuda in the island's capital, St. John's, and the Dockyard Museum at English Harbour, devoting himself to archaeological, conservation, and environmental projects, and writing about them.

While it is accurate that the Nicholsons did not restore Nelson's Dockyard, they made it come alive again. "When I think of the Nicholson family," Lisa says, "I think of them as the spark that lit the flame. They were the right people in the right place at the right time."

Milestones

In 2004, Lisa and Desmond Nicholson returned to Shirley Heights to retake that photo. Needless to say, the scene had changed. The Dockyard was bustling. West of it, Falmouth Harbour housed marinas, hotels, a boatyard, yacht club, restaurants, and marine services.

Clearly, the Nicholsons' enterprise and energy had had a far-reaching, transformative impact.

"I love the activity it brings, especially to the community," Lisa says of the frenetic pace of the yachting sector today.

"It's grown up organically and the local people were involved in the yachting community from the very start," she says.

"It's a joint effort between the outsiders and the local people. Antigua became a place where yachts collect and get services. Captains come here; they feel comfortable leaving the yacht and crew; there's plenty to do. What has evolved isn't one big marina, but smaller marinas in a community," she says. "They've grown gradually."

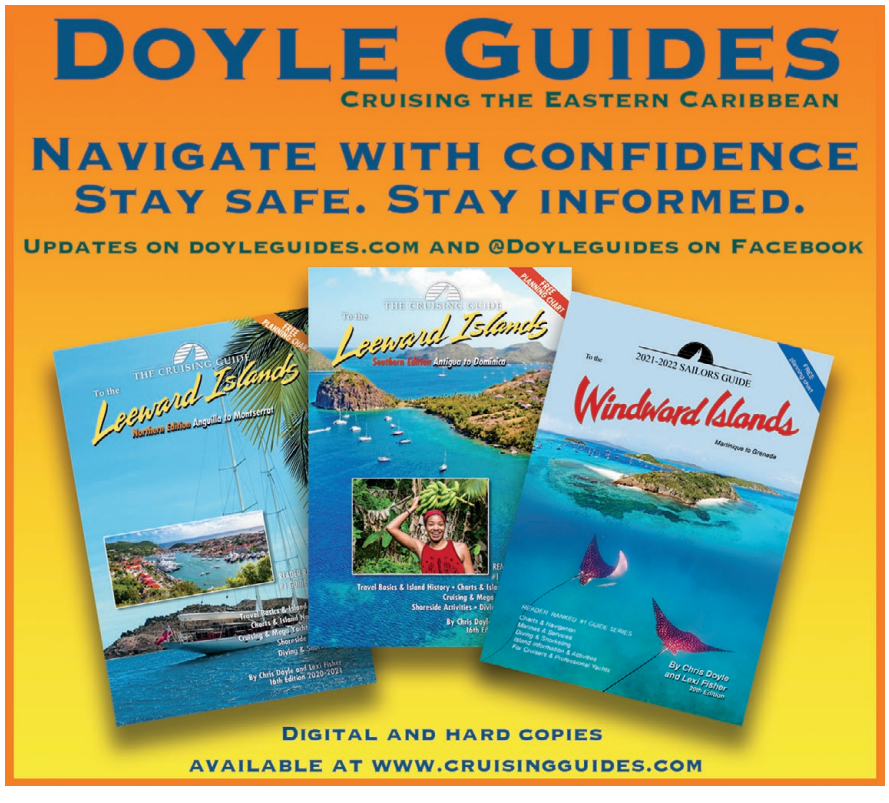
It's a stark evolution from the days when the Commander's wife would give bread to the hungry children who clamored for attention on the wharves.

As for the plethora of domes and chrome and superstructures, Lisa's attitude is inclusive.

"Personally, I prefer sailboats, but I see this is the way yachting is going and it's beneficial to the island," she says.

It helps that two of her grandsons—Louis and Alex Sinclair, who spent early years sailing in Antigua—became crew members on rival syndicates vying for the America's Cup in 2021. Alex was with Team American Magic, representing the New York Yacht Club; Louis was with the defender, the Royal New Zealand Yacht Squadron.

Lisa finds a comfortable position in one of those chairs. She sips a glass of water from the house cistern, adding with relish: "I just married into this amazing Nicholson family, and it has been a wonderful adventure."



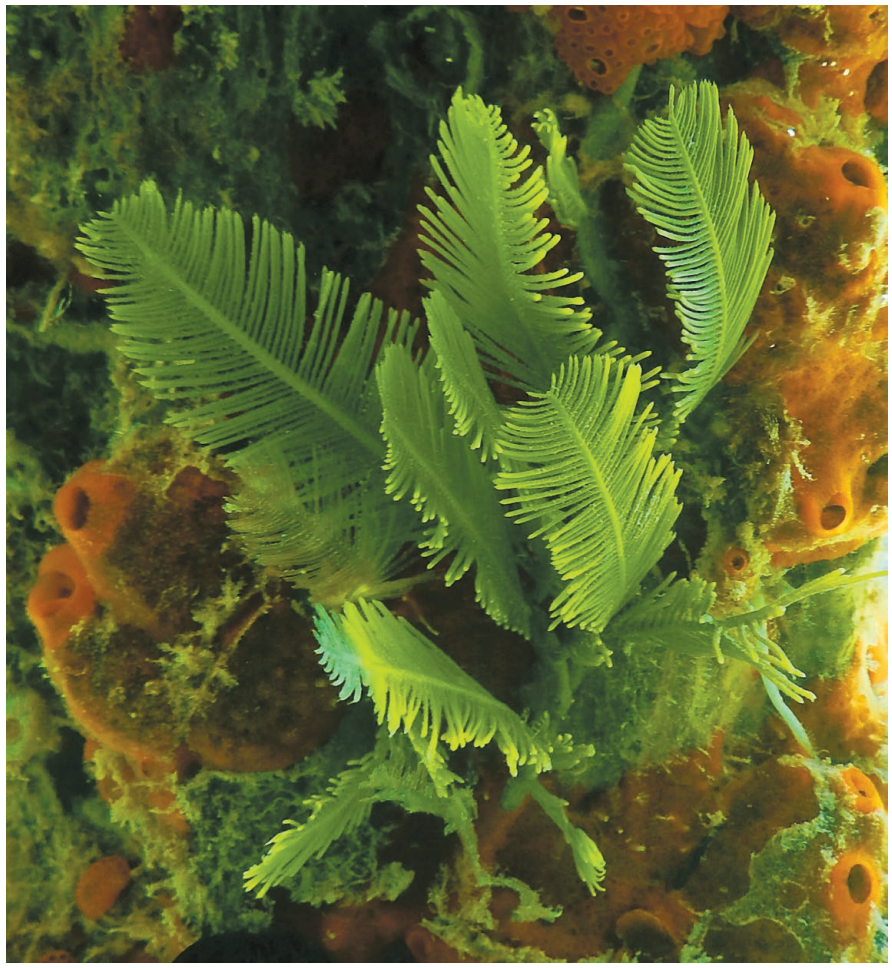


The Underappreciated Green Macroalgae - Part 2

Story and Photos by Darelle Snyman

This month we continue our foray into the lives of the green macroalgae, those organisms that diligently labor away making food for themselves and other marine organisms. Their presence, combined with their vascular counterparts, the seagrasses, helps cement the reef framework by providing a habitat and refuge for a range of organisms, from invertebrates to fishes.

Within coral reef and seagrass bed systems there is always a competitive struggle for space and sunlight. Macroalgae are especially capable in this struggle, resulting in many becoming invasive. In their pursuit for their place in the sun macroalgae have developed many adaptations to give themselves a competitive edge. These traits are numerous and include: different growth forms, a fast growth rate, a high tolerance for a wide range of temperatures, and the production of toxic chemicals that make them unpalatable.

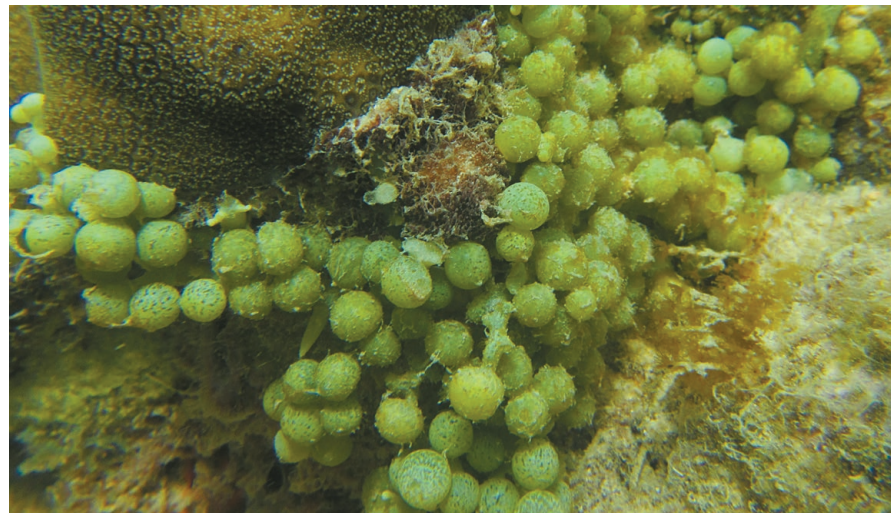


Green feather algae can spread over a large area.

When it comes to growth form, species of the genus *Caulerpa (Caulerpaceae* family) can spread over a large area by growing on runners or stolons such as the delicately beautiful green feather alga (*Caulerpa sertularioides*). The name *Caulerpa* refers to the crawling nature of its plant body, or thallus, and means ¨stem that creeps.¨ This attractive alga can be recognized by its erect, feather-shaped fronds bearing fine, rounded branchlets. The feathery structure sometimes has a ¨waist¨ near the blunt tipped end. The thin, pale runners these feathery structures arise from is firmly anchored to the substrate by an extensive rhizoid system. Unlike many other macroalgae, these rhizoids are able to absorb nutrients from the sediments, giving *Caulerpa* a competitive edge over those that mainly absorb nutrients from the water column. This visually appealing species is found worldwide in tropical waters, flourishing in estuaries where it grows in sandy areas, seagrass beds, and on the prop roots of mangroves. The plants are eaten by green sea turtles and several species of sea slug. Green feather algae, like all *Caulerpa* species, have the capacity to reproduce asexually through rhizoid extension and fragmentation, which is one more way that the species can become invasive.

A family member that resembles green feather algae has attained worldwide attention. *Caulerpa taxifolia* is even called the ¨killer algae¨ because of the devastation it has caused in coastal Mediterranean waters. It was accidentally introduced into the Mediterranean Sea, where it flourished at the expense of other organisms, as it has no natural predators there to oppose it. This feather alga is not as delicate as green feather algae and its apex branches are more rounded.

Another less common species of feather alga is the flat green feather alga (*Caulerpa mexicana*). Its dark green leaves are flattened, as the common name indicates, and the densely packed branchlets are larger than those of the green feather alga. This more robust looking feather alga arises from thick, green runners.



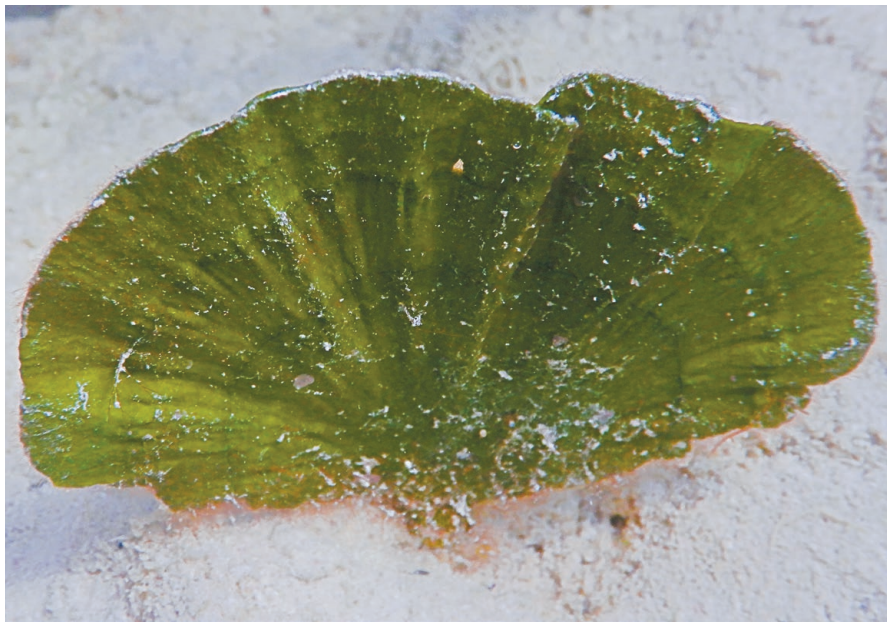
Green grape algae's dense clumps of small green balls resemble grapes on a vine.

Members of the genus *Caulerpa* are renowned for their numerous secondary metabolites, such as caulerpin, caulerpicin, and caulerpenyne — all compounds that are toxic to the *Caulerpa* species' natural predators, but do not seem to affect humans. In fact, they impart a pleasing peppery taste. One edible *Caulerpa* species enjoyed by humans, and one of the most commonly eaten species, is the green grape alga (*Caulerpa racemosa*), a cosmopolitan species found worldwide in shallow tropical waters. Green grape algae also grow from runners, but instead of being feathery in nature they form dense clumps of small green balls resembling grapes growing on a vine, hence the common name. They are especially popular as a food item in Asian countries where they are mostly eaten raw in salads. The specimens I have encountered in the Caribbean do not look particularly palatable to me. They do, however, seem to be very nutritious: rich in fiber, proteins, minerals, folic acid, ascorbic acid as well as vitamin A, and vitamin B1. *Caulerpa racemosa* exhibit a number of different forms and varieties, mainly the result of the habitat they grow in. If you Google images of this species, you will find that the same species can look vastly different in different parts of the world. Green grape algae, like their other family members, reproduce by fragmentation, where pieces of the alga that break off give rise to a new individual. They do not, however, rely on asexual reproduction alone; they also reproduce sexually. In this process sea grapes exhibit holocarpy, meaning they use all their cytoplasm to create the gametes that will give rise to the next generation. Only a husk remains of the parent individual after the release of the male and female gametes into the water column. There they unite to form spherical zygotes that remain motile for approximately an hour before settling on the substrate to develop into thallus form, a process that takes approximately 5 weeks.

The interesting fact about this seemingly mundane event is that it takes place as a mass spawning, normally just before dawn. Studies done in the Caribbean Sea recorded 39 such mass spawning events during a 125 day period. The green cloud produced during these events can reduce underwater visibility to less than 1m. Like many macroalgae, *C. racemosa* also exhibit anti-bacterial and anti-oxidant properties that show potential for future biomedical innovations.

—Continued on next page

—Continued from previous page



Mermaid's fan is known for its antimicrobial properties, which are the focus of cancer treatment studies.

Another group of green macroalgae that do not have to take a back seat to members of the genus *Caulerpa* when it comes to richness in chemical compounds with pharmaceutical potential is the genus *Udotea*. Members of this genus can be recognized by their mostly fan-shaped thalli, which has resulted in them having beautiful common names such as mermaid's fan. One such beauty that I encountered on the sandy bottom in the clear Belizean waters is *Udotea flabellum*. Its fan-shaped thallus is often lobed, hence it's also called ruffled blade alga. The dark green fan is thick-walled with pale edges. It is known for its antimicrobial properties, which are the focus of cancer treatment studies. In one *in vitro* study, extracts were found to be most effective in increasing plasma coagulation time. Like other calcified macroalgae, it improves sediments upon its death by producing sand and organic compounds as it decomposes.

Another *Udotea* species you are likely to encounter in sandy areas and seagrass beds is the mermaid's teacup (*Udotea cyathiformis*). Its thallus is in the form of a thin, often ragged-edged cup of light green, attached by a thin stalk.



Mermaid's teacup: a thin, often ragged-edged cup of light green

It is clear that macroalgae can become a menace in a coral-dominated environment when that delicate balance between coral and seaweed is disturbed, but it is also clear that these organisms, whether they interest you or not, are an important part of the reef landscape. Their value is not only limited to providing a variety of ecosystem services but they remain an untapped resource of bioactive compounds that could have unlimited applications.

MARIGOT BEACH CLUB

Marigot Bay, 00123 Marigot Bay
Saint Lucia









OPENING TIMES FOR RESTAURANT

7AM-11PM Daily

Ferry operates from 7AM-11PM Daily

MEAL TIMES

Breakfast: 8AM-10:30AM

Lunch: 11:30AM-5:30PM

Dinner: 6:30PM-9:30PM

Bar opens till 11:00PM

Happy Hour Daily from 5PM-6PM (2 drinks for the price of one on selected drinks, beers, wines, gins, rums, cocktails, rum punch, vodkas, etc.).

Outside Patrons who spend US15.00 or more, per person, at the restaurant or bar will have access to the resort facilities, such as the pool, sun loungers & complimentary Wi-Fi.

Reservations are recommended, however walk-in customers will be accommodated as well.

Call 1 (758) 451-4974 or email us info@marigotbeachclub.com. We can also be reached via Instagram @marigotbeachclub @doolittlesrestaurantandbar

RESTAURANT DAILY SPECIALS

Indian Cuisine Special every Sunday evening

Thai Cuisine Special every Thursday evening

Sushi Special every Friday evening

BBQ Night Special every Saturday evening

RESORT OFFICE HOURS

Sunday-Saturday 7AM-11PM

To Book your resort stay please send inquire to info@marigotbeachclub.com. We can also be reached via Instagram @marigotbeachclub or visit our web page www.marigotbeachclub.com


SAILORS FOR THE SEA
POWERED BY OCEANA
Save the Ocean, Protect Your Passion
- Liz Clark, sailor, surfer, and environmentalist
"Join us today, we need all hands on deck if we are to have a living, thriving ocean for future generations to enjoy."
Sailors and boaters, you witness firsthand the devastating threats that our oceans face such as plastic pollution, oil spills, and marine habitat destruction. Join Sailors for the Sea Powered by Oceana's community of Green Boaters to take action to protect our waters.
sailorsforthesea.org/Liz
Scan to receive our Green Boating Guide

CALENDAR

May 2023

1	Public holiday in many places (Labour Day)
5 – 14	St. Lucia Jazz Festival. www.stlucia.org
5	FULL MOON
5	Cayman Islands Carnival (Batabano)
6	Start of ARC Europe rally from St. Maarten to Portugal via Bermuda. www.worldcruising.com/arc_europe
6	Antigua and Barbuda Dockyard Day. cpoise.gov.ag/events/dockyard-day
9	Antigua to Bermuda Race. www.antiguabermuda.com
12	BVI Dinghy Championship. www.royalbviyc.org
12 – 13	BVI Spring Charter Show. Tentative - check www.crewedyachtsbvi.com/charter-yacht-shows
16	Public holiday in the Cayman Islands (Discovery Day)
16	Start of Windward 500 Races. Yachtscoring.com
17 - 21	Grenada Chocolate Festival. www.grenadachocolatefest.com
18	Public holiday in Aruba, Bonaire, Curaçao and St. Maarten (Ascension Day)
19	STYC Invitational Regatta, St. Thomas. Stthomasyachtclub.org
25 – 28	Sport Fishing Tournaments, Antigua and Barbuda. www.antiguabarbudasportsfishing.com
26 - 29	Petite Martinique Whitsuntide Regatta. www.facebook.com/petitemartinique.whitsuntidereggatta
27 – 26	Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. www.westendyachtclubbvi.com
29	Public holiday in Puerto Rico and USVI (Memorial Day)
29	Public holiday in some places (Whit Monday)
29 – June 2	Barbuda Carnival (Caribana)
30	Public holiday in Trinidad & Tobago (Indian Arrival Day)
30	Public holiday in Anguilla (Anguilla Day)
TBA	Anguilla Regatta and Anguilla LitFest. ivisitanguilla.com/festivals-and-events

June 2023

1 – 4	Martinique Boat Show. www.martinique-boat-show.fr
3	St. Maarten National Dinghy Championship. www.smyc.com
4	FULL MOON
5	World Environment Day
8	World Oceans Day
8	Holiday in some places (Corpus Christi)
18	Lowell Wheatley Anegada Pursuit Race. www.royalbviyc.org
12 – 18	International Opti Regatta, St. Thomas. www.stthomasyachtclub.org
19	Public holiday in Trinidad & Tobago (Labour Day)
21	Summer Solstice
21	Fête de la Musique, all French West Indies
22 – 24	St. Kitts Music Festival. www.stkittstourism.kn/music-festival
29	Fisherman's Birthday, local boat racing in many coastal communities

All information was correct to the best of our knowledge at the time this issue of Compass went to press — but plans change, so please contact event organizers directly for confirmation.

If you organize a sailing or boating event not listed here that you'd like to have included in our monthly calendars, please send information two months before the event date(s) to editor@caribbeancompass.com

PICK UP!

Ahoy, *Compass* readers! When in Antigua, pick up your free copy of the *Caribbean Compass* at any of these locations (our advertisers in this issue in **bold**):

JOLLY HARBOUR
- **Budget Marine**

ENGLISH HARBOUR
- **Budget Marine**
- BWA
- Jane Yacht Services
- Antigua Concierge Services
- Antigua Yacht Services
- Club Sushi Restaurant



MERIDIAN PASSAGE OF THE MOON MAY & JUNE 2023

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

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

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

May 2023	
DATE	**TIME**
1	2110
2	2152
3	2234
4	2320
5	0000 FULL MOON
6	0009
7	0103
8	0201
9	0303
10	0405
11	0506
12	0604
13	0657
14	0747
15	0835
16	0921
17	1008
18	1056
19	1146
20	1238
21	1332
22	1426
23	1518
24	1609
25	1656
26	1741
27	1824
28	1905
29	1945
30	2027
31	2111

June 2023	
1	2158
2	2250
3	2347
4	0000 FULL MOON
5	0049
6	0153
7	0257
8	0358
9	0454
10	0545
11	0633
12	0719
13	0805
14	0852
15	0940
16	1031
17	1123
18	1217
19	1310
20	1402
21	1451
22	1536
23	1619
24	1700
25	1740
26	1821
27	1902
28	1947
29	2036
30	2130

Mid-May to Mid-June

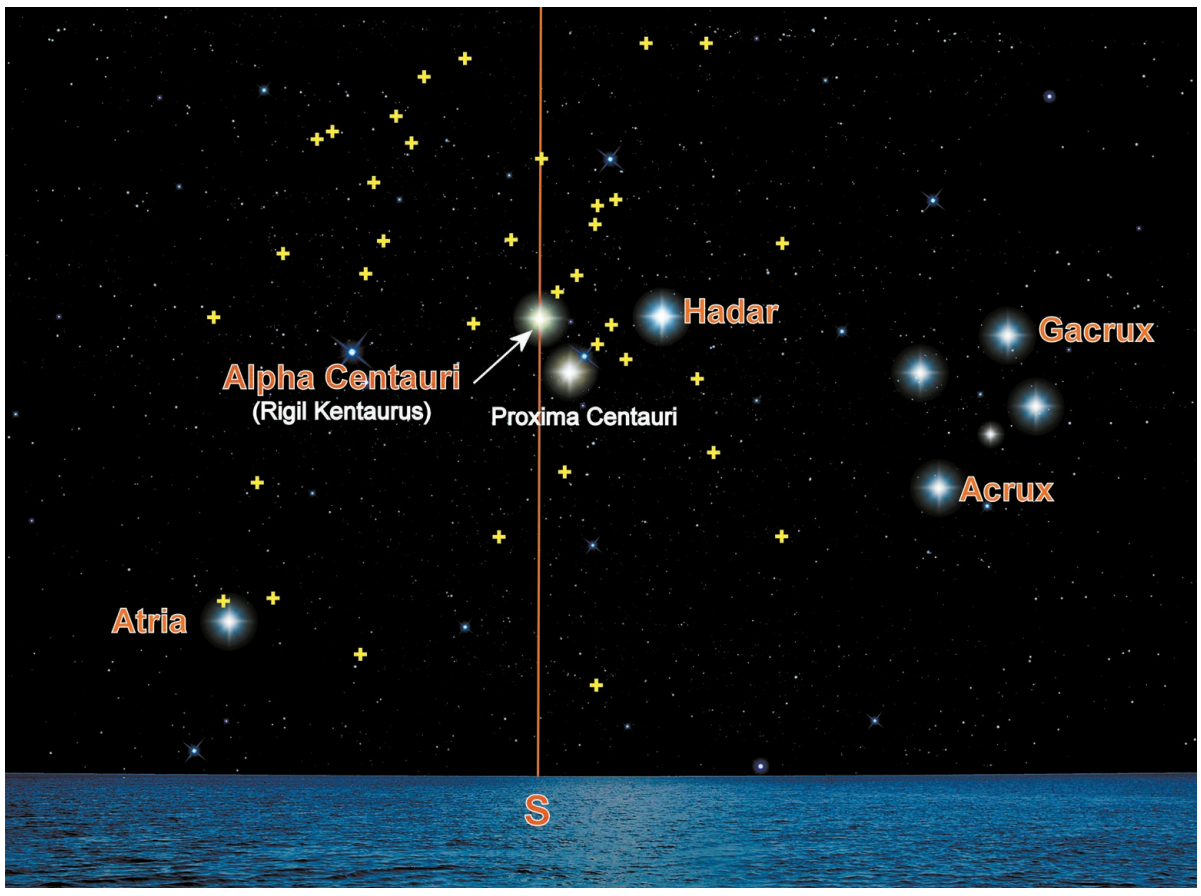
Story and Photos by Jim Ulik

Q. What is the distance of the nearest fixed star, a (Alpha) Centauri?

A. It is so far distant that a cannon ball going 500 miles an hour would take four millions of years to reach it.

From Illustrated Astronomy *by Asa Smith, Principal of Public School No. 12, City of New York. 1849*

The star Alpha Centauri was first documented in A.D. 150. It wasn't until 1689 that Father Jean Richaud, a Jesuit missionary, discovered that Alpha Centauri is actually a two-star system. That discovery was made while he was observing a passing comet. The distance to Alpha Centauri was first measured in 1839 by the Scottish astronomer Thomas Henderson. Using that preliminary measured distance from 1839, it would take the cannon ball almost four million years to get to the star. Using the current and more accurate distance, it would take that cannon ball 5.4 million years to reach Alpha Centauri. Thanks to the advancements in science a spacecraft using laser powered light sail technology would only take about 20 years to make the trip.



GRAPHIC BY JIM ULIK

Top: Celestial navigation stars in red. Interstellar navigation pulsars used to plot course to Alpha Centauri in yellow on May 17 at 2300h

Bottom: Close approach of Jupiter and the Moon May 17 at 0500h

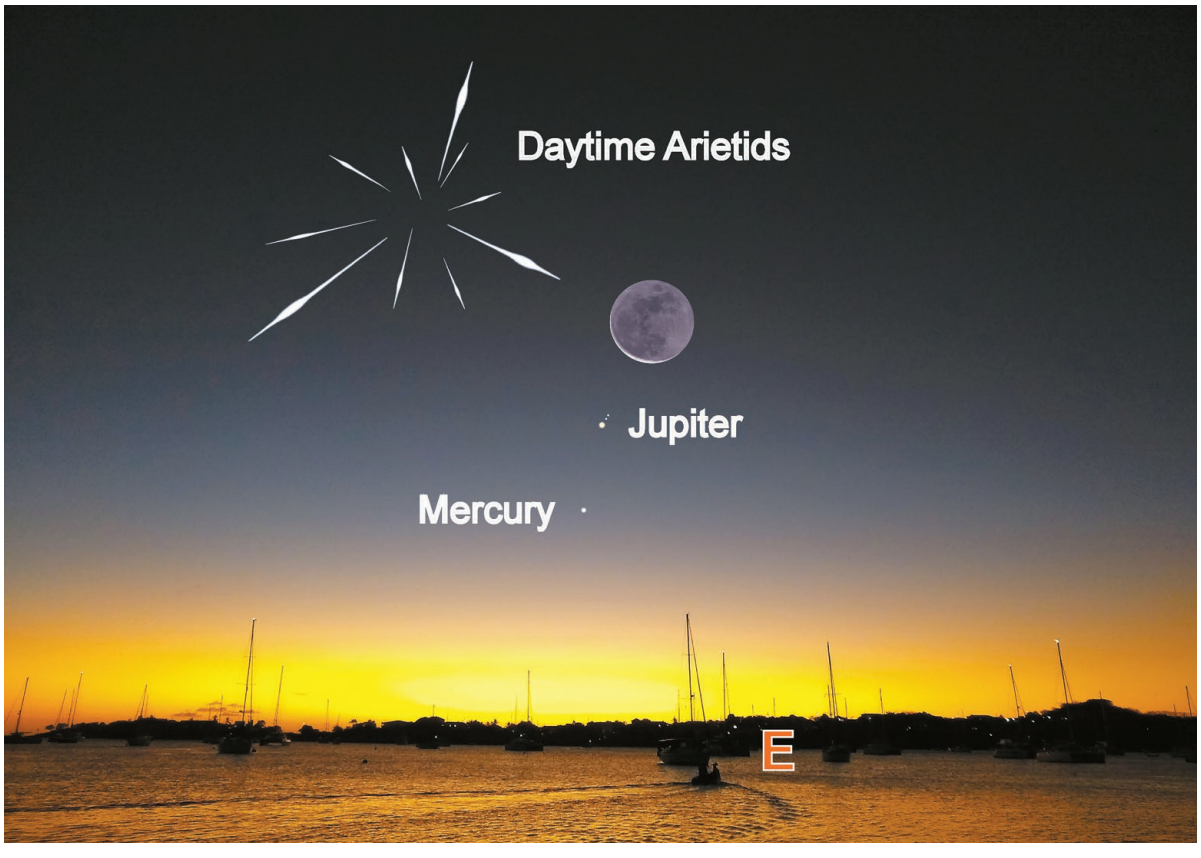


IMAGE BY JIM ULIK

Wednesday, May 17

Look for the close approach between Jupiter and a fine crescent Moon in the pre-dawn sky. Mercury can also be seen below Jupiter. The "messenger of the gods" can be viewed for approximately one-half hour, only to be lost in the glare of the morning Sun. Looking higher you will notice Saturn continuing to hold its position in Aquarius.

Those lucky enough to be awake before sunrise may see a few shooting stars flying out of the east.

May 13 was the beginning of the Daytime Arietids meteor shower. There could be up to 30 meteors per hour when this shower peaks on June 07. Look overhead into any dark area of the sky. Over the next few mornings the radiant will shift closer to the Sun. A few of the meteors may be bright enough to be seen during the day.

Friday, May 19

The Moon is presently located on the same side of the Earth as the Sun. The gravitational pull of both bodies generates higher tides. This is the best time of the month to observe faint objects such as galaxies, star clusters and perhaps a few shooting stars.

Tuesday, May 23

The Moon shifts into a close approach with Venus today in the Gemini constellation. After sunset the double star Pollux, the son of Zeus, can be seen off the dark side of the Moon. The twin Castor is also located nearby. A closer look at the illuminated side of the Moon reveals a dark circular area. That area is known as the Sea of Crisis. A bit higher, Mars is trailing behind those celestial bodies as they make their way west.

Wednesday, May 24

Tonight's Moon has shifted east away from Pollux and moved in close to Mars. Both objects are positioned in the constellation Cancer appearing near the Beehive Cluster. The surface of the waxing crescent Moon is a bit more illuminated than yesterday exposing the Sea of Fertility. That impact basin is left of yesterday's landmark, the Sea of Crisis.

Monday, May 29

This is the best time to spot Mercury, since it will be at its highest point above the horizon in the morning sky. Look for the brightest object in the eastern sky before dawn. That bright body is Jupiter. Mercury is shining about 10 degrees east or below Jupiter. In the western night sky you will see Venus sitting on the right shoulder of the Gemini twin Pollux. Pollux is both star and name of one of the twins in the constellation Gemini. The named star marks the head of Pollux. According to mythology the Gemini twin Pollux, the son of Zeus, appeared to be an overachiever in sailing, horsemanship and boxing.

—Continued on next page

—Continued from previous page

Friday, June 02

Mercury reaches its highest point in the predawn sky this morning. It will appear about 15 degrees above the eastern horizon. Jupiter is becoming a more pronounced apparition in the morning sky. Look for Jupiter to rise less than one hour before Mercury.

The god of war has been slowly advancing into the Beehive Cluster's territory. Mars achieves its occupation today. Mission accomplished! Tomorrow the red planet will withdraw eastward. Note that the cluster of more than 1,000 stars has retained its natural state.

Saturday, June 03

Venus reaches its highest altitude in the western sky this evening. Of course, Venus will be directly overhead at some point in the day, but we will not be able to see it because it will be lost to daylight.

That means from Earth's perspective Venus is at its most eastern point in its orbit and away from the Sun. Over the next few weeks Venus will brighten as its orbit brings it closer towards Earth.

The Moon will appear full when it rises this evening. However, the actual full Moon moment occurs just before midnight. This is an average sized full Moon in that it is neither at its closest or furthest orbital point in relation to Earth.

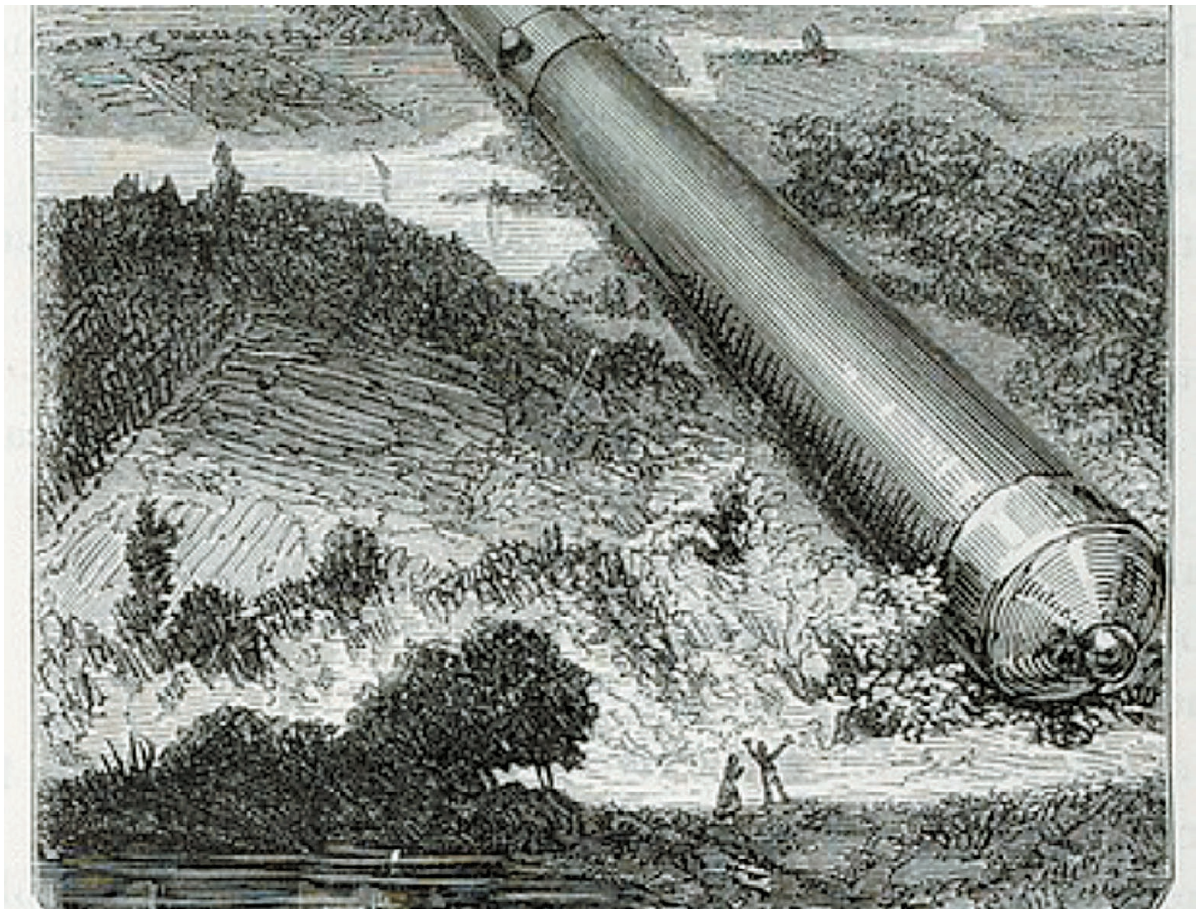
Fifty-eight years ago Major Edward H. White II exited Gemini 4 to become the first American to walk in space 120 miles above Earth.

Wednesday, June 07

The Daytime Arietids meteor shower will be active from April 14 to June 24. This shower may produce its peak rate of meteors June 07. Check the eastern sky after 0400. Any meteors will radiate out of an area north or left of the line between Mercury and Jupiter.

Saturday, June 10

Watch for the close approach between a waning gibbous Moon and Saturn this morning. Both objects will rise just south of 100 degrees true in the constellation Aquarius. The Moon reaches third quarter just after 1530h.



Space cannon captioned "Ideal view of the cannon barrel." Jules Verne, 1868

Sunday, June 11

Mercury is now closely aligned with the Seven Sisters this morning. The Seven Sisters or Pleiades will continue to rise higher in the night sky over the next few months. Mercury, on the other hand, may only be visible through June 20 as its orbit brings it more in line with the Sun.

Tuesday, June 13

The god of war passed through the Beehive Cluster (M44) a little more than a week ago. The goddess of beauty and love will now pass close to the cluster of stars over the next few nights. Venus will approach Mars over the coming two weeks. Both planets can be found in the western sky 1900h – 2100h.

Launched in 1972, Pioneer 10 completed its mission and left our solar system on this day in 1983. The spacecraft is currently in the direction of the constellation Taurus and 20149.30 million km (12520.19 million miles) from Earth. It is expected to pass by Aldebaran in about two million years.

Wednesday, June 14

The waning crescent Moon makes a close approach to Jupiter this morning. Jupiter will rise above 77 degrees true about one minute before moonrise. Both objects will be visible in the east for three hours.

Sunrise is at 0542.

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

Jim Ulik sails aboard S/V Merengue.



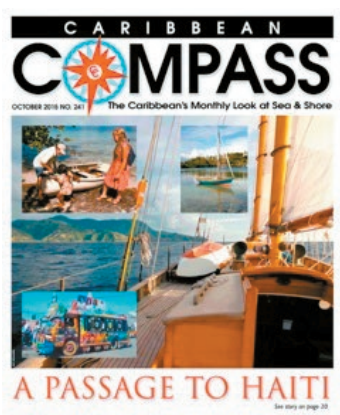




HEY, READERS!

Visit our website at caribbeancompass.com or just scan the QR code BELOW and enter your email address — it's as easy as that!







Island Poets

THE STRONGEST THINGS ARE LIQUID

The frothing sea foam
wipes away the trials of the day
the waves summon me to deck and I pause
glancing at the horizon
sea all around
a green dot on the horizon more an abstract haze than a destination

the plunging, coasting rhythm is there
and I am part of it

the hissing of the bursting sea foam is there
and I am part of it

the vastness of nature and the endless horizon is there
and I am part of it

when I leave this place the bond can never be broken
it is deep love and destiny wrapped in a blue state of mind

the strongest nourishment has always been
bonded, compelled, caressed and given
in mother nature's liquid embrace

sail on

— *Matthew Stuart*

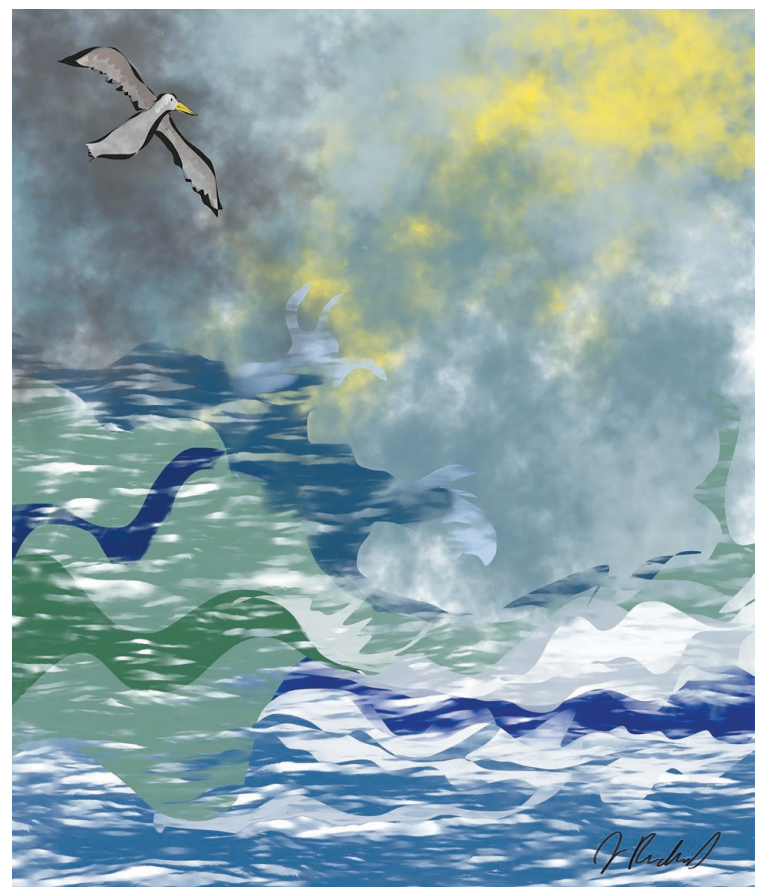


ILLUSTRATION BY TAD RICHARDS

Caribbean Compass Market Place

Antigua

Service Boatyard & Marina with
50 Ton Travelift
Storage, Security, 110/220v, Water, WiFi
+1 268 464 9494 / 725 9494
www.sammysboatyard.com
sammysboatyard@gmail.com
@sammysboatyard

Azores

MID ATLANTIC YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES

Providing all vital services to Trans-Atlantic Yachts!

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

TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Grenada

ART FAB RIK

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



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

NEILPRYDE Sails Grenada

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

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

TURBULENCE Ltd.

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

DOYLE SAILMAKERS

PROVEN QUALITY

FIVE YEARS /50,000 MILES GUARANTEED
Good for the economy
Made right here in the Caribbean

Minimal Co2 Print No International Air Freight

Saint Kitts & Nevis

BUDGET MARINE ST.KITTS IS OPEN FOR BUSINESS!



BUDGET MARINE

Monday-Friday: 9:00 AM-5:00 PM
Saturday: 8:30 AM-12:30 PM
Call: 1.869.466.0026 & 1.869.763.8933
The Caribbean's Leading Chandlery

SVG

LAC SERVICES

Life Made Easy.



SHUTTLE SERVICE

WE OFFER:

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

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





Formal Marine Litter System

Mayreau .Tobago Cays Marine Park. Union Island
Mon - Fri from 9:00 am - 3:00pm

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

Use the sytem and be a part of promoting a clean & healthy environment for all!
On Call – 532-3822 for more info: https://www.facebook.com/sgwta

SVG





GRENADINES SAILS & CANVAS • BEQUIA •

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

BEST CUSTOM-MADE DINGHY CHAPS

Located northern side of Admiralty Bay
Tel (784) 457-3507 / 457-3527 (evenings)
gsailsbequia@gmail.com VHF Ch16/68

Trinidad



continued on next page ⟶

Market Place Cont.

Trinidad

www.powerboats.co.tt

Power Boats
"the Place for Yachts"

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

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

Caribbean-wide



Venezuela

Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve
ECH2O Tec Watermakers
Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

Real Estate

LIVE THE DREAM
FOR SALE
OURCARRIACOU.COM/WOW

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

COMPASS CARTOON

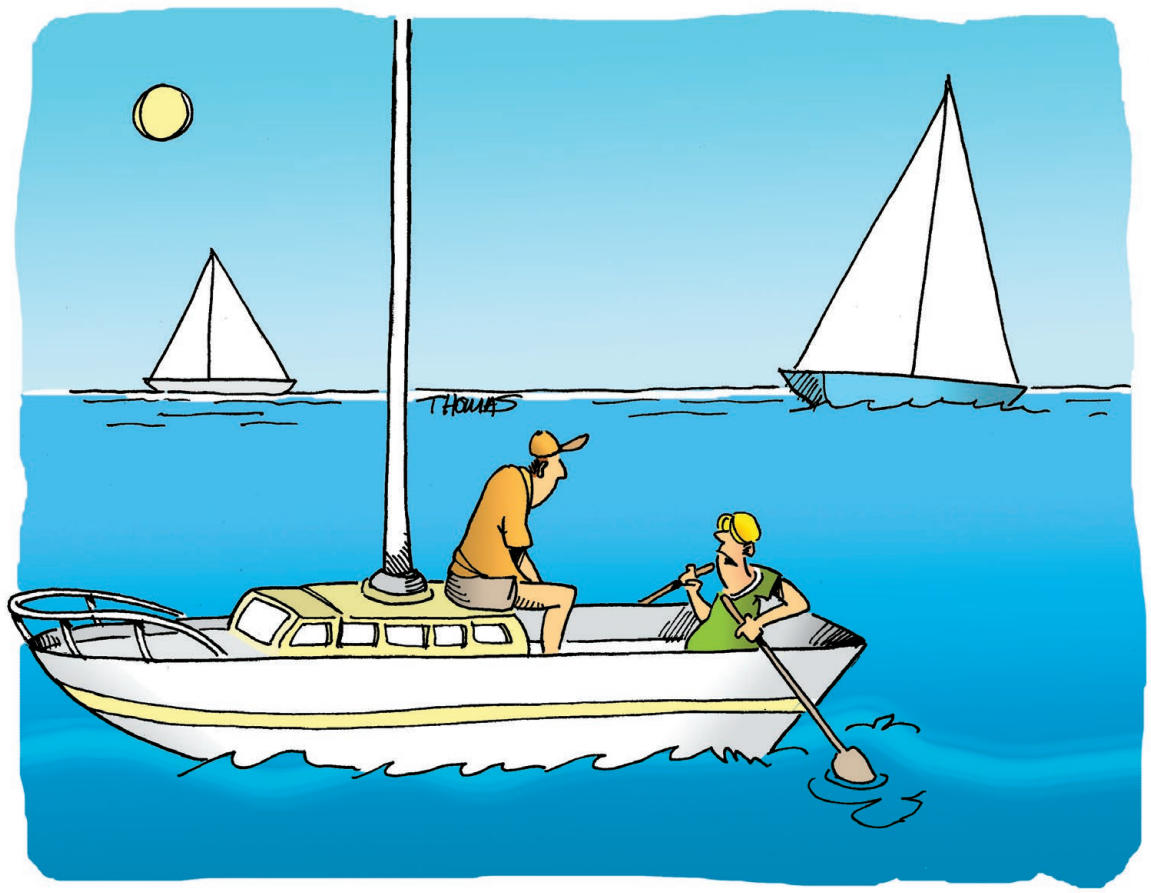


ILLUSTRATION BY BILL THOMAS

"My wife got the sails in the divorce."

Need Crew? Want to Crew?

SailOPO.com

Experienced Crew Available
for short deliveries or
long offshore passages.

Crew requests are free.

For 25 Years,
US Leading Crew Network.

Offshore Passage Opportunities

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



YAMAHA GRENADA
Revs Your Heart

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

One Man's Sampler
by Jim Hutchinson



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

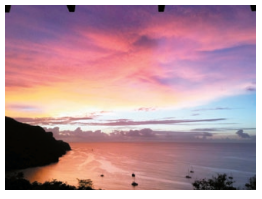
Lots of fun photos and drawings.

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

— Thanks,
"One Man" Hutch

CLASSIFIEDS

PROPERTY FOR SALE



BEQUIA, LAWLER HILL Over 2 acres of mature grounds with fabulous views overlooking Port Elizabeth, Lower Bay, Friendship Bay and Mustique. Property includes a charming home plus a cottage hideaway. Could be sold separately or together. Price negotiable. Contact T. M. Zoffoli, Tel: (774) 563-0240 E-mail: austintiare860@gmail.com

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







ST. VINCENT & THE GRENADINES, VILLA BEACH Beach front living for home or an investment. 3 separate self-contained units. 7 bedrooms, 7 en-suite bathrooms, 3 half bathrooms. Building 6,864 sq/ft & land 13,490 sq/ft., views of the Grenadines. US $1,100,000 OBO. Tel: (784) 497-0000 / 593-9922 E-mail: properties.svg@gmail.com Website: islandpropertiessvg.com

BOATS FOR SALE



48' SPRONK 1973 Custom built day charter catamaran, perfect boutique hotel day cruiser, capacity 20 pax. Completely refurbished 2016 Trinidad, new outboard powered 75 hp Yamaha engine w/ hydraulic sledge, twin helm. Raymarine instruments, chartplotter, electric head. Outboard & dinghy w/ Davits. Lying Canouan Island, St. Vincent & the Grenadines. US $155,000 OBO Tel: (784) 533-2462



42' HARLEY SUPERSTAR Kevlar hull, twin Cummins 6 CTA. Arneson surface drives, comfortable cockpit seating for 8, front padded sunbed. Interior "V" berth, small galley w/ stove, fridge, sink. Marine electric head, shower, US$65,000.00 Tel: (784) 533-2462

CARIBBEAN COMPASS

DON'T LEAVE PORT WITHOUT IT

CARIBBEAN COMPASS



Boating in the Caribbean? Get news you can use! More up-to-date regatta news, marine business news, Caribbean environmental news, real-life cruising reports, special feature articles and letters from readers.

Page for page, issue after issue, Caribbean Compass is the region's best-read monthly yachting magazine. Find out why! Pick up your free copy of the Compass wherever boaters gather and throughout the islands, or log on to our free on-line version!

WWW.CARIBBEANCOMPASS.COM

CLASSIFIEDS

US 50¢ PER WORD

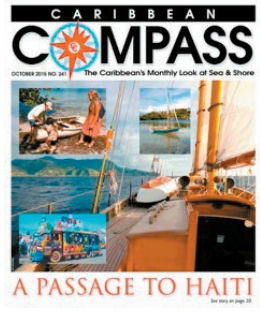
Include name, address and numbers in count.
Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 10th of the month: E-mail:
shellese@caribbeancompass.com

HEY READERS, GET CARIBBEAN COMPASS BY EMAIL!

Visit our website at caribbeancompass.com or just scan the QR code BELOW and enter your email address — it's as easy as that!









ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Art Fabrik	Grenada	MP	Down Island Real Estate	Grenada	MP	Marina Santa Marta	Colombia	9	Sammy's Boatyard	Antigua	MP
Bequia ThreadWorks	SVG	MP	Doyle Offshore Sails	Barbados	8	Martinique Boat Show	Martinique	4	Spice Island Marine	Grenada	27
Blue Lagoon Hotel & Marina	SVG	6	Doyle's Guides	USA	29	McIntyre Bros	Grenada	38	Tobago Cays	SVG	MP
Boat Paint & Composites	St. Martin	29	Gonsalves Liquors	SVG	35	Mid Atlantic Yacht Services	Azores	MP	Turbulence Sails	Grenada	23/MP
Budget Marine	St. Maarten	2	Grenadines Sails	SVG	MP	Ministry of Trade & Industry	Trinidad	17	Venezuelan Marine Supply	Venezuela	MP
Budget Marine St. Kitts	St. Kitts	MP	Happy Kite	SVG	MP	Neil Pryde Sails	Grenada	MP	Westerhall Rum	Grenada	35
Camper & Nicholsons	Grenada	5	Hutch's E-book	C/W	38	Northern Lights-Parts & Power	Tortola	21	WhitCo Insurance	USA	8
Carriacou Business	Grenada	MP	Hydrovane International Marine	C/W	MP	Off Shore Risk Management	Tortola	23	YSATT	Trinidad	MP
Centenario & Co	Panama	25	Island Water World	Sint Maarten	40	Offshore Passage Opportunities	C/W	38			
Clarkes Court	Grenada	36	LAC Services	SVG	MP	Peake Yacht Services	Trinidad	14			
Club De Pesca Marina	Colombia	25	Mac's Pizzeria	SVG	MP	Power Boats	Trinidad	19/MP			
Douglas Yacht Services	Martinique	11	Marigot Beach Club	St. Lucia	31	Sailors for the Sea	C/W	32			

MP = Market Place pages 37 - 38
C/W = Caribbean-wide



WHAT'S ON SALE IN STORE?

25% OFF

LALIZAS OCEAN SOLID FENDER

No more deflating fenders with these unique solid fenders from Lalizas.

Priced from **$71.63**

PETTIT EZ-POXY PAINT

Pettit EZ-Poxy is a highly rated, one-part polyurethane topside paint improved by the addition of silicone for a brilliant shine and easy brushability. This results in a topside finish that is exceptionally easy to apply and produces a lasting gelcoat-like brilliance with minimum effort.

Priced from **$38.89**

EPIFANES VARNISH

Superior flow and durability, outstanding UV protection, and excellent flexibility and water resistance in all climate conditions.

Priced from **$18.08**

SHOP ONLINE!

WE'RE THERE FOR YOU, WHEREVER YOU ARE!

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

islandwaterworld.com +1 (721) 581 8461
export@islandwaterworld.com

WHAT'S NEW?

DMEGC MONOCRYSTALLINE SOLAR PANEL 405W

This 405 watt solar panel is based on half-cell technology for improved performance and durability.

Priced at **$348.55**

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

Island Water World
keeps you sailing!

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

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

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

* through recognized shipping companies only

Published by Compass Publishing LLC, Connecticut, USA, and printed by Guardian Media Limited, Trinidad & Tobago