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ELAINE LEMBO

The view from Orange Fever, one of the many beach bars lining the shore at Orient Bay, St. Martin, offers an up-close perspective of the popular sailors' anchorage at Green Cay. For more about St. Martin-St. Maarten, turn to page 23.

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On the Cover *Oasis,* a Tayana 48DS sloop, heads out from Antigua bound for Annapolis, Maryland. As summer approaches, sailors must decide whether to head north, haul the boat, or play the annual cat and mouse game during hurricane season. See stories starting on page 6.

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Caribbean Compass

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

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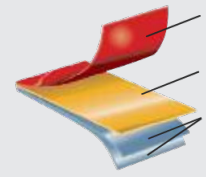
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Summer Is Coming!

Story and photos by David H. Lyman

Oasis *becalmed during its homeward bound passage to Annapolis, Maryland*

It's the end of another season in the Caribbean. It's getting hot and humid. I have to tie a bandanna around my head to keep the sweat from running into my eyes. Frequent rain showers have put an end to the varnishing. I've got to make up my mind.

Haul the boat out for the summer's hurricane season and fly home? (See "Hauling Out," page 11.)

Sail this boat north? Back through the Bermuda Triangle, over the Gulf Stream, into the cooler waters of New England. It's a long voyage — 1,500 miles, twelve to fifteen days, with a stop in Bermuda to wait for favorable weather to cross the Stream.

Decisions have to be made: Where to go and how to get there, departure schedule, crew, provisions? Is the boat ready for another offshore voyage? I've got to give this some serious thought, before it's too late. I'll consult my yacht insurance policy, which will have the limits and policy for hurricane season.

Haul Out or Sail North

For five summers, I parked my Lord Nelson 41, *Afaran*, on a mooring in Great Cruz Bay on St. John in the USVI. In September 1989, Hurricane Hugo blew through the islands. I flew down, moved the boat to Coral Bay, put down two anchors, and for 12 hours rode out 140-knot winds. We survived, but the 50 boats around me didn't. September 1995, same thing. Hurricane Luis came through. I was there and rode out that hurricane in Maho Bay on St. John. Two weeks later, Hurricane Marilyn came through. I wasn't there, but *Afaran* was. A week later, only parts of her hull, engine, and mast were recovered along the beach of Great Cruz Bay.



You can tell a boat is heading offshore when you see the jerry cans lined up and tied on deck.

When I bought *Searcher*, my 57-foot Bowman ketch, that next year, I sailed her to the Caribbean and brought her home to Maine each spring.

And that was 30 years ago. Since then, hurricanes have only become more frequent and intense. I'd not leave a boat on a mooring, or at the dock unattended in the Caribbean these days. My pal Larry has been chartering his 54-foot private yacht, *The Dove*, in the Caribbean for over 30 years. He either hauls out in Trinidad for the summer or sails to Maine and the Canadian Maritimes.

Don Street has a suggestion or two for those living on their boats in the Caribbean over the summer. With today's more accurate forecasts, it's safe to predict the tracks of hurricanes a few days ahead of their arrival. Two days is all a capable yacht needs to get out of the way. Two days puts you 300 miles north or south of the track. Forget about hurricane holes. There are none left, he writes. Want to read more of Don's sage advice? Try *caribbeancompass.com/a-new-look-at-hurricanes-and-the-eastern-caribbean-sailing-season* or *street-iolaire.com*.



Oasis *closehauled*

Sailing North

You got the boat south, didn't you? Just take the same way back. There are a dozen routes, some more amenable than others. First, where are you headed?

Destinations

I see no reason to head for Florida, or anywhere south of Cape Henry, Virginia — your insurance policy will specify an actual latitude. Maine is the only place to keep a boat in the summer. It offers the most interesting cruising on the East Coast, and it is out of the hurricane belt. By the time a tropical storm or hurricane gets that far north, it's lost most of its punch. Most Maine anchorages are tucked up into inlets, coves and harbors in the lee of easterly winds. There are yards galore for a haulout if it's needed.

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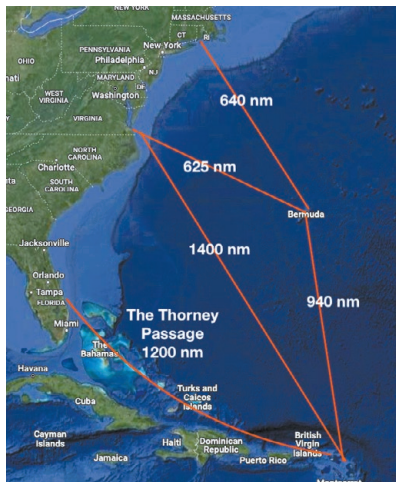


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A Bermuda Stop

If you're heading to New England, or across the pond to the Med, Bermuda is right on the way — 800 to 900 miles, five to seven days from the islands. By the time you arrive, there'll be something that needs fixing, and Bermuda has savvy folks to do the work. You'll need to take on fuel, water, and provisions, as well as a round of Dark and Stormies at the White Horse Tavern. Then, wait for favorable weather to cross the Gulf Stream.

It's 640 miles from Bermuda to Newport, five to six days. It's another 36 hours to Penobscot Bay in Maine. You'll be home by Memorial Day.

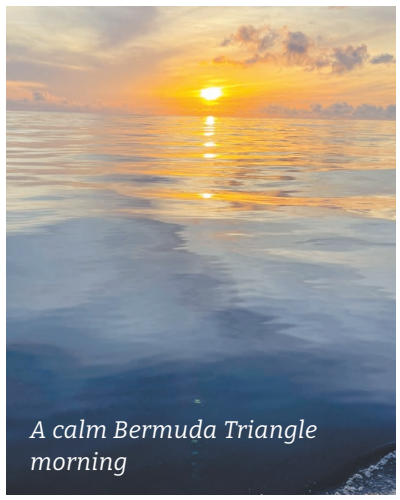


Routes to Bermuda

The Rallies

You don't need to do this alone. Hundreds of other yachts will make the same escape from the West Indies to the United States or across the Pond to the European Union in May.

The ARC (Atlantic Rally for Cruisers) will depart St. Maarten on or about May 11, 2024, heading for the Azores and Europe, with a stop first in Bermuda. There, they will meet yachts from the US East Coast joining the Caribbean fleet for the hop across to the Azores (*worldcruising.com*).



A calm Bermuda Triangle morning

The Salty Dawg Homeward Bound Rally plans to depart from Nanny Cay, BVI or Marsh Harbor, Bahamas on May 10 (weather permitting), then everyone heads for Hampton, Virginia, and various ports along the US East Coast. (*SaltyDawg.org*).

Both rallies charge a fee to join but provide myriad services: weather briefings, en route tracking and weather updates, social gatherings, and a radio net to chat with others. It's a movable yacht club.

Offshore Crew

I've made the trip north and south dozens of times, solo, and with crew. If I take a crew, I want sailors who've made at least one extended offshore voyage before. I want a crew that can be counted on when conditions turn nasty. They should be able to stand a solo night watch and know what to look out for. They should be physically capable, agile, fit, and not prone to seasickness. Anyone who doesn't meet these criteria is a liability aboard. Should one or two get seasick, fall asleep on night watch, or be unable to cook or clean up, you may as well do the delivery alone.

How many people? I'm done with solo deliveries. And a two-handed crew is worse. After a few days, the lack of sleep leads to a breakdown in social cohesiveness. Three is doable, but four is ideal. Each crew stands one solo three-hour watch during the day, and one three-hour watch each night. Please, none of this rotating watch schedule. My body wants a fixed schedule. I'll take whatever night watch anyone doesn't want, just to have a fixed schedule.



Time to fix stuff. Ren Lyman is up the mast to fix the furling gear.

If you are looking for an experienced crew, there are Facebook groups and websites. I use *SailOPO.com*. Hank Schmitt, a professional delivery skipper, is the founder of Offshore Passage Opportunities; his membership lists hundreds of experienced sailors looking to help owners deliver their boats. Listing a crew opening is free for skippers. The crew pay their way to and from the boat. Owners cover all onboard costs.

Make the Boat Ready

Since you got the boat to the Caribbean, it should be able to make it back, perhaps with a few necessary modifications and additions you discovered on the way down last fall.

When preparing for any extended offshore voyage, it's useful to have a check list to ensure you don't forget something. Airplane pilots, private and commercial, use check lists every time they prepare to depart the gate, take off, and land.

Offshore Prep List

I put together a list, then augmented it over 40 years of boat ownership and deliveries. It's now four pages long. It covers the rig, sails, reefing systems, deck and cockpit safety, the engine, fuel tanks and fuel consumption, lee clothes for the bunks, communication and nav systems, spares and tools, fishing gear, crew and watch standing, and even an underway menu. Is there a bucket with a knotted lanyard to scoop up sea water to wash the decks?

There's not room for the complete list here, so I've picked a few areas to get you thinking.

Is the boat already rigged for heavy weather?

Is there an inner stay for a storm jib, or staysail? Can the main be reefed down easily? Are the head sails all on roller fullers? There should be no reason to go forward of the mast once underway, and then only as far as the mast to reef the main.

Tankage

Is there sufficient tankage for fuel for five days (100 hours) of motoring? Each year, boats run out of fuel. One fall, a yacht ran out of fuel and hailed a passing cruise ship, which stopped. The captain sent over a launch with diesel, cake, and champagne (but don't count on this!). How many jerrycans of fuel will you carry and where? Is the water tankage enough for the crew for a few weeks? Carry a spare jerrycan of drinking water in case the boat's tanks get fouled.

Provisions

Carry enough food for double the anticipated days at sea. If you run out of fuel, the engine quits, and you are becalmed for a week, what's for dinner? PBJs?

Prepare a menu for each day so you know what to shop for.

Top off the propane tanks.



Provisioning: Note the spare filters and paper towels.

Crew Safety

Jacklines along the decks for clipping into are fine, better are adequate hand holds along the cabin top, and strong points at the mast to clip into. A jackline that leads from the dodger directly to the mast will keep you from falling off the boat. Realize that jacklines along the deck can drag you alongside if you fall over.

Inspect the lifeline terminals.

Emergency Gear

Are the flare kit, the life raft, and the fire suppression system all up to date? Test all the running and deck lights. Have replacement bulbs on hand — especially the compass binnacle light.

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Steering System

Every fall, a boat or two has a steering malfunction or the automatic pilot quits, and it gets towed back to port. Inspect the steering system below decks, chains, cables, turning blocks, and bolts in the quadrant. Do this yourself, don't give it to the yard to do. If you know your steering system, you're more likely to fix it and keep going.

Losing the autopilot is no reason for abandoning the voyage. We lost the auto helm at the beginning of a yearlong voyage and hand-steered *Searcher* all the way to and through the Caribbean and all the way back to Maine. Keep going and fix it when you get to your destination.

Have you found the emergency tiller? Is there one? Have you checked to see how it fits and know how to operate it?



Haul out for the summer? Your insurance policy may have some restrictions as to where and how. This is the yard at Jolly Harbour, Antigua.

Engine

Can you change the fuel filters, bleed the fuel system, and restart the engine while underway? Long voyages in bumpy seas can stir up crud in the fuel tank and foul the fuel system. Have lots of fuel and oil filters onboard, and a change of oil, along with a few gallons of diesel fuel to prime the filters.

Communications

A fixed VHF radio with a masthead antenna, of course. But a few hand-helds are handy — one in the cockpit, and one when leaving the boat. An Iridum Go is almost required these days for weather and emergencies. A Garmin inReach GPS tracker is a good backup.

Is there an AIS screen in the cockpit?



Backup navigation on the iPhone with Navionics

Navigation

What navigation systems do you have? Besides a chart plotter, an iPad with GPS and Navionics is a good backup. I've navigated back and forth to the Caribbean with Navionics on just my iPhone. I bring a large paper chart (INT 493, 108), of the Southeast coast of North America. I use it for planning the voyage and plotting our track with lat/lon fixes every 6 hours. I then add notes and drawings of events so I have a visual record of each voyage. They make nice wall art.

Medical Concerns

With many older folks taking to sea on small boats on extended offshore voyages, a prudent skipper would have some means for accessing medical advice while underway. With a satphone, an Iridium Go, or even a texting device like the Garmin InReach, telemedicine is possible.

DANBoater.org and *GlobalRescue.com* are two options for calling up an experienced EMT or doctor while far at sea. They can walk you through the process of accessing and stabilizing an injured or sick crewmate. At $60, it's an affordable option.

Now, get out the iPad or a notebook and begin preparing your own departure list. You'll add to it daily as more things pop into your head. Then you'll add to it as you go. By the time you get the boat home you'll know what you should have known before you left.

Good luck.

David Lyman has for more than 60 years of sailing in his wake. He's a regular contributor to Caribbean Compass *and* Cruising World *magazines. He spends summers in Maine and most winters in the Caribbean. Find his stories, photographs and videos at DHLyman.com.*

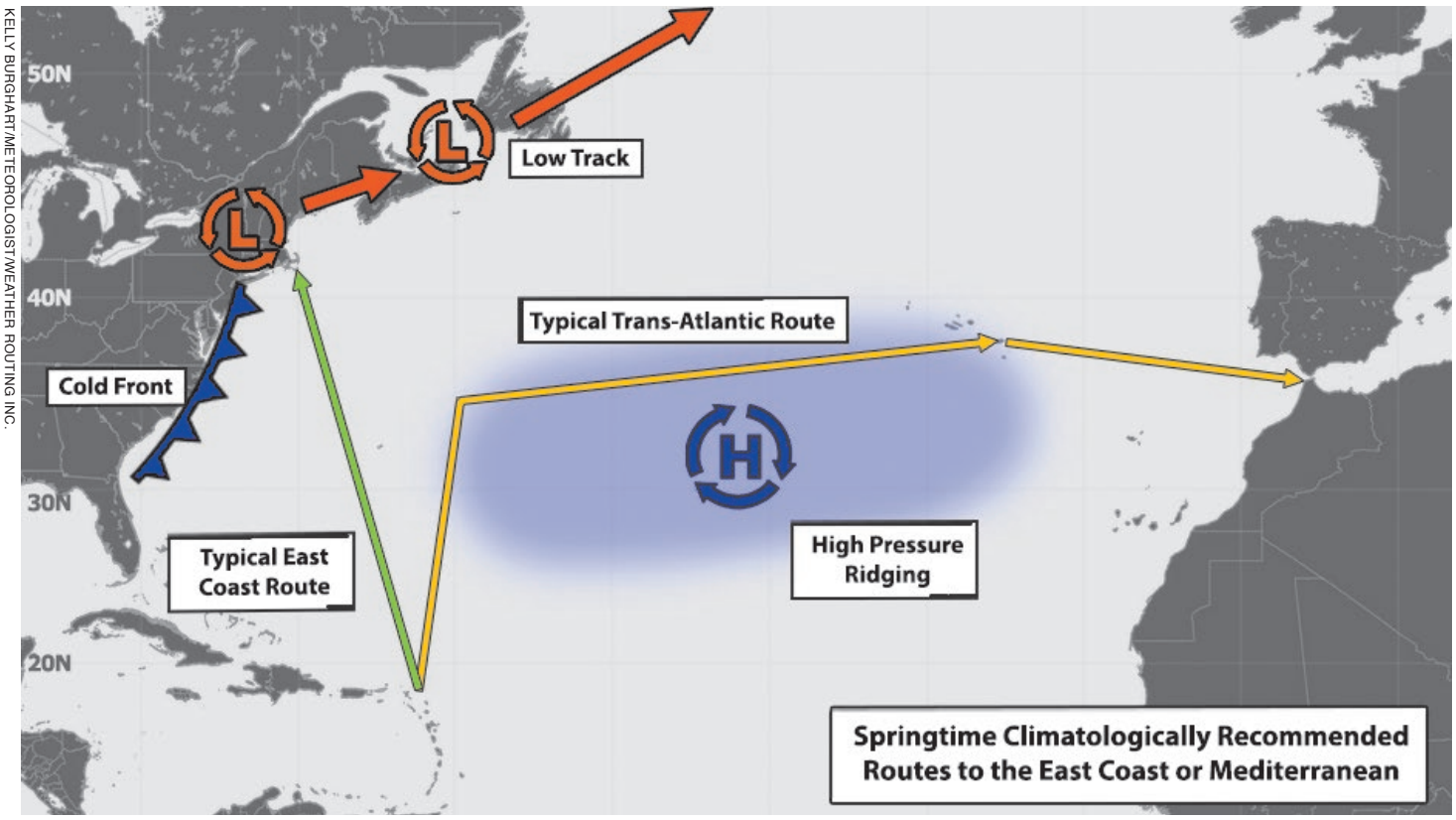


Springing Forward from the Caribbean

By Kyle Petroziello

Springtime marks a changing of the guard toward more favorable weather in the Caribbean Sea and north into the Atlantic. The stronger and more active winter pattern begins to regress, opening windows for sailors across the Caribbean to begin their transits elsewhere for the summer months. These destinations most often include the U.S. East Coast and Mediterranean Sea.

KELLY BURGHART/METEOROLOGIST/WEATHER ROUTING INC.



Springtime routing recommendations to the U.S. East Coast or Mediterranean Sea

As we "spring forward," cold fronts approaching from the west become less frequent, on average reaching the U.S. East Coast every 4-6 days. These also shift farther north, to extend southward only as far south as central Florida. From there, they tend to weaken in the western Atlantic waters, while also lifting northeastward to follow the main gale track which migrates farther north during these months.

Secondary lows or gales will sometimes develop, usually forming along the Southeast U.S. coast. These tend to deepen and continue northeastward toward the Canadian Maritimes and merge with the main gale track. However, occasionally these lows/gales can become "cutoff" and stall near Bermuda or farther east between Madeira and the Azores. When this occurs, they will meander in place for about three to five days before moving east or northeast ahead of the next cold front. Alternatively, these systems can dissipate prior to becoming picked up by the next cold front.

The main feature driving conditions for these passages is a subtropical high-pressure ridge found in the central Atlantic. The axis of this ridge typically sets up between 31-33N, with associated ridging extending southwestward toward the Leeward Islands, and farther westward to the Southeast U.S. coast. The full extent of this spreads along/south of 40N to 15N and along/east of 70W through the central Atlantic. Weak transitory high pressures will follow frontal passages, diving down from Canada and tracking east-southeastward off the East Coast, eventually merging with the stronger central Atlantic high. At times, a portion of the ridge will break away and become a new high center moving northeastward toward the Iberian Peninsula.

Farther east, a thermal trough of low pressure is often found from Central Morocco, extending northward into Southern Spain during this timeframe. This trough can dissipate when any frontal boundaries move southeastward toward Gibraltar. Approaching Gibraltar, easterly Levante winds, caused when higher surface pressures across the Iberian Peninsula and Western Mediterranean interact with lower pressures due to a trough over Morocco, occur on a semi-regular basis. These can often reach gale force, and produce large, short period seas in Gibraltar Strait, which can last for two to three days.

In the Mediterranean, Poniente winds are strong westerly wind surges that occur in the wake of frontal passages or when a cyclonic circulation extends southward from the Bay of Biscay to Gibraltar. These too can produce gale force conditions in Gibraltar Strait and large, short period seas. These can also last up to two to three days before easing.

Tropical systems are not yet a significant concern, though pre-season tropical development is not completely ruled out. The official commencement of the North Atlantic Tropical Season is not until June 1 to November 30. However, 17 systems have formed in the past 30 years in March through May in the Atlantic Basin, though, none have strengthened into hurricanes. So this averages to near one relatively weaker system every other year. Four of these originated in the Northwest Caribbean Sea, with the Eastern Caribbean remaining unthreatened.

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Routing to the U.S. East Coast: From the Northeast Caribbean, we find it increasingly achievable to find wind for direct routing through western Atlantic waters this time of year, via west of Bermuda to the East Coast. Finding a window will depend on the placement of the subtropical ridge in the central Atlantic.

Commonly, the Northeastern Caribbean will reside within the southern periphery of the ridge, which will result in easterly trade winds at favorable sailing angles at beam to broad reaches for at least the first few days of the trip. Keep in mind, though, as the axis of the ridge is approached farther north, there may be a period of motoring necessary as winds within the ridge axis are extremely light.

Then, on the northern side of the ridge axis, winds mostly begin to switch more west-southwesterly while remaining at beam to broad reaching angles north of about 30N. Keeping a direct course passing west of Bermuda will help hold these favorable sailing conditions.

This final portion would have to be monitored for gales and fronts across the northern Atlantic, although the frequency and strength of any passages tend to be less than in winter. Still, winds and seas will build modestly and for this reason, you should consider an alternative option, to bail in Bermuda and delay for a better window to finish the voyage.

With either option, watch the Gulf Stream crossing as well, along with potential eddies north and west of Bermuda. Slight diversions from direct routing may be needed to avoid pockets of adverse conditions associated with these eddies, as well as providing specific waypoints to minimize any impacts of a Gulf Stream crossing depending on its placement at this time.

Routing Trans-Atlantic to the Mediterranean: The best wind for sailing across the Atlantic is found on the northern periphery of the subtropical high-pressure ridge in the central Atlantic. With this, following westerly winds means running a broad reach angle of sail for most of the voyage, though getting there first will often require a northern “dog-leg” route.

This best recommended route will generally follow a rhumb line to near 35N/60W, rhumb line to abeam south of Ponta Delgada, then rhumb line to Gibraltar. While routing north to the first recommended waypoint, on the western periphery of the ridge, easterly trades at near beam-reach angles will be experienced. This route transits slightly east of Bermuda, offering bailout opportunities if necessary to top off on fuel, or to delay for better weather in the event of any particularly stronger frontal passages or cut-off lows/gales.

Once the vessel reaches the 35N parallel, you will most often find yourself along the northern periphery of the ridge, with moderately strong ridging in place, generating more favorable westerly winds as you transit eastward thereafter.

This next portion of the route to pass south of the Azores also provides another bailout option in the event of a less favorable pattern developing. This would be due to any particularly stronger or southward drifting cut-offs in the Central Atlantic to as far east as between the Azores and the Canaries.

With this, larger (but longer period) northwesterly swell propagates southeastward toward the vessel, while also breaking down ridging, the source for favorable winds. Thus, this can impact your route if too uncomfortable or untenable for sailing and may force a period of motoring, a bailout, or more eastward to even east-southeastward routing to remain safely south.

The final feature to watch for will be any enhanced Levante or Poniente winds in Gibraltar Straits. A stoppage in Cadiz may be required if these were particularly strong or prolonged.

We maintain this northern route to be the best relative option for sailing conditions across the Atlantic. This is certainly recommended over any farther southern or even direct route. Within the axis of the ridge, sinking air and little to no pressure gradient impedes any development sailable winds.

Whereas farther south in the southern periphery of the ridge, enhanced head conditions of east-northeasterly trades will significantly slow or halt any progress eastward as tacking proves quite difficult over a long distance.

Jumping from the Caribbean in spring can certainly throw some challenges sailors’ way. However, with adequate knowledge of the pattern and proper routing strategies in place, you can surely set yourself up for success to enjoy the most safe, efficient, and even comfortable sails over the next few months to your summer stays.

Kyle Petroziello is a senior meteorologist with WRI/Weather Routing Inc. (www.wriwx.com)

Hauling Out

Story and photos by Lexi Fisher



Workers fare the hull of s/v Galatea*, a 125-year-old 70-foot yawl, at Clarkes Court Boatyard & Marina, Grenada.*

It's that time of year again. Start thinking about stowing the sails, battening down the hatches, and disconnecting the batteries. It can be overwhelming to haul out and pack up your home, entrusting it to the administration and tradesmen of a foreign country, for months. Within the Eastern Caribbean alone there are about two dozen haulout locations to choose from, and the best fit for you and your boat depends on a multitude of factors.

Let's ease the stress of such a big decision by discussing some of these factors. Then we'll outline the main features of the boatyards available in the Windwards and Leewards, from St. Martin to Trinidad.

Anyone who has had the pleasure of deciphering a yard's invoice knows how convoluted haulout and storage fees can be. They are often charged by the foot; they differ for monohulls and catamarans; and they are only part of the fees associated with hurricane storage. There are often additional fees for chocking, cradles, tie-downs, mast removal and storage, water, electricity, etc. These fees are not only subject to change; any efforts to compare what each yard charges against each other would require an entire book. In general, the more features a yard offers in terms of security and convenience, the higher the overall cost is likely to be.

Consider these factors when choosing a haulout for hurricane season:

Insurance Requirements

Many yacht insurance companies now require your boat to be hauled and stored outside the "hurricane belt," certain latitudes that statistically see the most hurricane activity during the season. If this is the case for you, you're probably limited to yards in Grenada or Trinidad, though there are some Caribbean insurance companies that will insure you for reasonable rates and will cover you throughout the region. Some yards require proof of insurance.

General Safety and Security

How concerned about theft are you? Yards with high-perimeter fences, 24/7 security guards and/or cameras, and gated and monitored entry points will provide the best chance of deterring thefts. Fire risk and what firefighting equipment the yard has, how accessible it is, and if the staff are trained in its use is another critical factor for consideration.

Boat Proximity

How close together are boats stored? Closely stacked boats can topple like dominoes in extreme weather, and fire from one can spread much more quickly without a buffer zone. An article by Drew Frye in *Practical Sailor* suggested that "six feet is a good minimum, and the yard should explain why they feel less is safe."

Hurricane Protocols

Some yards have standardized protocols that all boats stored during hurricane season must adhere to. These aim to decrease or mitigate the overall likelihood of damage. They can include things like how close together boats are stored, sail removal, mast removal, digging keel holes, using anchored tie-downs, welded single-piece stands or cradles, and having a certain level of insurance coverage.

Contractor Policy

If you're having significant work done on the boat while it's on the hard, you should consider whether or not the yard allows outside contractors (those not employed by them) to work on the premises. Those that do not allow outside contractors at all are referred to as "closed" yards. The argument for this is a presumed higher level of quality control, project management, and accountability, though in my experience this isn't always the case.

Yards that do allow outside contractors without any controls or extra fees are referred to as "open" yards, and the benefit of this is usually more competition and a larger selection of tradesmen, though less insurance if a job goes wrong. Most yards have a policy that is somewhere in the middle, where independent

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contractors are hired through the yard and you pay a 10 – 15 percent fee to the yard for project insurance.

Living Aboard

If you'll be living aboard or ashore for more than a week or so after hauling, you'll need to first consider if the yard allows you to stay on your boat, and second items like the availability and convenience of shower facilities, laundry services, groceries, restaurants, or on-site accommodation options like apartment rentals.

Yard Descriptions

In the accompanying table, yards are listed from north to south. Most yards have toilets, showers, power, and water. Some require proof of insurance.

Chantier Naval, TOBY, French St. Martin

Chantier Naval, TOBY (Time-Out Boat Yard), is a cheerful and friendly place that has a large area for haulout and repair. They haul boats up to 18 tons, using a 65-ton crane. Storage lockers and free WiFi are available and you can do your own work or use contractors (no fees).

Bobby's Marina, Dutch St. Maarten

Bobby's Marina is a marina and haulout that has space for about 60 boats on the hard. They have a 75-ton travel lift and a crane to haul smaller boats for both long and short term storage. Hurricane season storage includes cross-bracing, concrete block tie-downs, and mast removal and storage. If you need laundry done, talk to the office or one of Bobby's security guards and they will get a laundry service to pick it up. Aziana, an Asian fusion restaurant, is at the base of the docks.

Bobby's MegaYard, Dutch St. Maarten

Bobby's Marina owns MegaYard, a huge haulout facility with a 150-ton travel lift that can haul boats of up to 33-foot beam, 12-foot draft. (They also have a 75-ton hoist.) The yard has good security with a perimeter wall, but living on board is not encouraged. This is an eco-friendly yard where all wash down water is treated, solids are removed, and clear, clean water is returned to the lagoon. Spray painting is not permitted unless you get the yard to build you a tent. The yard does all underwater work, but for other work you can bring in your own subcontractors for a 15 percent fee.

Bobby's Airport Road Shipyard, Dutch St. Maarten

Airport Mega Yard has a laundry and you can stay on the boat. Haulout is done with a 55-ton travel lift and they have room to store about 80 yachts. Both mega yards are well managed by Jeff Howell, who has an excellent record of keeping boats upright in hurricanes. He removes and stores masts on monohulls as a matter of course.

Polypat Caraibes, French St. Martin

Polypat Caraibes hauls with a 60-ton crane, which makes removing masts easy. Your crew can do the work themselves, or the yard can do it for you, but if you want to bring in outside contractors, you need to discuss it with the yard. Polypat is excellent at painting and fiberglass repairs. It is registered as a Gelshield agent for osmosis treatment. The yard has WiFi and 24-hour security. Polypat is an agent for Fontaine Pajot, Catana and Beneteau, and will take care of those fleets.

St. Kitts Marine Works, St. Kitts

St. Kitts Marine Works has 27 acres of storage, which is plenty of room, and they now have two 150-ton travel lifts and a 25-ton forklift. Digging keel holes, tying down cats, and securing yachts against hurricanes are easily arranged. This is not a manicured yard: It offers basic, but adequate, field storage. The yard has a metalworking team which can weld and repair all yacht materials and pressure wash, antifoul, and do minor glass repairs.

Sammy's Boatyard, Antigua

Sammy's Boatyard is a simple, no-frills haulout for about 100 yachts up to 10-foot draft (a bit more by working the tide), using a 50-ton lift which can take a 19-foot beam. There are forklifts for smaller vessels. It is a do-it-yourself yard, or Sammy can find you a contractor; the yard just hauls and stores.

Jolly Harbour Marina & Boatyard, Antigua

Jolly Harbour has a 75-ton travel lift and storage room for 225 boats. A large area of hard standing means there is plenty of room for long-term storage on concrete for stability. Stands are welded for hurricane protection, and there are tie-downs, mandatory in the hurricane season. They have big steel cradles that are optional. You can do your own work here or arrange it through the yard. They have people to scrape and paint, and other services can be arranged.

Bailey's Boat Yard, Antigua

Bailey's is a haulout yard for work and storage. They have a 70-ton travel lift and an 80-ton Ascon lift and can haul boats up to 12 feet deep. This is a small, quality yard, clean and well laid out, and properly geared for hurricane storage. They have 20 huge, solid cradles. They will pull the mast for storage if you request it. They only store about 50 yachts, and all of them are well looked after. All outside work below deck must be done by an approved contractor.

North Sound Marina, Antigua

North Sound Marina at Crabbs is one of Antigua's best, most versatile, and busiest yards. They have a 150-ton travel lift with 30-foot beam and maximum draft of 17 feet. The standing is nearly all on concrete with tie downs, and an optional "hurricane-proof" paint shed with 60 feet of clearance is available. They have room for about 280 boats. The yard does whatever people need, or the crew can do the work themselves. You can bring in outside contractors by arrangement, but they need to be insured and approved by the yard.

Antigua Slipway, Antigua

Antigua Slipway is a major haulout facility, using a railway that takes yachts up to 13-foot draft and 200 tons, and cats up to 40-foot beam. They have a hydraulic lift, allowing for the storing of 50 yachts with a maximum draft of 7 feet. The yard is geared up for yacht storage in the hurricane season. The storage area is concrete; the newer part has tie-down rings. All stored yachts are propped on stands, which are welded together using one-inch water pipe to create a rigid cradle. The yard does everything below the waterline. You can do your own topside work, but if you want someone else to do it, discuss it with the yard.



Cement tiedown anchor is put to use at Carriacou Marine.

Rodney Bay Marina Boatyard, St. Lucia

IGY Rodney Bay Marina Boatyard has a 75-ton travel lift that can take up to a 28-foot beam. They have room for about 120 yachts in long-term storage and another 20 under going work. You can work on your boat yourself or the marina boatyard can organize subcontractors to do it for you. A gelcoat stripper is available for osmosis work.

Carriacou Marine, Carriacou

Carriacou Marine is a charming small boatyard and marina. Yachts are hauled on a 40-ton marine travel lift that can take up to 18-foot beam and 8-foot draft at high tide. It is an environmentally friendly yard, with a wash-down catchment to minimize the amount of toxic paint that goes into the sea. They can take about 50 boats. This yard is excellent for general work and for do-it-yourself jobs. They can recommend independent contractors for most things, including carpentry, electrics, and mechanics. Major spraying, sandblasting, and major fiberglass repairs may be restricted as they lack an enclosed area to contain the fumes and dust.

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Tyrell Bay Marina, Carriacou

Tyrell Bay Marina has room for about 200 boats ashore to be hoisted by a 150-ton travel lift that can take a maximum beam of 31 feet. It aims to be a full-service yard and currently has technicians available to handle welding, antifouling, buffing and polishing, mechanical, electrical, AC and refrigeration, and fiberglass work, though you are welcome to do your own work as well. They have a catchment pit to prevent antifouling from running into the bay, and a vacuum system for sanding work.



On the hard at Tyrell Bay Marina, Carriacou

Spice Island Marine Services, Grenada

Spice Island Marine Services is a pleasant, orderly boatyard, with room for about 200 boats. Their travel lift can take boats up to 70 tons and 25-foot beam. They have mast racks for those storing their masts off the yacht and tie-downs for all boats in the hurricane season. Yacht crew can do their own work or arrange it through the yard with their people or, in some cases, outside contractors. They can look after your yacht while you are away, as well as arrange all the work. While you are there, life is made easier with a waterfront restaurant and Budget Marine.

Clarkes Court Boatyard and Marina, Grenada

Hauling at Clarkes Court Boatyard and Marina is done with a 242-ton travel lift which lifts up to 37-foot beam with a 13-foot draft. Some smaller boats are hauled on a trailer, which takes 40 tons with a 6-foot draft. There is room for about 300 boats ashore and tie downs are available. It is a popular yard, so booking in advance is almost always necessary. There is a restaurant overlooking the docks and many onsite technical yacht services based in the yard. You can do your own work or the marina will help you arrange it through independent contractors.

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Grenada Marine, Grenada

Grenada Marine is a work and storage yard with room for 250 boats. It uses a 70-ton travel lift, which is specially designed at 31.5 feet wide to haul catamarans as well as monohulls. Yachts of up to 16-foot draft can be hauled. After hauling, a hydraulic stacking trailer puts yachts close together. You can do your own work but you cannot hire outside workers unless it's a job that 12 N, which has an exclusive contract with Grenada Marine, cannot do.

Power Boats, Trinidad

Power Boats is an excellent, comprehensive full-service yard with space for about 250 yachts. They haul using a 60-ton travel lift and a custom-built catamaran trailer that can take up to 12 tons and a 24-foot beam. They have a long list of vetted tradesmen and on-site technical and general services available for anything and everything. Additional amenities include storage lockers, a chandlery, grocery store, DIY workshop, WiFi, and a restaurant. Appliance rentals like air conditioners and dehumidifiers make staying aboard more comfortable.

Peake Yacht Services, Trinidad

Peake's is another full-service yard and has space for 350 boats hauled on a 160-ton travel lift that can take boats up to a 31-foot beam. They have a comprehensive team, on-site technical workshops, and a list of recommended independent contractors for most jobs. WiFi, a chandlery, and a grocery store are all on-site, though their restaurant is currently closed.

Coral Cove, Trinidad

Coral Cove is a waterfront hotel and the smallest of the haulouts in Trinidad, with space for about 50 boats hauled on a 60-ton travel lift. It is less of a work yard but they can recommend or help arrange contractors. They have a swimming pool and there are multiple restaurants onsite and nearby.

Quick Reference Guide: *This information was confirmed to the best of the ability of Doyle Guides before press. The table is meant to be a resource of basic services and amenities. For example, while some yards have welded single-piece stands or cradles available, they may only have a limited number. The entry 24-hour security could mean cameras or security guards. The presence of fire extinguishers says nothing of their accessibility or if staff are trained to use them.*

Yard Name	Website	Country	Max haul equiptment	Can remove masts?	Welded/single piece stands/cradles available?	Anchored tie-downs available?	24-hour security?	Fire suppression measures?	Outside contractors permitted?	Can live aboard while hauled out?	On-site accomodation options available?	On-site laundry available?
Chantier Naval, TOBY	www.facebook.com/tobysxm	French St. Martin	65-ton crane	Yes	Yes	Yes	No	Fire extinguishers	Yes	Yes	No, but nearby	Yes
Bobby's MegaYard	www.bobbysmarina.com	Dutch St. Maarten	150-ton	Yes	No	Yes	Yes	Fire extinguishers	Yes + fee	Not encouraged	No	No
Bobby's Airport Rd	www.bobbysmarina.com	Dutch St. Maarten	55-ton	Yes	No	No	No	Fire extinguishers	Yes + fee	Yes	No	Yes
Bobby's Marina (Philipsburg)	www.bobbysmarina.com	Dutch St. Maarten	75-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	No	No	No
Polypat Caraibes	www.saintmartinboatyard.com	French St. Martin	60-ton crane	Yes	Yes	No	Yes	None	Must be approved by yard	Yes	Yes	No
St. Kitts Marine Works	www.skmw.net	St. Kitts	150-ton	Yes	No, but dig keels in	Yes	Yes	Fire hydrants throughout yard	Yes + fee	Yes	No	No
Sammy's Boatyard	www.facebook.com/SammysBoatYard	Antigua	50-ton	Yes, via outside contractor	No	Yes	No	Fire extinguishers	Yes	No	No	No
Jolly Harbour Marina & Boatyard	jhmarina.com	Antigua	75-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	No	No, but within walking distance	Yes
Bailey's Boat Yard	www.catamaranmarina.com	Antigua	70-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	No	No	No
North Sound Marina	northsoundmarine.com	Antigua	150-ton	Yes	Yes	Yes	Yes	High-pressure water hoses and hydrant systme	Must be approved by yard	4 days after/before haul/launch	No, but within walking distance	No
Antigua Slipway	www.antiguaslipway.com	Antigua	270-ton railway	Yes	Yes	Yes	Yes	4 horsepower pump with two 50ft high pressure water hoses, fire extinguishers	Must be approved by yard	Yes	No	No
IGY Rodney Bay Marina	www.igymarinas.com/marinas/rodney-bay-marina/	St. Lucia	75-ton	Yes	Yes	Yes	Yes	Portable chemical wheel carts, fire extinguishers	Yes	No, but discounts to hotels are offered	No, but within walking distance	Yes
Carriacou Marine	carriacoumarine.com	Carriacou	40-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Yes	Yes	Yes	Yes
Tyrell Bay Marina	www.tyrellbaymarinacarriacou.com	Carriacou	150-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	Yes	No	No
Spice Island Marine Services	www.spiceislandmarine.com	Grenada	70-ton	Yes	Yes	Yes	Yes	Portable high capacity water pump, fire extinguishers and staff trained in use, fire blankets, smoke detectors in	Sometimes + fee	Max 1 month	Yes	Yes
Clarkes Court Boatyard & Marina	www.clarkescourtmarina.com	Grenada	242-ton	Yes, via outside contractor	Yes	Yes	Yes	Fire extinguishers	Yes	Yes	Yes	Yes
Grenada Marine	www.grenadamarine.com	Grenada	70-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Only for services the yard does not provide	Yes	No	Yes
Power Boats	powerboats.co.tt	Trinidad	60-ton	Yes	Yes	Yes	Yes	Portable high capacity water pump, 10-lb dry chemical fire extinguishers, 220-lb foam wheeled units	Must be approved by yard	Yes	Yes	Yes
Peake Yacht Services	peakeyachts.com	Trinidad	160-ton	Yes	Yes	Yes	Yes	Mobile trolley fire extinguishers, regular fire extinguishers, and fire hose stations.	Yes	Yes	Yes	Yes
Coral Cove	coralcovemarinatt.com	Trinidad	60-ton	Yes, via outside contractor	No	No	Yes	None	Yes	Yes	Yes	No

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s/v Galatea *sits in the sling of the 242-ton travel lift at Clarkes Court Boatyard & Marina, Grenada. Classic hulls warrant extra care in the yard.*

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The following haulouts are also options but didn't respond to inquiries from Doyle Guides: JMC (St. Martin), Geminga (St. Martin), Sint Maarten Shipyard, and Carenantilles (Martinique).

JMC, French St. Martin

JMC Marina and Boatyard is a little farther down the road. It hauls boats with a 70-ton marine hoist that takes up to 23-foot beam, and they have a 120-ton crane in the yard. Masts must come out for storage and yachts must be insured; in summer workers dig boats into the sand for security. You can do your own work or bring in contractors (no fee).

Geminga, French St. Martin

Geminga is a pleasant haulout yard just southwest of the Port La Royale Marina. They haul yachts with an 18-ton trailer (good for cats and monohulls) and can store about 200 boats. You can work on your own boat, bring in help, or they can find contractors to help you (no fee).

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Sint Maarten Shipyard, Dutch Sint Maarten

Sint Maarten Shipyard is on the Airport Road. This friendly and helpful yard is in a slightly industrial area. Recent hurricanes left the docks badly damaged so they currently only have space for about three boats having work done, in 14 feet of water.

They haul monohulls and catamarans up to 30 tons by crane.

You can get anything done here, and if the contractors in the yard cannot help, they will set you up with the right specialist.

Carenantilles, Marin, Martinique

Carenantilles [VHF:73] is a large haulout facility, newly renovated and ecologically refitted. You can easily visit by dinghy, but it is gated, so it is not as easy to access the land behind as it once was.

However, if you are a customer of Carene Shop, which has doors on both sides, you can probably get someone to give you the code number for the gate. The new dinghy dock at the head of the long dock is big, but fills right up.

Carenantilles is for hauling and working on boats. They have docks for about 30 yachts, mainly stern-to with moorings and some alongside. They have four for superyachts.

Carenantilles holds about 200 boats ashore, and they have two marine hoists. The small one is 80 tons and takes about 28-foot beam, the larger is 440 tons and takes about 43-foot beam. For the most part, there is plenty of water in the bay for the approach.

If you start at the outer buoy and head toward the dock, you should have 11 feet. The shallowest part is out by the buoy. While Carenantilles is happy to store boats, staff concentrate on boats undergoing work. Rates depend on how long you need to be ashore and the current exchange rate for the Euro.

Email for a rate sheet or send a message on Facebook. You can do your own work on the slip, or many good workshops can do it for you. Facilities include toilets, showers, and a restaurant.

The yard is run by Jean Louis De Lucey; Jocelyne, who speaks English well, manages the reception with Maggir and Anne.





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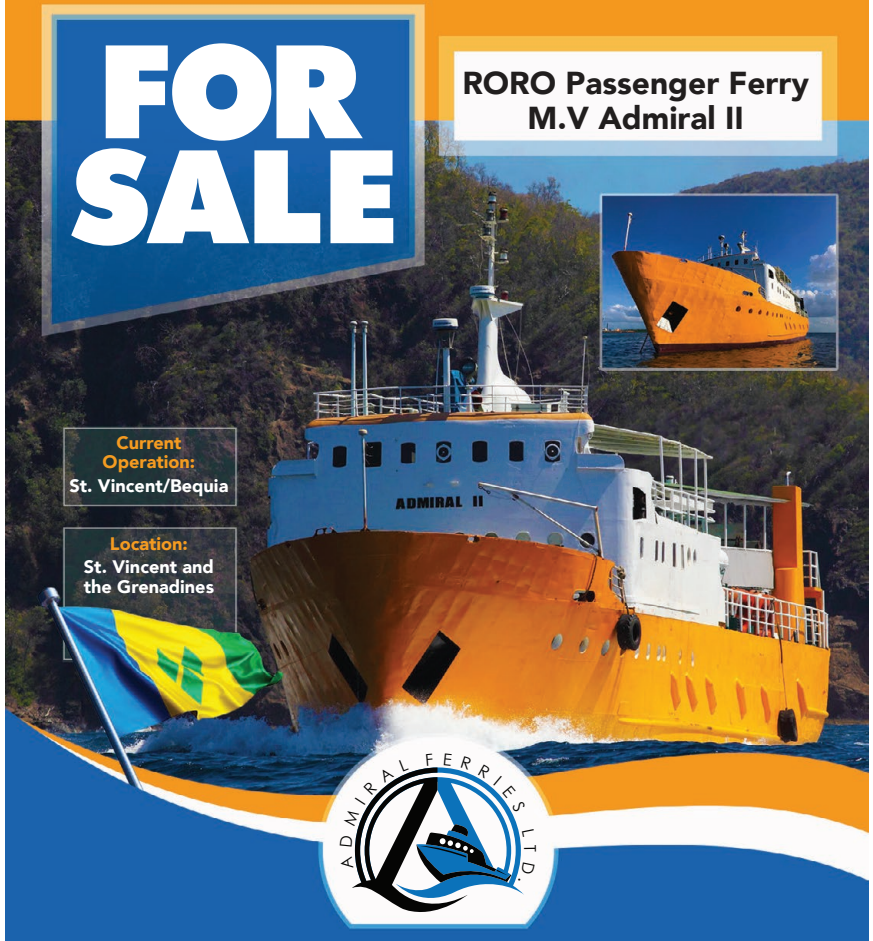
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LAURENS MOREL

Light air start on day one of the 2024 CMC

Big Plans for Caribbean Multihull Challenge 2025

The Caribbean Multihull Challenge 2025 (January 30-February 2) will kick off the Geneva-based International Maxi Association's new four-race 2025 Caribbean Maxi Multihull Series, followed by the Caribbean 600, the Heineken Regatta, and the BVI Spring Regatta. CMC organizers expect that this series will bring more 60-foot-plus boats to St Maarten, including an increase in the number of Diam 24 one-design open trimarans. The successful Time Trials for Cruising Multihulls™; inaugurated in 2024, will be repeated.

For multihull brands and sailing clubs / organizations entering as a group in 2025, the CMC is offering a discount on the $10.00/ft entry fee if entered and paid before December 1, 2024.

For entry and sponsor info on the CMC, go to www.CaribbeanMultihullChallenge.com or write to StephenBurzon@gmail.com.



Sustainability: TradeWinds Partners with American University in Switzerland



COURTESY TRADEWINDS

Students at Franklin University, Switzerland

TradeWinds, a company focusing on ecotourism and environmental sustainability, announces a partnership with Franklin University, Switzerland, to support that institution's efforts to transition towards a net zero campus, including initiatives focused on renewable energy, waste reduction, and environmental education. Through joint efforts, the partners aim to create a model for sustainable campus operations that can inspire other educational institutions and industries worldwide. This partnership is also launching the TradeWinds' Internship Program, aimed at empowering university students while improving and communicating sustainable initiatives.

Ricardo Flores, Vice-President of Sustainability and Stakeholders Relations at Tradewinds, emphasized the importance of collective action in driving positive change.

For more information about TradeWinds' sustainability initiatives, please visit https://trade-winds.com.

Saint Lucia Jazz and Arts Festival Offers a Range of Music and Culture



COURTESY ST. LUCIA TOURISM

St. Lucia Jazz and Arts Festival

From April 30 to May 12, 2024, the Saint Lucia Jazz and Arts Festival will present a fusion of genres, from jazz and reggae to Soca and calypso. Tickets range from $30 USD for regular experiences to $210 USD for premium offerings, and the festival offers a variety of musical experiences from intimate performances in picturesque venues to street parties alive with infectious rhythms.

The festival further celebrates Saint Lucian culture in all its forms, from art exhibitions and workshops to culinary offerings showcasing local flavors.

To purchase tickets and learn more about the festival's lineup and events, visit www.saintluciajazzandartsfestival.com.

Pelagic Offshore Gear at Budget Marine



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Pelagic gear at Budget Marine

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Warm Welcome to Jamaica Arrivals from Caribbean Airlines

Caribbean Airlines hosted their annual Welcome Home Airport Activation event at the Norman Manley International Airport, Jamaica, in April 2024. Arriving passengers were greeted with gift bags of items donated by sponsors Excelsior, Soldanza, and Holiday, by a concert from award-winning Trinidad and Tobago performer Mical Teja, and by complimentary snow cones.

For more information about Caribbean Airlines and its services, please visit www.caribbbean-airlines.com.



COURTESY CARIBBEAN AIRLINES

Caribbean Airlines personnel hand out prizes to passengers upon landing at the Norman Manley International Airport, Jamaica.

Spotlight: St. Martin

Story and photos by Chris Doyle and Lexi Fisher



Marigot Bay

Even though the parades, pumped-up music, and feathered costumes of the Dutch Sint Maarten carnival are over, you'll never not be able to find a good time on this island of two nations. From the clothing-optional shores of Orient Bay to the flashing lights of casinos and the fine dining of posh French restaurants, entertainment is never in short supply.

Although this island is barely seven miles in each direction, it is perhaps the best-known holiday destination in the Leewards. It is blessed with a multitude of superb white sand beaches backed by pleasantly scenic hills. Its fame has come from the way it has embraced tourism wholeheartedly, with casinos, condominiums, and scores of hotels. The whole island is a duty-free shopping plaza. Shopping is not restricted to cruise ship passengers. Two of the Caribbean's biggest chandleries are based here: Budget Marine and Island Water World. With the help of their customers, they have generated enough buying power to be able to offer excellent prices to yachts.



Marigot Market

St. Martin is divided across the middle. The northern part is French, the southern part Dutch. There is a charming story, completely unsupported by historical fact, that the French and Dutch were so civilized that, rather than fight over the island, they had a Frenchman armed with a bottle of wine walk in one direction and a Dutchman equipped with a flask of gin take the other. Where they met became the boundary, and the French ended up with a bit more because the gin was stronger than the wine.

In the early days, the island was important to the Dutch because of the salt ponds in the southern part, which is why they settled there. St. Martin was successful for a time as a producer of tobacco, and then of sugar. With the collapse of the sugar market, it started a long decline. In 1939 an attempt was made to halt this downward trend by making the island completely duty-free. The strategy worked and St. Martin became the Caribbean's number one shopping mall.

In 2017 the island was hard hit by hurricane Irma, which caused extensive damage. Marinas, hotels, and restaurants were blown away, most notably Oyster Pond and the French side of Simpson Bay Lagoon. Some establishments never rebuilt, but most did, and hotels are still everywhere, cruise ships call daily, and there are hundreds of shops and restaurants, as well as over a dozen casinos. The tourism industry has quickly recovered, especially in Marigot Bay, and there are facilities for most kinds of yacht work.



Simpson Bay Bridge

The Dutch side has the Sint Maarten Yacht Club, which organizes many races, and which cruising sailors can join. The club is right next to the Simpson Bay bridge, with a good dinghy dock. Wander upstairs and ask the manager for the racing and social program. They have a very active youth sailing program and, if you are staying a while, you can join the club and your kids can enjoy the fun.



Cruising sailors may join the Sint Maarten Yacht Club.

The Heineken Regatta, a world-famous international event that draws many famous yachts, is on the first full weekend in March. The Course D'Alliance, in December, is a three-day cruiser's race from St. Martin to St. Barts, then onto Anguilla. If you have a catamaran, you can join in the Caribbean Multihull Challenge in February.

Both sides of the island have marine parks. Yachts can anchor or pick up a mooring in most of the marine park anchorages. Fishing is not allowed in any of the marine parks and the French really enforce this. Moorings for divers and snorkelers are on many sites. The French marine park goes from Oyster Pond to Tintamarre and surrounds Roche Creole. The only permissible overnight anchorages in the park are at Tintamarre and Roche Creole, where you must first get permission from the park by filling out and emailing the form available at reservenaturelle-saint-martin.com/en/camping-mouillage. Fishing, taking of anything, jet skis, any motorized water sports, drones, underwater lights, loud music, deck or hull cleaning, emptying holding tanks, and water skiing are all banned within these areas.

Both the French and the Dutch sides have quite a few marinas and haulouts that are worth considering for the hurricane season, assuming your insurance company doesn't require you to be outside certain latitudes.

Doyle Guides contains the Eastern Caribbean's most comprehensive and reliable sailing guide content, available in hard copy and online through a free mobile app, website, and Facebook group. (www.doyleguides.com).





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A woodcut print from Instrument Buch*, a scientific book on astronomical instruments. Petrus Apian, 1533.*

May Sky

By Jim Ulik

Ancient civilizations used the movements of stars and planets to measure time or forecast planting and harvesting seasons. Uncommon events such as comets were omens predicting doom. From the Vikings to the Polynesians, observing the stars' motions led to the ability to navigate the Earth's oceans. At least the heavens, as most of us know, can't be faked or hacked for navigational purposes. This month's list of celestial events includes annual observances put into practice by professionals or enthusiasts of space and science. Maybe these events will inspire you to dust off your sextant and practice your celestial navigation skills. At the very least you might brush up on your coastal navigation skills using your old navigation tools and paper charts. After all, there is also the potential loss of GPS signals due to solar flares or Coronal Mass Ejections (CME).

Today there is the increasing threat of cyberattacks on Global Positioning System satellites. The GPS satellites placed into orbit by the US aren't the only ones at risk. The GPS constellations launched by the European Union, India, China, Russia and Japan are all at risk due to attacks from hackers. To be sure, not all problems are related to GPS satellites. It's not intentional, but significant problems are due to mapping software errors.

"... It is a historical fact: Sharing the world has never been humanity's defining attribute." Professor X from X2: X-Men United.

Wednesday, May 01

Three visible planets will trail behind the rising Moon this morning. By 0500 Saturn can be seen followed by Mars then Mercury. Venus is lost in the Sun's glare as it is a few days away from passing behind the Sun. Look for Venus to reappear as an evening "star" in the middle of July. Neptune sits invisibly between Saturn and Mars. About an hour after the Moon crosses the meridian it will reach its third quarter phase.

Friday, May 03

The waning Moon makes a close approach to Saturn this morning. Saturn lies north northeast of the Moon. Both objects are in the constellation Aquarius.

Saturday, May 04

Star Wars Day has finally arrived. This is an international celebration of the Star Wars film series (not the Strategic Defense Initiative (SDI) proposed under Ronald Reagan). The first organized celebration of Star Wars Day took place in Toronto, Ontario, Canada, in 2011. May the force (fourth) be with you?

The Moon's progression eastward has placed it between Saturn and Mars. Over the following two days the fine crescent Moon can be seen sliding past Mercury.

Sunday, May 05

Today is National Astronaut Day. The day is meant to spark curiosity and motivate young space enthusiasts. Maybe they will improve satellite navigation or identify the next asteroid heading toward Earth.

Along with all the planets passing through the pre-dawn sky there will be a few meteors shooting across the sky. The best time to spot them will be between 0300 and 0500. The Eta Aquarids meteor shower is active April 17 – May 26. These meteors are the remnants left behind from the numerous passes made by comet Halley. The shower peaks today and can yield up to 60 meteors per hour. Most of the activity is seen in the Southern Hemisphere. The rate can reach about 30 meteors per hour in the northern hemisphere.

—Continued on next page

—Continued from previous page

Monday, May 06

Recovered from Star Wars Day? That's good because today is International Space Day. It was created by Lockheed Martin Corporation in 1997 as National Space Day. The goal is to promote math, science, technology and engineering education in young people to inspire them to pursue a career in science, especially a career in space related jobs. In 2001, due to its extreme popularity, former astronaut and Senator John Glenn expanded the event to International Space Day.

Tuesday, May 07

The Moon has completed another orbit. It has reached this month's New Moon phase placing it at its closest approach to the Sun.

Thursday, May 09

Mercury reaches greatest western elongation or separation from the Sun. This is the best time to view Mercury since it will be at its highest point above the horizon in the morning sky.

Friday, May 10

While the Moon isn't so prominent in the night sky this might be a good time to see some meteors from the eta Lyrids meteor shower. This is a minor shower that is active May 02 – May 13. The shower peaks overnight radiating from an area near the star Vega, the brightest star in the constellation Lyra.

Sunday, May 12

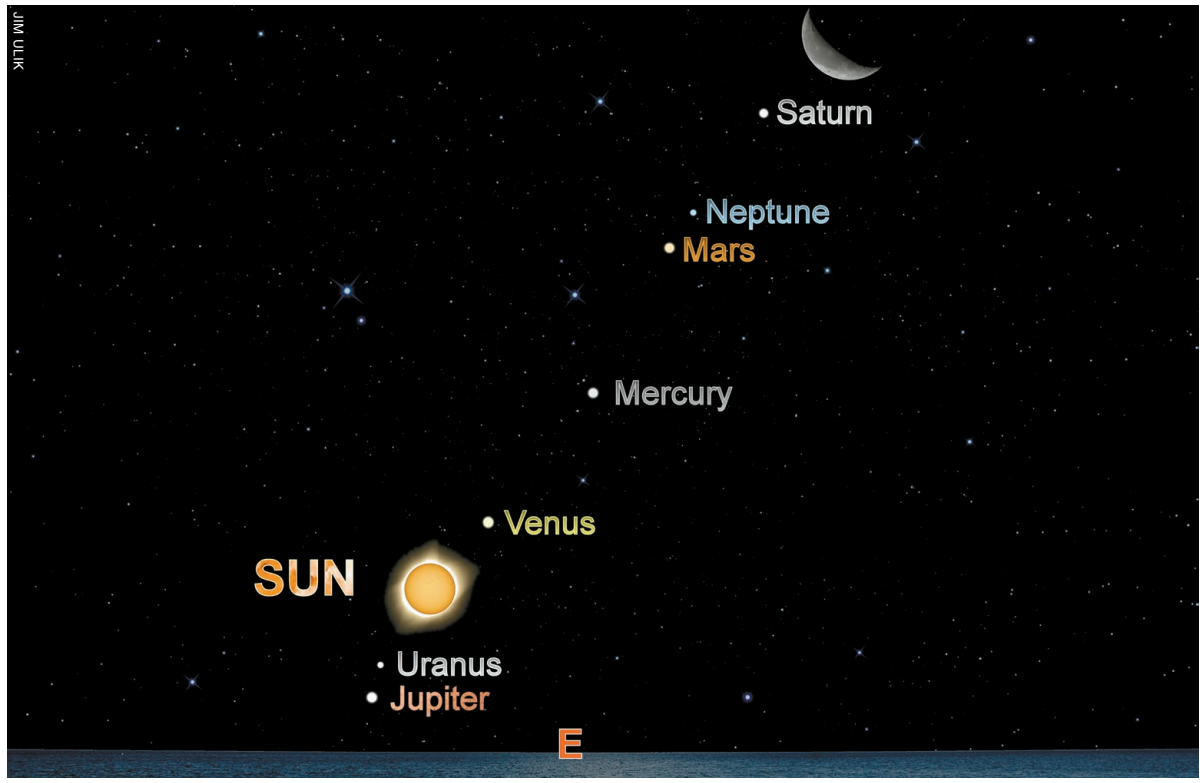
The Moon has come close to hooking the star Pollux. It will pass less than one degree southwest of the brightest twin star in Gemini.

Monday, May 13

The waxing Moon is making its monthly pass of the Beehive Cluster. This open cluster of stars is also known as Messier 44 (M44) and Praesepe (Latin for crib).

Wednesday, May 15

The Moon has reached first quarter. It will reside in the constellation Leo for the night near the star Regulus. Notice that the side lighting enhances the textures of the craters and mountainous surface of the Moon.



The lineup of planets at 0700 on May 03

Saturday, May 18

Today is the first International Astronomy Day of 2024. It's intended to promote greater education and understanding of the universe. Take a few minutes to do some stargazing tonight.

Monday, May 20

The Moon makes a close approach to Spica. This double star is the fifteenth brightest star in the night sky. Tonight the star can be identified by its proximity to the Moon. At other times it can be found by following the arc of the Big Dipper's handle. The first bright star encountered is Arcturus followed by Spica, "Arc to Arcturus (Alpha Bootes) and then spike to Spica."

Thursday, May 23

The Moon will be located on the opposite side of the Earth as the Sun and fully illuminated. The Moon will occult or pass in front of Antares. It will take just over two hours before Antares reappears.

Thursday, May 30

The Moon will pass last quarter phase, rising in the middle of the night and appearing prominent in the pre-dawn sky.

Friday, May 31

There is a close approach between the Moon and Saturn. Just before sunrise Saturn can be found less than one degree west of the dark side of the Moon. Both objects are in the constellation Aquarius.

In the News:

GPS is increasingly becoming vulnerable to jamming and spoofing. Signals are manipulated leading to inaccurate positions. This does not only apply to military operations. Companies are in the process of developing alternative position, navigation and timing technologies (PNT) that do not depend on GPS. It is time to dole out some more "Boat Bucks."

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MERIDIAN PASSAGE OF THE MOON MAY 2024

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.

For more detailed information enabling the sailor to calculate the direction and strength of the current, check the tidal section in the booklets that come with Imray-Iolaire charts A27 or B1.

May 2024

DATE	TIME
1	0523
1	0611
2	0704
3	0756
4	0846
5	0935
6	1025
7	1118
8	1213
9	1311
10	1411
11	1511
12	1607
13	1700
14	1748
15	1832
16	1913
17	1953
18	2032
19	2111
20	2152
21	2236
22	2324
23	0000 FULL MOON
24	0016
25	0112
26	0210
27	0309
28	0406
29	0501
30	0552
31	0641

June 2024

DATE	TIME
1	0729
2	0818
3	0907
4	1000
5	1056
6	1155
7	1255
8	1354
9	1449
10	1540
11	1626
12	1709
13	1749
14	1828
15	1907
16	1947
17	2030
18	2116
19	2206
20	2301
21	2359
22	0000 FULL MOON
23	0100
24	0159
25	0256
26	0349
27	0439
28	0527
29	0615
30	0703

CALENDAR

May 2024

1	Public holiday in many places (Labour Day)
1-4	St. Barth Film Festival. stbarthff.org
1-27	U.S. Virgin Islands Caribbean Music Festival. visitusvi.com/us-virgin-islands-caribbean-music-festival
1-31	Guyana Carnival, Georgetown, Guyana. www.carnivaland.net/guyana-carnival.
4	Dockyard Day, Antigua. antiguanice.com
4	Dinghy Championship Hope Ross Series Day 2, St. Maarten. smyc.com/dinghy-season-championship
3-8	Romerias de Mayo, Holguin, Cuba. rove.me/to/cuba/romerias-de-mayo
5	Jazz 'n' Creole event, Dominica. dominicafestivals.com
7	Antigua to Bermuda Race. ondecksailing.com/may-windward-500
8	Public holiday in Saint-Barthélémy (Victory Day)
9	Public holiday in Aruba, Bonaire, Curaçao, Saint-Barthélémy and St. Maarten (Ascension Day)
9-10	BVI Spring Charter Yacht Show, Tortola. www.crewedyachtsbvi.com/charter-yacht-shows
10	Salty Dawg Homeward Bound rally departure from Nanny Cay, BVI and Marsh Harbor, Bahamas (weather permitting). saltydawgsailing.org/east-coast-rally
10-12	Virgin Islands Boating Exhibition (VIBE), Yacht Haven Grande St. Thomas www.vibe.vi. www.VIPCA.org
11	Start of ARC Europe rally from St. Maarten (or East coast USA) to Portugal via Bermuda. worldcruising.com/arc_europe
11-12	BVI Dinghy Championship. www.royalbviyc.org
11-21	Coraland Music Festival, Cayo Santa Maria, Cuba
12-13	Belize Cashew Festival & Agriculture Show, Crooked Tree Village. belizing.com/Cashew-Festival-and-Agriculture-Show-Belize
14	Windward 500. caribbean-sailing.com
16-19	Antigua and Barbuda Sport Fishing Tournament. abyma.ag/events-calendar
16-19	Barbados Celtic Festival. facebook.com/bcmfestival
17-19	STYC Invitational Regatta, St. Thomas. stthomasyachtclub.org
17-20	Havana World Music Festival
17-20	Point Fortin Borough Day, Point Fortin, Trinidad
17-20	Grenada Chocolate Festival. grenadachocolatefest.com
20	Public holiday in the Cayman Islands (Discovery Day)
20	Public holiday in some places (Whit Monday)
17-20	FULL MOON (Full Flower Moon)
23	ARC Europe rally leaves Bermuda. worldcruising.com/arc_europe
23-26	Anguilla Culinary Experience. anguillaculinaryexperience.com
23-27	Aruba Soul Beach Music Festival. Harbor Arena, Oranjestad. fetebookit.com/soul-beach-music-festival/2024
23-28	FesTopia Punta Cana, Dominican Republic. festopia.com
24-1 Jun	International Theater Festival for Children and Young People, Havana, Cuba
24-26	Virgin Islands Music Festival, Road Town, BVI. bvitourism.com
24-27	Pan Pepin International Dinghy Regatta, San Juan, Puerto Rico. theclubspot.com/regatta/S3t9xxncpr
27	Public holiday in Puerto Rico and USVI (Memorial Day)
28-30	Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. www.westendyachtclubbvi.com
30	Public holiday in Trinidad & Tobago (Indian Arrival Day) and in Anguilla (Anguilla Day). In some places, Corpus Christi.
30-2 Jun	Martinique Boat Show. martinique-boat-show.fr
	Mai de Saint-Pierre, Martinique, month-long celebration. azmartinique.com/en/events/mai-de-saint-pierre

See the entire calendar of events at caribbeancompass.com/caribbean-events-calendar

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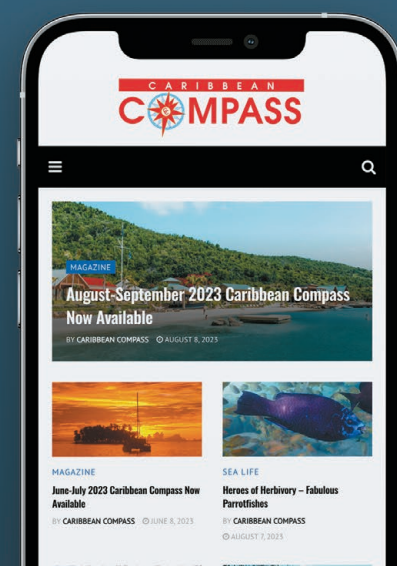
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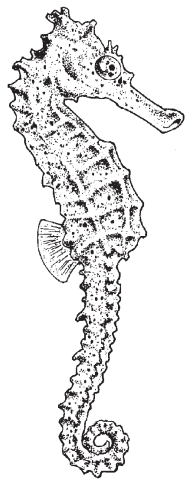


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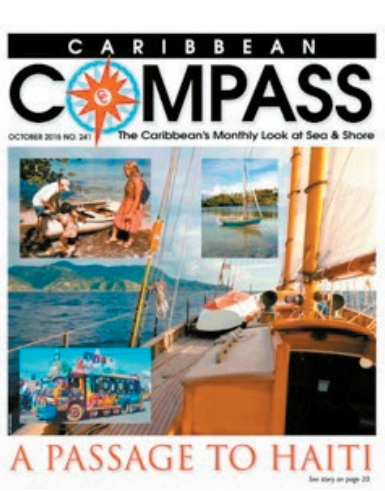
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C/W = Caribbean-wide
SVG = St. Vincent & the Grenadines



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