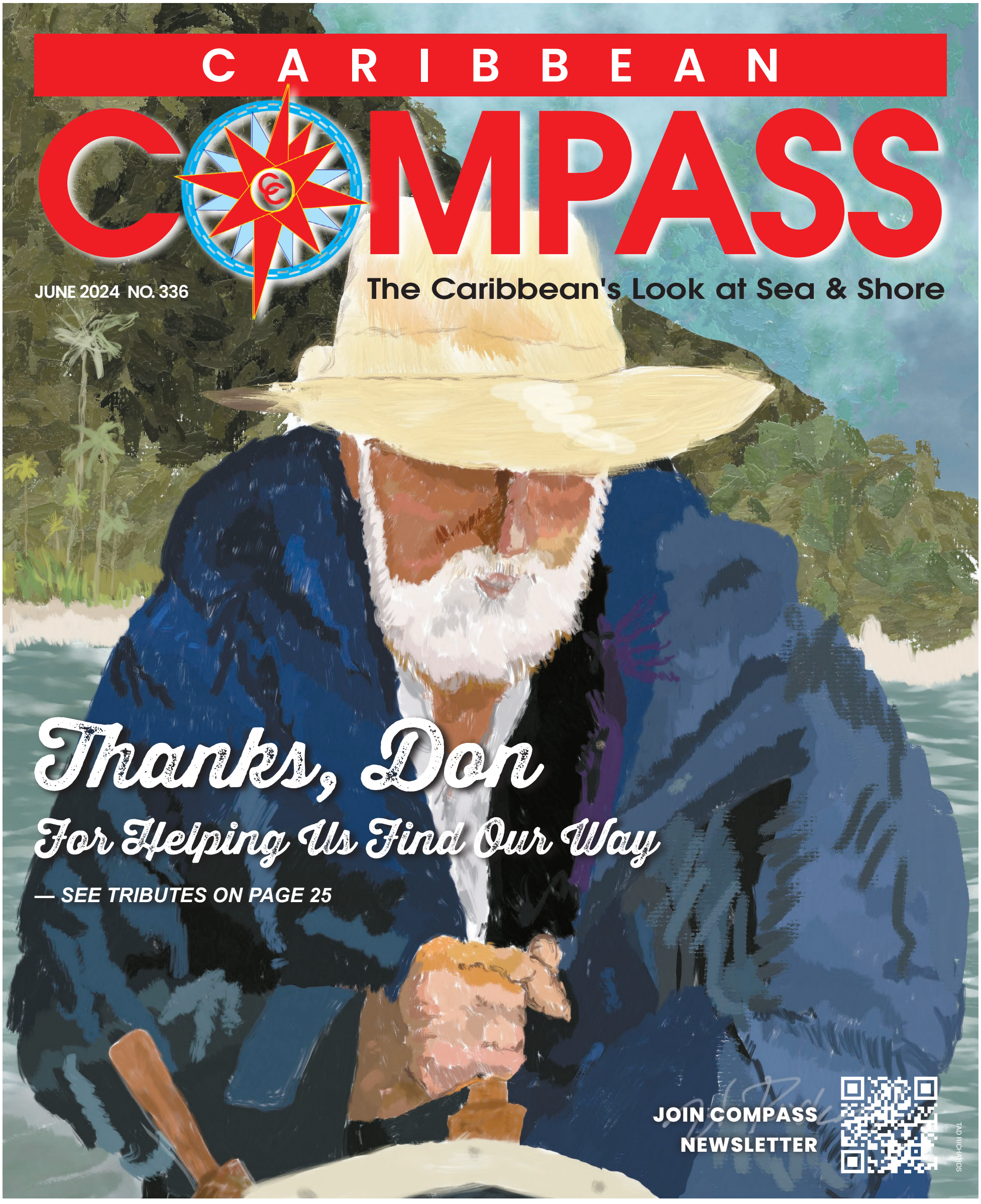
CARIBBEAN
COMPASS
JUNE 2024 NO. 336
The Caribbean's Look at Sea & Shore



Thanks, Don
For Helping Us Find Our Way

— SEE TRIBUTES ON PAGE 25

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TAD RICHARDS

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Perhaps the most unique building on Saba, the sugar mill built by Harry Eyre for his wife, Audrey, took three years from start to finish. For more, turn to page 15.

LYNN COSTENARO

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Find *Caribbean Compass* at caribbeancompass.com/pick-up

On the Cover The one and only Don Street at the helm, as portrayed by Tad Richards, *Caribbean Compass* executive editor. For stories and tributes, turn to pages 16 & 25.

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TAD RICHARDS

Where is Sandra's Vincy Banana Bread Recipe?
Dear *Caribbean Compass*,

During our 20 years as cruisers in the Caribbean, we have been avid followers of *Compass* and even contributors from time to time, back in Sally Erdle's day. One of the things we looked forward to each month was the variety of recipes usually based on foods available locally. What I am looking for is one of those. And this really goes way back ... right about the time of the Inebriated Christmas Cake which I have used most successfully!

My favorite is a recipe for banana bread. I believe it was titled Sandra's Vincy Banana Bread. Sandra was from St Vincent, hence the name. For years, it has been a staple go-to recipe for me and never failed to be a hit with whoever I served it to. Unfortunately, I have lost it! For years I kept that paper cutting from the *Compass*, till it became rather dog-eared. Finally, as part of a massive clean-up and a move to the digital age, I scanned it to my laptop (with many others) and got rid of the paper scrap. Then my laptop had to be replaced so all the recipes were transferred to a hard drive. Somehow they have disappeared. The greatest loss was Sandra's Vincy Banana Bread, although I also "mourn" the loss of the Inebriated Christmas Cake as well.

I have googled away without finding anything nearly as good. I have made banana bread from my now-aging memory and that isn't as good either. I have searched in archives in *Caribbean Compass*. I have asked all my friends if I ever gave them the recipe but without success. And I really miss my banana bread recipe from *Compass*, probably from around 2007 - 2010, plus or minus a few years.

I'm not sure whether you can help. Having read my story, I am not sure if you will want to. But I hope you can see that this is probably my last resort before I have to give up on my search. I would be so very grateful if someone at *Compass* is able to find the recipe. Who knows? Maybe it would still be a hit if it is re-published. It is super-easy and oh so delicious!

Even after all these years, I still read the *Compass*, both online and in paper when I can get it. The articles mean more now that we are familiar with many of the subjects. It seems even "old dogs" — and sailors — can learn new tricks!

Love this month's edition focusing on one of our favorite islands, Antigua. (Although, to be honest, Bequia remains one of our all-time favorite places!)

Thank you.

Best regards,
Robbie Nuttycombe
s/v *PR2*

Editor's note: *Robbie, we have searched high and low and can't find the recipe you wrote to us about. Readers, can you help? If so, please send the recipe for Sandra's Vincy Banana Bread to elaine@caribbeancompass.com.*

Wrong is Right
Dear *Caribbean Compass*,

"Going the 'Wrong Way' the Right Way" (https://caribbeancompass.com/sailing-from-cartagena-colombia-to-curacao) by Michael C. Wade in the April 2024 issue of *Caribbean Compass* is right on!

CARTAGENA, COLOMBIA TO CURAÇAO

Going the "Wrong Way" the Right Way

By Michael C. Wade, photos by Jennifer Cheng Wade

Last April, my wife, Jen, and I made the 3.5-day passage from Cartagena, Colombia to Curaçao in our Island Packet 380, *Brightnest*. The nearly 500 nautical mile passage east from Colombia, against prevailing wind and waves, is a notorious one. However, with patience and timing, it is possible to complete it in relative comfort. With Curaçao turning out to be one of our highlights of the cruising season, and that hard-won easting beautifully positioning us for a passage north to Puerto Rico, the passage proved worth it!



I have had for many years the NOAA weather charts over the Atlantic and also the separate weather charts for the Caribbean from the islands all the way west to Panama. Look at the areas that note where eight-foot waves are. Those areas show up practically every month of the year. Waves periodically get in sync so that waves double the height of eight feet, or 16 feet, must be expected!

One must realize that proceeding east along the Colombian coast to the ABC islands is a very rough trip unless you are lucky or skillful. Anyone attempting this trip should not do so unless they have tied up with a weather router or have someone in the crew who is very good at pulling weather information out of the Internet and can read the GRIB files.

Do NOT make a schedule of any sort. It is a case of sitting and waiting in Cartagena or Marina Santa Marta in Magdalena.

Regards,
Donald M. Street Jr.

SailClear Fees
Dear *Caribbean Compass*,

I'm writing about the new way of nickel and diming cruisers. Now that SailClear has every CARICOM island demanding cruisers use SailClear to clear in and out, it has instituted a US$25/year fee, which started in May 2024.

In fairness, I have no way of knowing if SailClear is being paid by the island governments or not.

To add to my dissatisfaction is the number of times this year I've done the SailClear clear in, or clear out notification, only to present myself to the authorities with my SailClear notification number, and told, "You'll have to fill in the paper form because our computers are down."

Jock Tulloch
s/v *Unleaded*

Editor's note: *The permanent secretary of the Caribbean Customs Law Enforcement Council (CCLEC), which has oversight for SailClear, responds:*

The decision to implement an annual user fee for SailClear was borne out of the need for having the means to maintain and further develop the capacity to serve the needs of users including yachts owners, operators and port officials. SailClear has was developed through donor support which is no longer available. The relative low annual fee is not an attempt to nickel and dime. In fact, we have resisted suggestions to increase this fee based on the many benefits it provides to users. We also intend to expand the system to some of the islands which do not currently utilize it and maintains the manual systems for various reasons.

It is our hope that all islands will eventually graduate to the online system so that the full benefits may be realized in a shorter time frame. I wish to thank *Compass* editor Elaine Lembo for the comments and to assure her that this fee is developmental in nature and we see it as your contribution toward improving the system to make it better for all concerned.

Claude A. Paul
Permanent Secretary
Caribbean Customs Law Enforcement Council
Bridge Street Castries
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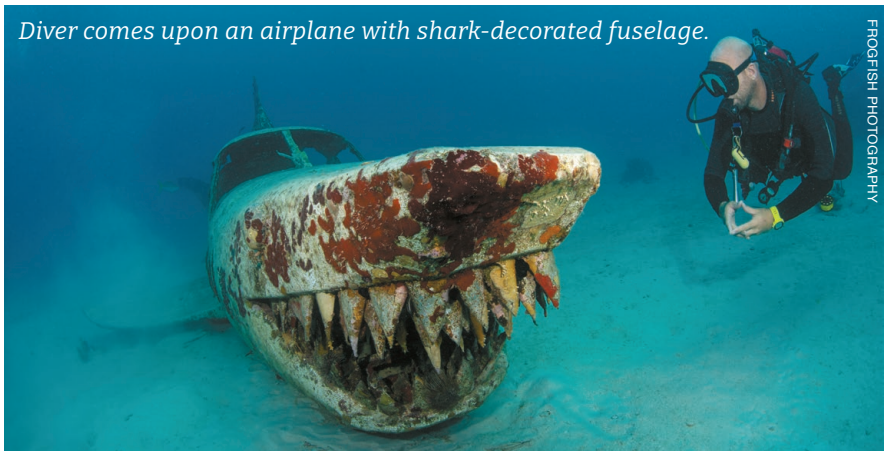
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Channel 16



Diver comes upon an airplane with shark-decorated fuselage.

BVI Wreck Week Explores Undersea History

BVI Wreck Week, June 16-22, is an exploration of maritime history and underwater wonders. Organized by the BVI Scuba Organization, BVI Wreck Week 2024 offers a series of events shoreside and under water, structured variously for seasoned wreck divers all the way to curious beginners.

Central to the event are the meticulously preserved wrecks and art-reefs that dot the seafloor of the British Virgin Islands. Participants can dive into history, exploring underwater sites from legendary pirate ships to World War II-era vessels.

The rest of the festival celebrates the marine environment and the culture of the British Virgin Islands, with beach parties, live music performances, local cuisine, and seminars on marine conservation and preservation.

For more information and to register, visit bviwreckweek.com. For updates, check facebook.com/bviwreckweek and instagram.com/bviwreck



USVI Charter Yacht Show

Early Registration Deals for USVI Charter Yacht Show

The 2024 USVI Charter Yacht Show, set for November 8-11 at IGY's Yacht Haven Grande, St. Thomas, will feature the return of the popular Yacht Hop, an event that allows crewed charter vessels to showcase their offerings.

Brokers and charter crews can connect in the newly renovated Harbor 360. The four-day event will highlight Virgin Islands history and culture. Yachts that register by July 1, 2024, will receive a 20 percent Early Bird discount, and there's a discounted berthing rate of $1.85 per foot per day from November 3 to 16 for any yachts that register and pay in full for the show by August 31, 2024.

Registration for yachts and brokers is at usviyachtshow.org/register.

Blue Marlin Tournament Set in the BVI



Fishing for marlin

A new game fishing tournament has been announced as the first such event in the British Virgin Islands since 2015. The North Drop Open (August 8-10) will include two days of fishing on the North Drop, with a Bimini start both mornings and dinner and entertainment nightly at the shoreside venues. The newly renovated Virgin Gorda Yacht Harbour will host much of the tournament. Registration is Thursday night, August 8, in the marina. Fishing is on Friday and Saturday, with the awards ceremony on Saturday night. There will be a Sunday Brunch available for boats and crews, and a tour of Oil Nut Bay or Blunder Bay Estates for interested parties.

For more information, including registration information, check out the Facebook pages for either North Drop Open (www.facebook.com/profile.php?id=61558402051152) or FlyZone Fishing (www.facebook.com/Flyzonefishing).

Applications Open for VIPCA Summer Programs

The Virgin Islands Professional Charter Association (VIPCA) is accepting applications for two marine-based educational programs free to USVI public school students and young adults.

The swimming portion of the Junior Sailing Summer Program (ages 13-17) at vipca.org/junior-sailing-summer-program runs twice weekly from June 17 to July 12 at the St. Thomas Swimming Association pool, while the sailing segment held at the St. Thomas Yacht Club is Monday-Friday from July 15 to July 26, 2024.

Apply now for VIPCA's Marine Apprenticeship program (ages 18-29), from June 20 to July 19, for young adult USVI residents (who graduated from a USVI public high school) at vipca.org/youth-training. The four-week program provides intensive captains and STCW (Standards of Training and Certification of watch-keeping) training including first aid and CPR certification; sea survival, and fire fighting.

Apply for the VIPCA Junior Sailing Summer Program at vipca.org/junior-sailing-summer-program or for the VIPCA Marine Apprenticeship at vipca.org/youth-training.



SAINT LUCIA

LET HER INSPIRE YOU

Surrounded by the Caribbean Sea to the west, and the Atlantic Ocean to the east, the evergreen island of Saint Lucia is the very picture of paradise. Already the proud host of the Atlantic Rally for Cruisers for 34 years, Saint Lucia will also be welcoming the ICC Men's T20 World Cup in June 2024, while the Carnival celebrations in July are set to bring yet more colour and creativity to this naturally vibrant island. With world-class marinas, IGY Rodney Bay Marina and Marigot Bay Yacht Haven, a captivating calendar of events, and all kinds of active adventures, this spectacular island is a marine dream. **Visit stlucia.org**



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By Tad Richards

Cruisers have hauled their boats, or have hauled ass with their boats, heading for Europe or the rocky coast of Maine, but if you're still here in the Caribbean — and you know who you are — there's still a lot to do, a lot of good music to hear. There are extravagant carnivals in Puerto Rico (**Festival del Jíbaro Comerieño in Comerio, June 9-11**), Bermuda (**Carnival, June 13-17**), St. Vincent (**Vincy Mas, June 28-July 12**) and the Caymans (**CayMAS Carnival, June 29**), including a fashion showcase featuring "Miss S&M" — might think twice about taking the kids to that one. Costa Rica's **Love Fest, June 20-24**, is a celebration of the love of nature. Food and drink are highlighted at Belize's **Hopkins Mango Fest, June 8**, Bonaire's **Rum Week, June 12-16**, the BVI's **Taste of Tortola, June 29**. Flowers get their turn in the sun in Puerto Rico's **Festival de las Flores de Aibonito,** June 28-July 7, and Dominica, the nature island, takes the festivities undersea with the **Dominica Dive Fest**, June 26-July 3.

And now for the music. And there's still plenty of it.

San Juan, Puerto Rico's big music venues will be active in June, starting on June 1 as the Coliseo de Puerto Rico turns itself over to an evening of sacred music with the renowned Christian singer **Christine D'Clario**. A very different vibe will be happening at the same venue a week later, on June 7-8, when multi-Grammy-winning "King of Latin trap," **Bad Bunny**, takes the stage. And on June 9, **Silvestre Dangond** brings his blend of Latin rhythms and urban grit to the Coca Cola Music Hall.

May 31-June 1: Caribbean Sun Splash, Willemstad, Curaçao

Hip-hop giant **Busta Rhymes** is the latest addition to a lineup that includes **Gente de Zona, Beenie Man, Skinny Faboulus, Tarrus Riley, Jeon, Omah Lay, Kamo Mphela, One Flavaz, Semii Marten, ORiRi,** and **Essence**.

June 19-22: International Choral Festival for Peace, Costa Rica.

The organizers offer an opportunity to be part of "a powerful global movement that harnesses the transformative power of music to promote peace, understanding, and cultural exchange," which has to be a good thing, and to do it in "a land where people live in peace, champion democracy and uphold human rights, while cherishing their connection with nature."

Choirs will tour the country, bringing choral music and the message of peace to cities, towns, villages and rural areas. For more information, check out choralfestcostarica.org.

June 21: Fête de la Musique, all French West Indies

This is the day to be part of a worldwide Francophile celebration of French and French-inspired music, and you can listen to or join in the celebration of music in Paris, in Normandy, in Algiers or Cameroon or the Côte d'Ivoire, in Quebec or New Orleans or … almost anywhere, as the event has burst out of its French origins and is now celebrated in over 100 countries around the world as World Music Day. But why not enjoy it in the enchanting French Caribbean? Perhaps on the fictional island of Ste. Marie, where the Gallic festivities might be interrupted by a murder, but a goofy British detective will be on hand to solve it. Or perhaps in Pointe-à-Pitre, in Guadeloupe, where the streets will be filled with open-air concerts and performances from local artists. Or Gustavia, in St. Barts, where concerts will take place on the Quai General-De-Gaulle.

TAD RICHARDS



Small Axe Band

June 27-29: St. Kitts Music Festival, Basseterre

The St.Kitts Festival features a vivid cross section of Caribbean musical styles performed by some hot Caribbean artists. A local group with an international reputation is the reggae and soca jam band **Small Axe Band**, a popular attraction at the St. Kitts festival since its inception over a quarter century ago. Hip powerhouse and Epic recording artist **Rick Ross** has lived the gangsta life he raps about (though he's also seen the other side as a corrections officer in Florida). **Eazl** brings Afrobeat from Nigeria, and all the contemporary island styles are represented: soca with **Speedy**, **Tbone**, **KT Dan**, and **Akaii U Sweet**; dancehall with **Mical Teja**, **Hi-Light**, **Alkaline**, and **Tommy Lee Sparta**; reggae with **Third World** and **Mr. Mention**. Find out more at stkittsmusicfestival.com.

June 28-29: Aruba Summer Music Festival, Oranjestad, Aruba

No lineup announced yet, but their headliners in the past have been internationally known hitmakers. You could try arubasmf.com for more information, but as we went to press the site was undergoing renovation.

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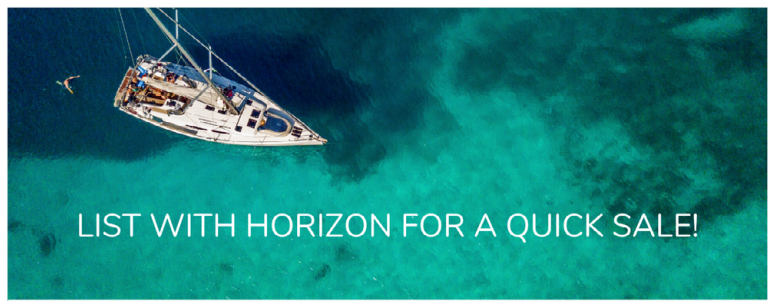
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BUSINESS BRIEFS



COURTESY BUDGET MARINE

Sanding Net, Not Sandpaper at Budget Marine

Most boaters have a sanding machine and need to use it regularly. Modern sanders have vacuum facilities that remove the dust through holes in the pad. The holes are, however, different on each type of machine, so boaters are constantly being confronted with the frustration of sandpaper discs that do not match up to their machine. A new product, the Mirka Abranet, is a technological breakthrough: a net abrasive, which makes it a sanding net, rather than sandpaper. This means it can fit all machines, eliminating the worry of dust clogging. Now available at Budget Marine.

https://budgetmarine.com will direct you to each individual Budget Marine store.

RS Elites at the 55th Edition of Antigua Sailing Week



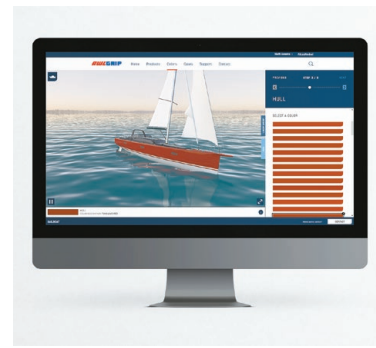
NIGEL SCOTLAND

The RS Elite was among Antigua Sailing Week classes, racing in the One Design division. The boats can go close to shore thanks to their shallow draft; their high ballast ratio, carbon mast and symmetrical spinnaker make them both forgiving and fast.

RS Elites from Netherlands Antilles, the United Kingdom and Antigua were represented, with Lesley Martin of LM Watersports Antigua, the local RS Sailing dealer, at the helm of RS Elite *Donna*.

AkzoNobel's Awlgrip Brand Launches 3D Color Visualizer

Awlgrip®, the yacht brand under AkzoNobel, introduces a 3D Color Visualizer, offering instant access to tens of thousands of colors from an extensive color database.



Awlgrip Color Tool Desktop

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To learn more, visit https://www.awlgrip.com/colors.

CMC Adds a Pop-Up Boat Show to Four-Day Format

The Caribbean Multihull Challenge in Sint Maarten announces an innovation for 2025: a pop-up boat show.

This new concept grew out of the 20 x 40-foot tent that CMC put up on its sailing school dock in 2024, which served for an impromptu barbecue when the Saturday races had to be abandoned due to lack of wind.



COURTESY CMC

2023 pop-up tent, aerial view

For 2025, the tent will grow to 20 x 80 feet, offering more space for sponsors to set up in up to eight stalls which will see action on all of the evenings of the event. Another feature of the pop-up will be a stern-to docking situation where up to three yachts can be present to offer interested sailors a glimpse of their designs and amenities.

For more information on the pop-up stalls and docking, contact Stephen Burzon, CMC marketing director at stephenburzon@gmail.com For information about the CMC, go to www.CaribbeanMultihullChallenge.com

Traditour

Story and photos by Nancy Birnbaum

As Guadeloupe gears up for the 22nd Tour de la Guadeloupe July 5 to 13, we present this reminiscence and photo essay from Traditour 2023.

It was a spectacular day for a race and we were fortunate to have "front-row seats" on a mooring ball in the anchorage of Deshaies, Guadeloupe. My husband, Jann, and I were in the Caribbean on our second cruise, this time on s/v *Sweet Escape*, a Leopard 40 catamaran.



Traditional Saintoise-style boat with bamboo mast

Though I wasn't familiar with these traditional wooden sailing canoes, we were in the right place to enjoy the start of the 21st edition of the Traditour, the traditional sailing Tour de la Guadeloupe, a physically demanding race that consists of ten stages over eight days of racing and ends in the place where the traditional Saintoise races began.

The Round Les Saintes Race was inaugurated in 2000, and in 2005, the class of boats and the races were made official by the French Sailing Organization. The boats must be made of wood, with masts of wood or bamboo, as well as wooden cleats and pulleys without winches. Crews consist of six team members, or seven, if they are women.

The 2023 start was by the north of Basse-Terre, where 30 crews (including several female and mixed-gender teams) were lined up to battle it out. The new course is said to favor close-hauled navigation rather than a broad reach.



PHOTO COURTESY FACEBOOK:TRADITOUR

Full-out racing on the Traditour course





PHOTO COURTESY FACEBOOK:TRADITOUR

Left: An all-female team completes the first leg
Right: Aerial view of boats preparing for race

We met Antoine LeFort, who was participating on *Dehe Vwal* (#16), when he came out to *Sweet Escape* to collect the mooring fee, and I discovered that he had a team in the race and has been racing in the Traditour for the past five years. Coming ashore, we discovered all of the boats up on the beach, crews busy preparing their rigs and sails for the start the next morning.



PHOTO COURTESY FACEBOOK:TRADITOUR

Sailboats finishing a leg

Jann and I were up early on race day. We motored out to the starting line and although the wind was light and the rain threatened, they had a good start. We followed for some time until the fleet sailed around Point Du Gros Morne.



Completing the first leg as clouds roll in

We left Deshaies and sailed over to Îles Des Saintes to see the fleet at the start of the sixth leg, sailing out of the Terre-de-Haut anchorage to the starting line by Anse Devan, then back into the anchorage and around the windward side of Îlet a Cabrit.

We saw the finish of the race in Sainte-Anne on television as we checked out of our hotel. Jean-Félix Forbin on *Guadeloupe Port Caraibes* was the 2023 winner. Vito by Marc Forbin came in second ahead of Jonas Astorga on Région Guadeloupe.



The author on the course

Nancy Birnbaum is a U.S. Coast Guard licensed captain with over 40 years of boating experience. She is a freelance journalist currently on her second cruise. Her work has appeared in Blue Water Sailing, Yachting Times, BoatUS Magazine, and Southern Boating magazine. *She is a commodore of the Seven Seas Cruising Association. Read her blog on sailing* Sweet Escape *at nancybirnbaum.com.*



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2017 KNYSNA 500SE
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2017 FP IPANAEMA 58
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COLOMBIA



2021 FP ELBA 45
$874,000
FLORIDA



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PUERTO RICO



1994 PRIVILEGE 65
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2021 NAUTITECH 46
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2018 LOOPING 50
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TRINIDAD & TOBAGO



2011 FP SALINA 48
$585,000
PANAMA



2016 NAUTITECH 46
$535,000
PANAMA



2002 VOYAGE 580
$525,000
TORTOLA



1991 ALEX SIMONIS 55
$395,000
ST. THOMAS, USVI



2009 FP ORANA 44
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GRENADA



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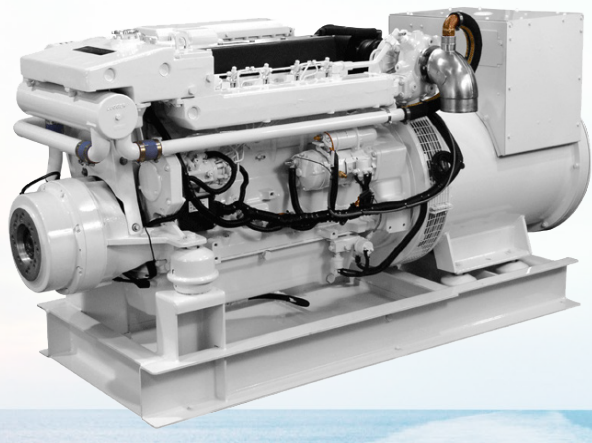
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Sweet Dreams and Hard Work!

One man's journey to replicate a Caribbean sugar mill

By Francoise Giacalone and Lynn Costenaro



LYNN COSTENARO

Harry Eyre stands at the doorway of the mill, a sundial in the foreground.

Meet Harry Eyre, a restless dreamer who landed in Antigua and then spotted Saba, where he and his wife, Audrey, made a home.

One day, perhaps looking for a way to keep her then 70-year-old husband occupied, Audrey asked, "Can you build a mill?" After mulling over the concept, Harry began to build Saba's most unique building. As a master carpenter with a flair for design and a wry sense of humor, Harry was well equipped to build a new "traditional" mill.

Plans were secured from a Dutchman living in Australia. The entire project took three years from start to finish (2015-2018). Harry worked five hours a day, hiring help only to pour concrete and affix the sails to the dome. The first year was dedicated to the ground, the landscaping and infrastructure. The next two years were dedicated to erecting the mill.



COURTESY SABA ISLAND PREMIER PROPERTIES

Harry worked five hours a day, hiring help only to pour concrete and affix the sails to the dome. The base circumference of the mill is 63 feet. It is 40 inches thick, constructed internally of 8-inch concrete blocks reinforced with steel rebar.



COURTESY SABA ISLAND PREMIER PROPERTIES

The mill before the domed roof was added.

The base circumference of the mill is 63 feet. It is 40 inches thick, constructed internally of 8-inch concrete blocks reinforced with steel rebar. The outside of the mill is made entirely of volcanic stones found on the property and hand cut to size. A waterproof membrane lies between the concrete blocks and the stone cladding. Each of the three floors features 10-foot ceilings. One of the more unusual features is an ingenious internal floating staircase connecting the floors. Window placement was carefully selected to allow panoramic views of the Caribbean.

What really sets this mill apart is its roof. Unlike mills of yesteryear, the



LYNN COSTENARO

The finished mill

Welsh-fabricated dome and sails make this mill a contemporary masterpiece of form and function. Designed with the aid of a structural engineer to withstand hurricanes, the dome is made of fiberglass encircled by steel supports. It took three men to move each of twelve fiberglass sections of the dome. The 20-foot sails are made of galvanized steel coated in fiberglass. Clever local men were brought in to devise a ramp at the rear of the mill to allow a small crane to lift each sail into place. The main shaft and supporting base for the sails are made of steel weighing 1.8 tons. All this is secured to concrete beams using metal plates and bolts. Finally, gutters were fitted to facilitate water collection for the 15,000-gallon cistern.

While picturesque, mills in the Caribbean have a dark history. As European settlers entered the Caribbean from the 18th to the 20th centuries, sugar plantations became a major part of the economy. Molasses and rum production were accomplished with forced labor of the indigenous populations until they were decimated by the influx of old-world diseases. Enslaved Africans were brought to the West Indies to operate the mills that refine the sugar crop.

Harry's mill can be found in Lower Hell's Gate, surrounded by lush bromeliad and orchid beds. The property is situated on Sulfur Mine Road, with views to Green Island and the remains of the old sulfur mine. Harry and Audrey still live nearby.



COURTESY SABA ISLAND PREMIER PROPERTIES



LYNN COSTENARO

Left: The mill was situated to afford panoramic views of the Caribbean. Right: Francoise Giacalone walks on the path by the mill.

Finding — and Reading — Your Way Around the Caribbean

By David H. Lyman

Editor's note: *Don Street was with us as we planned this story and issue, and although he passed away May 1, 2024, he's still helping us find our way. Read his letter to the editor in Readers Forum (page 4) and tributes to him in Caribbean Lives (page 25).*

With the arrival of the new Doyle Guide App for your smartphone, it's a good time to see just how far we've come in 60 years of finding our way among the islands of the Eastern Caribbean. Today, there are stacks of references we need to check before hoisting the anchor and heading off to our next island. We unfold Imray charts, log onto various Facebook groups — there's one for every island — and load the weather. Then we see what's up with ActiveCaptain on our Navionics app on the iPad. We flip pages in the Doyle Guides, or the *Virgin Islands Guide* by Nancy and Simon Scott. There are others, including a dozen guidebooks compiled by the late Don Street. It's a lot.



DAVID H. LYMAN

Larry Tyler enjoys The Sea is Not Full: Ocean Sailing Revelations & Misadventures *by Charles J. Doane.*

Growing up as a teen in the 1950s, I read adventure stories of sailing in *Yachting* and *Rudder* magazines. Books about my maritime heroes: Horatio Hornblower, Sir Francis Drake, and young Jim Hawkins in Robert Louis Stevenson's *Treasure Island* had me dreaming. I learned about scattering carpet tacks on the deck at night to repel unwanted boarders while reading Jack London's *South Sea Tales*. In 1966, The *National Geographic* published *Isles of the Caribbean*, a book detailing culture and sailing with lots of photos. Now I could see what those islands looked like. I was hooked; these books sent me off dreaming of sailing to the tropics.

It would be 1978 before I finally got to the Caribbean for the first time, on a Morgan Out Islander bareboat charter out of Red Hook, in St. Thomas in the U.S. Virgin Islands. While I'd grown up on boats and had spent 15 years cruising the New England coast on my own 36-foot Alden sloop, *Quinta*, I had no idea what I'd find once I got to the tropics. On arrival, the charter company gave us a spiral-bound guide, first published by The Moorings in 1974. It contained aerial photos of various anchorages in the US and BVI. With but a few words on anchoring, there was nothing about what we might find ashore. This was to be a DIY adventure.

Street Guides

When I decided to sail my own boat to the Caribbean in 1981, I needed to do some serious research. I found a series of guidebooks and pilot books by Street. I still have them.

It was Street's *A Cruising Guide to the Lesser Antilles*, published in 1964, that paved the way. He not only provided advice on the various routes from New England to the Caribbean, he also provided detailed information on every cove, harbor, and anchorage on every island. Street was a prolific writer (he authored a dozen books and hundreds of magazine articles and was still writing when he died); he was also highly opinionated, and with good reason — he sailed the Antilles for more than 50 years.

Street first arrived in St. Thomas in the fall of 1956. He purchased *Iolaire*, a 46-foot engineless British cutter, which he immediately converted to a yawl, and for the next 52 years he raced, cruised, chartered, charted, and wrote about his explorations among the islands. He found his way into the nooks and crannies of anchorages, navigating with a hand-bearing compass and a lead line, and he kept accurate notes. His hand-drawn sketch charts, with approach bearings and navigation directions, were necessary for anyone venturing off the beaten track.

—Continued on page 18

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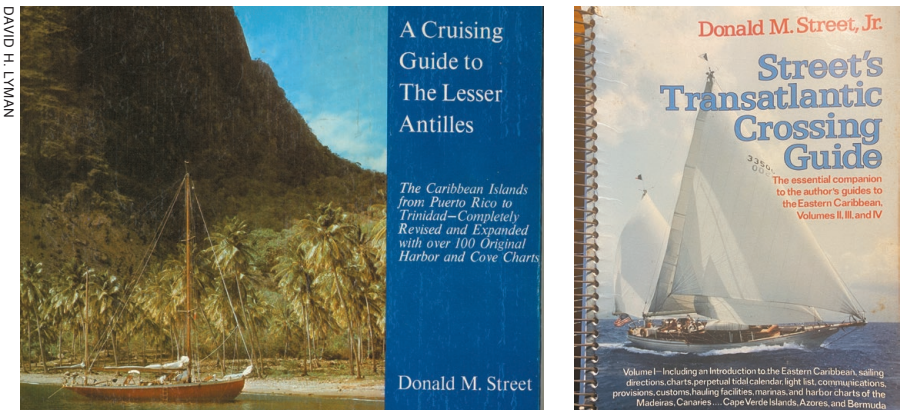
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—Continued from page 16

This was a time before GPS or chart plotters. Street was writing for the serious voyager, the boat owner, less for the vacationer. He was less interested in beach bars and French restaurants ashore than in how to get into small coves and anchorages and not hit the reef on the way in. Reading Street is more like sitting in the cockpit with a Heineken or a rum punch at hand, listening to this crusty adventurer spin yarns and provide advice. His books are not only valuable for the content; they are an entertaining journey into the history of cruising the islands.

DAVID H. LYMAN



Left: A Cruising Guide to the Lesser Antilles *paved the way for David Lyman's entry to Caribbean waters. Right: Street also crossed oceans, and wrote about it.*

Seawise, his fifth book, is a collection of Street's thoughts and advice on every aspect of boat ownership and cruising. Norton published *Seawise* in December 1979. Amazon will sell you a copy for $50. I recently bought a used copy from Thriftbook.com for $5.99.

The Street library includes:

A Cruising Guide to the Lesser Antilles, 1963, revised 1974

A Yachtsmen's Guide to the Grenadines, 1974.

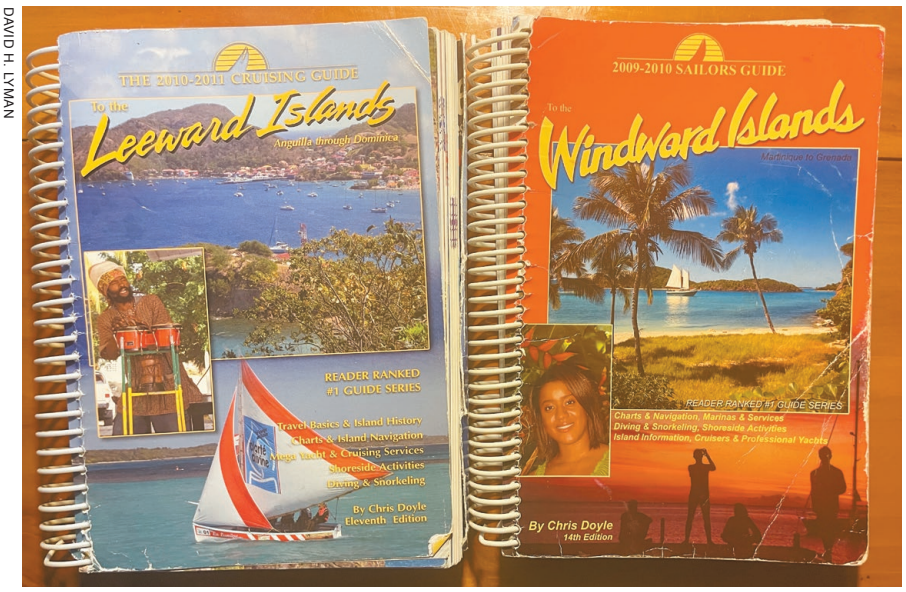
The Ocean Sailing Yacht, Volumes I, 1973, II, 1978

Seawise, 1979

Street's Cruising Guide to the Caribbean, Volumes I-IV, 1980-81

While Street's guides haven't been updated recently, his Imray charts of the Caribbean have. Don's books are still valuable references. If you can't find Street's books, his website has a great deal of what he has written (www.street-iolaire.com).

DAVID H. LYMAN



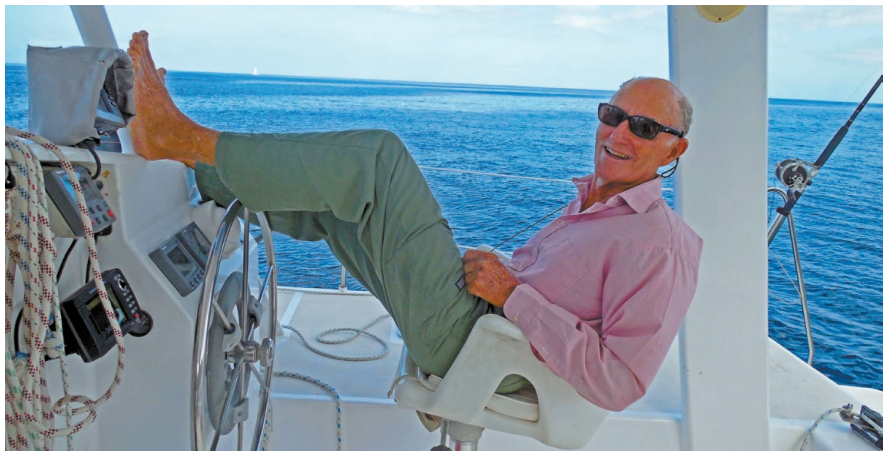
David's personal copies of two vintage classics

Doyle Guides and the New App

Chris Doyle's guides to the Leeward and Windward Islands have been around since the early 1980s. Chris, an Englishman disenchanted with UK weather, sailed *Sugar Creek*, a Colin Archer ketch across the Atlantic, and landed in Grenada in the late 1970s. He skippered charter boats and bareboats, made deliveries, and got to know the islands well. After being pestered by lost bareboaters asking for directions, Chris wrote and published his own guidebook, selling advertising to cover the cost of printing. He sold them by hand, often boat-to-boat, from his windsurfer. He has been at it all these years.

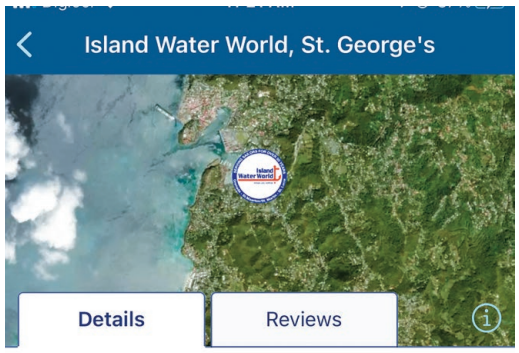
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COURTESY CHRIS DOYLE

Chris Doyle aboard Ti Kanot*, his 40-foot catamaran*



Island Water World, St. George's

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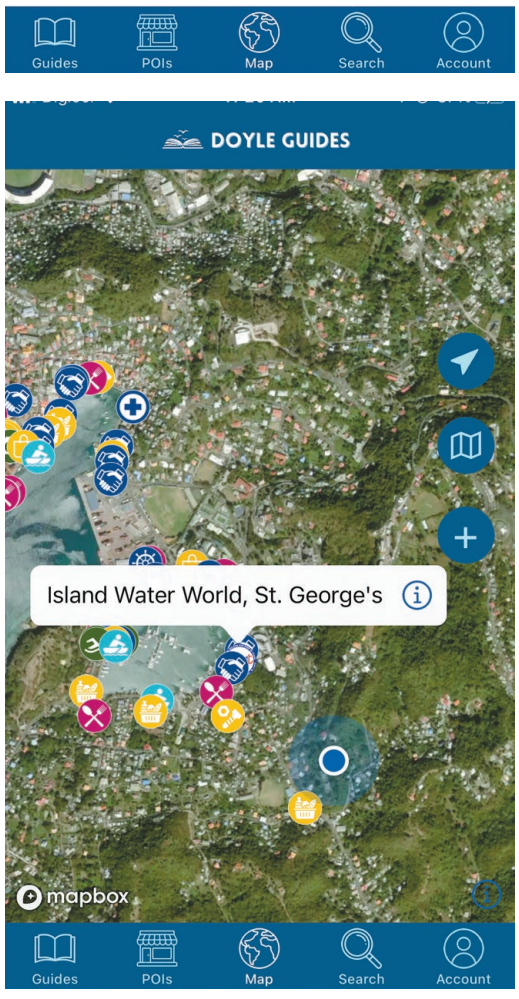
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COURTESY LEXI FISHER

Lexi Fisher is the new publisher of Doyle Guides, inheriting the role of founder Chris Doyle with his blessing.

For 40 years, I've been using Doyle Guides, since 2022 under the direction of Chris's business partner, Lexi Fisher. Doyle Guides are markedly different from those of Street, but I still have and use both. The major differences include Doyle's use of colored sketch charts; more information on marine services ashore; hiking trails, restaurants, and markets. Also, Doyle Guides are updated, with new editions printed every two years. However, the updated printed versions contain a few vintage details by the time they're published. While Doyle himself has retired, he is an advisor to Fisher and stays current with cruising comings-and-goings.

Enter the Doyle Guide App

To keep readers informed of changes in immigration policy, where to find fuel, and new mooring field restrictions, Fisher came out with the app—the guidebook in your pocket. Take it ashore with you to find the post office, ATMs, immigration, marine stores, markets, and restaurants. If you get lost in town or while hiking, it'll show you where you are.

—Continued on next page



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—*Continued from previous page*

I was skeptical at first and a bit overwhelmed at the price, so called Fisher.

"The Doyle Guides App has all of the same general information as the printed guides," she told me via Zoom. "But the app version can be updated instantly whenever changes come about. This, I do about every two or three days, as information comes in."

Lexi and Chris go back aways. For years, her dad, Jeff, a Grenadian expat, and Chris ran a charter boat together, out of Saint Georges. Lexi was born and raised in Grenada, schooled in Canada, and is now back, a full-time resident. She's the perfect relief watch for Chris.

While on Zoom, Lexi showed me how the app was interactive. Charts show locations for all the shoreside attractions and services. Click on one, and up pops detailed information. The app will even place a phone call for you. It'll show you where there's fuel, an ATM, and the hospital.

Need a tutorial on how to use the app? Lexi is happy to show you. There is a video webinar on the app pulldown tab on the Doyle website (doyleguides.com/app).

"I don't see a reason why someone would need to purchase both the printed and the app version," she added. "Unless they wanted the redundancy." Or they just like the printed page, I said. The printed guide pages are easier to use while on deck, steering. The app on the small phone screen can be hard to read in strong light. I'd have both.

There are three printed guidebooks now. The updated *Sailor's Guide to the Windward Islands*, 2024–2025, is now available for $41.95 at marine stores and online.

The *Northern Leewards (Anguilla to Montserrat)* and the *Southern Leewards guides (Antigua to Dominica)* are out of print and being updated. Fresh printed copies of both will be available in November 2024 for $32.95 each. However, older versions of these guides (new and used) may still be available on Amazon (for $21.95), Thriftbooks.com, and other online dealers.

The app, with basic information, is free to download. If you want content for a specific island, then it begins to cost. The Leewards Islands content is $14.99 for a month and $29.99 for a year. To download content for the Windward Islands, it costs $19.99 for a month and $39.99 for a year. Once downloaded, you'll not need the Internet to use the content. They work offline.

Need a tutorial on how to use the app? Lexi is happy to show you. There is a video webinar on the app pulldown tab on the Doyle website (doyleguides.com/app).

The Ship's Library

What do we do while off-watch or during the heat of midday in the tropics? We stretch out in the cockpit, under the awning, and read.

The ship's library is as important to the crew's well-being as the ship's pantry. Stocking both requires some serious thought. It would be a shame to go sailing through the Caribbean Islands without some historical context. Dozens of books have been written, many before Street and Doyle were writing guides, telling of adventures and life in the West Indies and sailing between the islands on small boats.

I was rummaging around the library at Libby Nicholson's Pineapple House in English Harbor, Antigua, a few years ago when I stumbled onto Richard Dey's book, *Adventures in the Trade Wind*. It's a true story about Morris Nicholson, an English chap who fled the UK after World War II and sailed to the Caribbean. Once there, he worked his way up and down the island chain and eventually became a charter captain on one of the Nicholson schooners out of English Harbour. This is a story about island life before bareboats, GPS, and tourism. I swapped a book I'd just finished and took Dey's book with me. Curious about the writer, I reached out to Sally Erdle, founder and long-serving editor of this magazine.

"He's written for the *Caribbean Compass*," she replied. "In fact, Richard compiled two very well-researched articles on the literature of the Caribbean. We published them in 1999 and 2000."

You'll find Dey's two bibliographies in the Compass online article archive. Here are the links:

caribbeancompass.com/writingfinish.htm

caribbeancompass.com/dey_part2.htm

With these links, you can begin your search for books to add to your ship's library, as I have. Right now, I'm reading Carleton Mitchell's *The Winds Call*, published in 1971.

David H. Lyman is an award-winning writer and author who contributes regularly to Caribbean Compass and other magazines. Read published stories at DHLyman.com.



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June Sky

By Jim Ulik

Mrs. Bronson: There was a scientist on the radio this morning. He said that it'll get a lot hotter more each day, now that we're moving so close to the sun. And that's why we're... That's why we re ...

Rod Serling: The word that Mrs. Bronson is unable to put into the hot, still, sodden air is 'doomed,' because the people you've just seen have been handed a death sentence. ... The place is New York City and this is the eve of the end, because even at midnight it's high noon, the hottest day in history. And you're about to spend it in the Twilight Zone.

Radio announcer: Ladies and gentlemen, tomorrow, you can fry eggs on sidewalks, heat up soup in the ocean, and get help from wandering maniacs if you choose. "The Midnight Sun," S.3 Ep.10 *Twilight Zone* (1961).

To be sure, apparent temperatures are increasing as the first day of summer approaches. In June the Sun shines directly above 22 degrees latitude shifting to 23.43 degrees north on the summer solstice. Temperature in the Caribbean during the winter averages 29 degrees C (85 degrees F). During the summer the temperature will average approximately 29 degrees C. Wait ...*what?* Actually, it is the humidity that changes from less than 50 percent in winter up to 100 percent during the summer. Land mass will radiate solar heat and the ocean will absorb it.

The "Settlers' ... first business is to cut down the trees, clear up the lands ... The surface of the earth becomes more warm and dry ... As the settlements increase, these effects become more general and extensive ... the weather and seasons become much altered." *The Natural and Civil History of Vermont*, Samuel Williams (1794).

Twice a day Thomas Jefferson logged temperatures between 1776-1826, noting deforestation had resulted in rising temperatures. *Notes on the State of Virginia*, Thomas Jefferson (1781).

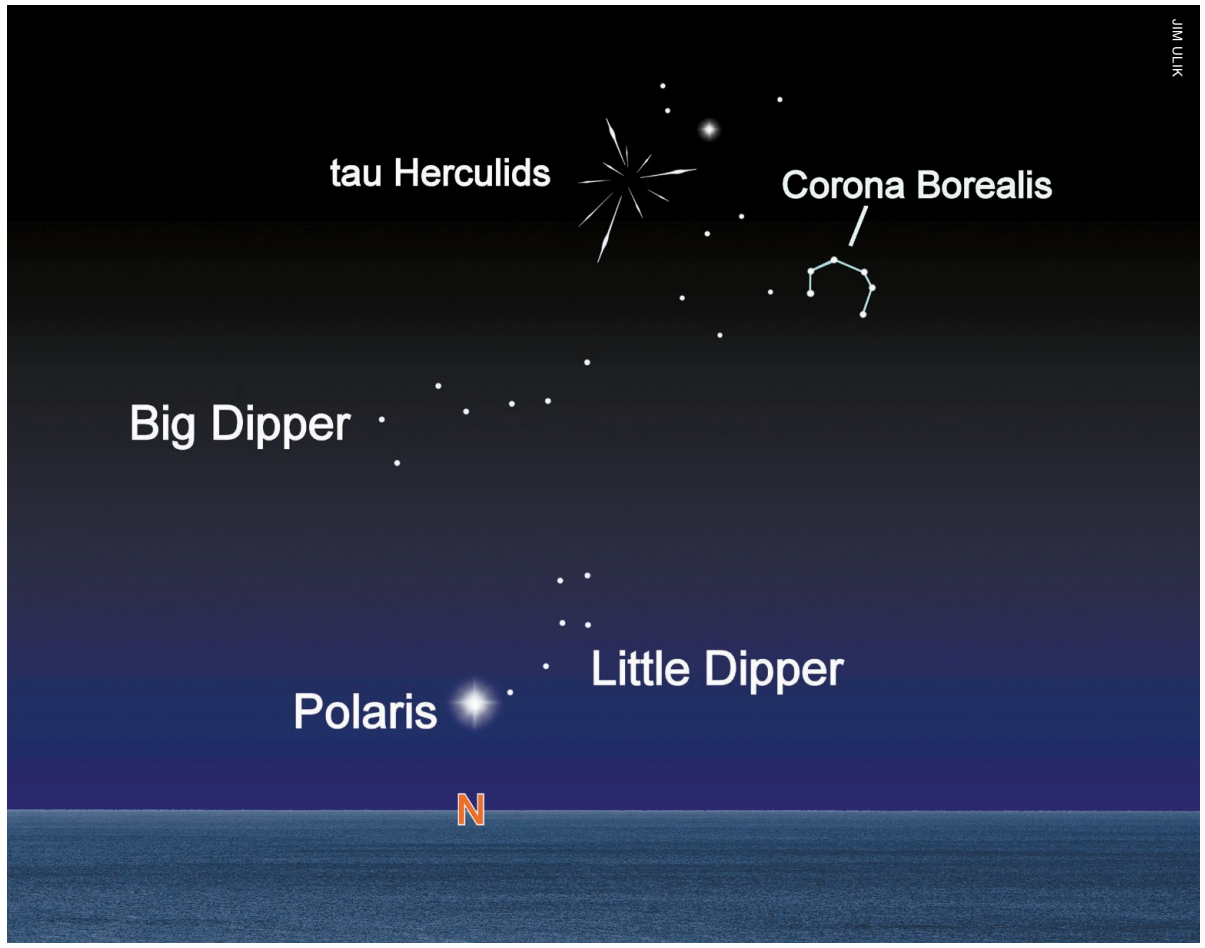
Whether you prefer fact or fiction, Earth's temperatures are rising. Anyway, adjust your solar panels for maximum power output.

Sunday, June 02

A couple of hours before the morning twilight the Moon can be seen rising followed by Mars. The Moon has left Saturn behind and has now made its close approach to Mars.

Earth will pass through the rocky debris trail left behind from comet 73P/Schwassmann-Wachmann, which broke apart in 1995. The resulting pass could produce up to 72 meteors per hour radiating out of the northeast sky from an area near the constellation Hercules. The Tau Herculids meteor shower, active May 19 – June 11, reaches its peak tonight.

Keep your eyes on the northern sky. Based on past historical events, astronomers anticipate that the white dwarf T Coronae Borealis may explode as it has done every 80 years. The nova will shine as bright as our northern star Polaris. Familiarize yourself with the constellation Corona Borealis now so that the nova can be easily identified (see Image 1). The event may occur anytime through September 2024. The position of the nova is shown in Image 2.



Northern night sky on June 01 at 2000h

Tuesday, June 04

Over the past month Jupiter has disappeared from view as it continues its orbit around the back side of the Sun. This morning Jupiter is beginning to make its reappearance in the morning sky. It is currently indistinguishable from its nearest neighbor, Mercury.

Thursday, June 06

The Moon passes at its closest point to the Sun as it reaches the New Moon phase. Some believe that Lunar Lunacy occurs during the Full Moon. What can we expect tonight when "The Dark Side of the Moon" faces Earth?

—Continued on next page



Location of the white dwarf T Coronae Borealis

—Continued from previous page

Friday, June 07

The most intense of daylight meteor showers peaks today. The best area of sky to spot them is about 90 degrees west of the Sun. The number of meteors could range from 60 to 200 per hour. That count has been registered with radar, but the visual count will be less. This shower is active May 12 – June 24.

Sunday, June 09

The waxing crescent Moon sits between Cancer and Gemini. The illuminated side is facing Pollux while the dark side encroaches upon the Beehive Cluster.

Tuesday, June 11

Comet 154P/Brewington is reaching its closest approach to the Sun today. At the very least a pair of binoculars and a keen eye is required to spot this comet low in the east before the Sun brightens the morning sky.

The tail points away from Earth so look for a fuzzy spot in the pre-dawn sky. The comet is located about 15 degrees above Jupiter. Your fist at arm's length measures about 10 degrees..

Friday, June 14

The Moon will be 90 degrees away from the Sun as it rises in the east near 90 degrees true. The Moon has reached its first quarter phase sitting on the shoulder of Virgo

Sunday, June 16

As the Moon continues its passage through Virgo it makes a close approach to Spica. This double star, appearing blue in color, is located about two degrees west of the Moon.

Spica, the 15th brightest star in the sky, marks the bundle of wheat held by Virgo.

Wednesday, June 19

Look up in the southeastern sky after 1900 to find the Moon. As the sky gets darker the three stars marking the claws of Scorpius become brighter. Below you will see the red supergiant Antares. Over the next two days the Moon will pass directly over Antares exiting Scorpius tomorrow.

Thursday, June 20

Some days may seem like they may never end but today is truly the longest day of the year.The North Pole is tilted toward the Sun, which will have reached its northernmost position in the sky.

Tilt your solar panels accordingly. The Sun is directly over the Tropic of Cancer at 23.44 degrees north latitude.

Friday, June 21

Mercury has emerged from behind the Sun to make an appearance low in the western sky. In the east you will find the Full Moon rising appearing very large above the horizon.

We survived the dark side of the Moon's passage, now the Full Moon is crossing overhead.

Wednesday, June 26

The Moon is making a close approach to Saturn this evening. Both objects are in the constellation Aquarius.

Thursday, June 27

The June Bootid meteor shower peaks tonight. This year the shower is active from June 21 - July 01.

The amount of meteors can vary from zero to 100 per hour. If conditions are good the total may be closer to 28 per hour.

The meteors will appear out of an area below the constellation Bootes, which is located high in the northern sky.

Friday, June 28

The Moon, still residing in the group of water constellations, has left Saturn behind on its daily eastern shift.

The Moon will pass in front of Neptune for most of the Caribbean between 0345 and 0515. During this time the Moon is in its third quarter phase.

Sunday, June 30

Comet 13P/Olbers has been in the western sky for some time. However, it is reaching its closest approach to the Sun tonight.

That condition has increased its brightness, making for a better chance to catch a glimpse of this fuzzy object. The comet is located between Mercury and the Big Dipper.

Follow the dipper's handle toward Mercury. The comet is between the end of the handle and Mercury.

**All times are given as Atlantic Standard Time (AST) unless otherwise noted.*





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DON STREET, SAILOR'S SAILOR: 1930 - 2024

Story and photos by Tom Selldorff



We sailed and raced together several times, the latest was the Caribbean 600 in 2022 aboard our Baltic 52 Kinship *(4th in class 1), partly thanks to Don's local knowledge. From left, KC Van Colen, Steve Combie, Steve Gleason, Don Street, Andy deFrias.*

Don Street, the legendary skipper of his engine-less wooden yawl *Iolaire*, passed away peacefully May 1, off to what he often called "sailor's Valhalla." He was known and admired for his knowledge and seamanship by the many sailors who cruised or raced in the Caribbean and other venues he knew well and wrote about in books and articles.

He and I had been friends since high school in the 1940s, when we sailed and raced on opposite shores of Long Island sound but kept in contact as our paths diverged professionally. He followed his passion for sailing, winding up in the late 1950s in the Caribbean.

He had a passion for sailing and sailboats, especially wooden ones. He also had an endless curiosity which led him — assisted by his nephew Morgan McDonald — to survey and chart the harbors, coves and passages in the Lesser Antilles which had not been mapped for centuries. He later did the same for the Venezuelan Coast and the Cape Verdes. Those charts became the Imray-Iolaire series that are still the mainstay of the charter business in these areas.

He had a deep knowledge of boats and cruising born of practical experience, and he shared it widely and freely with everyone he met, as well as through his many books and articles and lectures. He was a great student of the weather and wrote extensively about the best way to do ocean passages. While his views were sometimes controversial, they were always well grounded and based on his extensive experience. He was a great storyteller and writer, though his abysmal spelling was the bane of many editors. He created the first cruising guide to the Eastern Caribbean. Some say that was the genesis of the charter business in the area.

We cruised and raced together a number of times, the RORC series along the French Coast from La Rochelle to La Trinité and up to Bénodet, and most recently the Caribbean 600, a story he wrote about as "Out on a High."

He touched hundreds, perhaps thousands of sailors all over the world with his stories, his knowledge and his enthusiasm for cruising, racing and adventure. They don't make 'em like that anymore.



Don and the author

Story and photos by David H. Lyman

A friend has died, and with him goes a great deal of Caribbean sailing history. The sailing community will miss him, but his passing was enviable. Don Street — navigator, boat owner, charter skipper, racing sailboat driver, mentor, prolific guidebook author and magazine writer — was sailing to the very end.

News reached us via a post from the Glandore Harbour Yacht Club in Ireland, where he has lived with his wife Trich for 30 years. He leaves behind a daughter and three sons: Dory, Donald, Richard, and Mark.

There was nothing about boats, the sea, or the West Indies that Don did not have an opinion on. He'd been sailing, charting, and chartering in these islands for more than 50 years aboard his engine-less wood yawl, Iolaire.



Don Street accepts an award at Antigua Race Week with son Mark perched aloft.

I first met Don at Antigua Race Week in 1984. I photographed him, his six-year-old son Mark atop his shoulders, when he went up to claim his prize for winning his division. The next day, I paid Don and *Iolaire* a visit. They were tied to the quay at Nelson's Dockyard in English Harbour. Don's yacht was showing her years. The patchwork decks were a checkerboard of various woods; the sails were old and tarnished, and the tiller was well worn. Crew were scurrying around, putting things to right, with Don sitting at the helm, barking out instructions. What I realized then, and know now, is that new gear, fancy electronics, carbon sails, chart plotters, and GPS will not replace experience and knowledge.

Later, when I was writing for the magazines, I'd occasionally get a note from Don, or he would back me up on some nautical point in a letter to the editor. Those words of encouragement from him meant more to me than did the checks from the publisher.

Don was one of those larger-than-life characters you'll find in the tropics. He was an authority on everything dealing with offshore passage-making, proper yacht design, and sailing among the islands of the Eastern Caribbean. As a fellow maritime writer, I will miss our monthly conversations via email, collaborating on articles. I'd ask him to comment on a paragraph I'd written, some aspect of navigation, and I get back three pages of his informed opinion. I'd write back, "Just the facts, Don, just the facts, please." We'd discuss (argue) about anchors, anchoring techniques, routes to and between the islands, and hurricane preparations. He knew what he knew, and he didn't mind sharing that knowledge with anyone who would listen.

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With Hans and Cathy Lammers at the dockyard in Antigua, 1984



Don and crew review the rocks, ledges and possible routes of an Imray chart.

—Continued from previous page

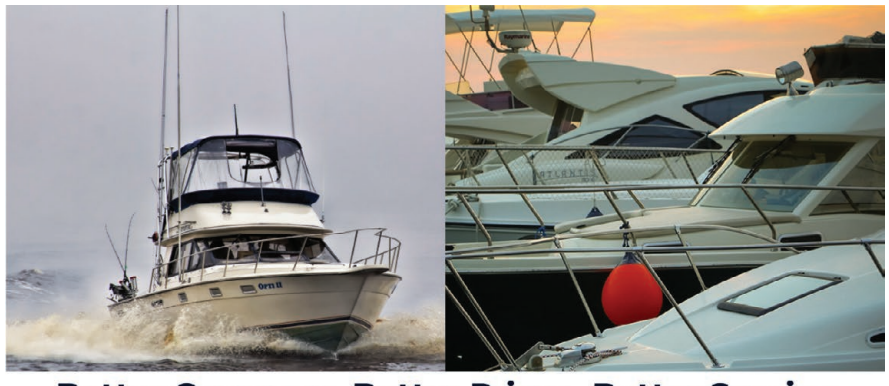
Sitting at Pusser's Landing in Soper's Hole on Tortola in the 1980s, I listened as Don monopolized the conversation with a Greenie — a bottle of Heineken — in hand, and in his high-pitched voice (his nickname was "Squeaky"). I listened to him berate a poor skipper who had the misfortune to run his boat onto a rock that Street had carefully charted in his guides.

Thankfully, there are still half a dozen of his books to read and reread. They remain valuable references, even those that are out of date and out of print, for, as Street is quick to point out, "the bars and services ashore may change from season to season, but the rocks and reefs haven't moved in a hundred years."

SHINING LIGHT

By Joan Conover

Seems like yesterday he was cruising the oceans, and as recent as early fall, he was talking about his charts and activities with the Seven Seas Cruising Association. SSCA tries to stay in touch with all members, and Don Street was a shining light that no one could ever forget.



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Island Spotlight: Martinique

by Chris Doyle and Lexi Fisher


Mont Pelée, St. Pierre

Martinique is the northernmost of the Windward Islands and lies between St. Lucia to the south and Dominica, the first of the Leeward Islands, to the north. It is also the largest of the Windwards and, apart from a few short spells under the British, has been French since it was colonized. It is part of the European Union as an outpost of France and feels it, with excellent roads and a thriving economy. Nearly every bay has a wonderful government-built dock, ideal for leaving your dinghy. Fort de France is a busy city, bustling with shoppers and cars. The smaller towns are quieter and some look so clean they could have just been scrubbed. You will notice the smells of wonderful coffee and delicious cooking.

You can get almost anything done in Martinique, from galvanizing your boat to having stainless steel tanks made. The sailmakers are first rate, the chandleries magnificently stocked, and restaurants and boutiques abound. When you have had enough deserted beaches and raw nature, Martinique is the place for a breath of civilization. The island has enough excellent and varied anchorages for a week or two of exploring. Choose bays with fashionable resorts, or bays with sleepy waterfront villages, or visit deserted bays with excellent snorkeling. Well-marked trails make hiking a delight.

Napoleon's Empress Josephine grew up in Martinique on a 200-acre estate run by 150 enslaved people near Trois Îlets. A strange quirk of fate links Josephine and Martinique to the Battle of Trafalgar. In 1804, Napoleon was master of Europe, but the British still had naval supremacy and largely controlled Caribbean waters. However, ships were scarce and some bright spark noticed that Diamond Rock on the south coast of Martinique was just about where the British would station another vessel if they had one, so they commissioned the rock as a ship. It was quite a feat to climb this steep, barren, snake-infested pinnacle and to equip it with cannons and enough supplies and water for a full crew of men. But they succeeded and for some 18 months H.M.S. Diamond Rock was a highly unpleasant surprise for unsuspecting ships sailing into Martinique.

Napoleon was incensed; this was, after all, the birthplace of his beloved Josephine. Brilliant as he was on land, Napoleon never really understood his navy or its problems and considered his men to be shirkers. Consequently, he ordered them to sea under Admiral Villeneuve, to free the rock and destroy the British admiral Horatio Nelson while they were about it. Villeneuve slipped out under the British blockade of France and headed straight for Martinique. Lord Nelson smelled blood and bounty and hurtled off from England in hot pursuit. Poor information sent him on a wild goose chase to Trinidad, so Villeneuve was able to liberate the rock and return to France, prudently keeping well clear of Nelson.


Ruins, downtown St. Pierre

Napoleon was none too pleased with Villeneuve because the British fleet was still in control of the high seas, so he was ordered to report in disgrace. Villeneuve preferred death to dishonor, so he put his ill-prepared fleet to sea to fight Nelson at the Battle of Trafalgar. Ironically, Villeneuve, who wished to die, survived the battle, and Nelson died.

Today Martinique is very civilized, and while it helps to speak French, it is not absolutely necessary. More locals speak English than in years past. There is an annual boat show held at Z'Abricots Marina near Fort de France, but the main yachting hub is Marin, which, together with neighboring St. Anne, often has up to 2,500 yachts at any one time. Marin is a pleasant small town that is one of the Caribbean's largest yacht centers, with the huge Marin Marina, a big haul-out facility, and a large array of yacht services and technicians. This is also the main base for the Martinique charter industry: R&M Croisieres, Star Voyage, Autremer Concept, Fram, ACM, Dream Yacht Caribbean, Punch Croisieres, Azur Spirit, VPM Dufour, and Corail Caraibes all have bases here.

For quieter anchorages head west to Grande Anse d'Arlet, Les Anses d'Arlet, and the surrounding bays where white sand beaches, waterfront dining, and snorkeling are the main attractions. The adventurous should continue north to St. Pierre, where Mont Pelée and the Centre de Découverte des Sciences de la Terre captivate hikers and historians alike. When your stores are full of fine French wine and ripe wheels of brie it's a short hop south to hike it all off in St. Lucia.


Les Anses d'Arlet from dock

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).

Martinique Entry & Exit Procedures

Ports of Entry:
Fort de France, Les Anses D'Arlet, Le Marin, St. Pierre, La Trinite and Trois Ilets

Advance Paperwork:
It's now possible to get clearance approved online, prior to arrival.

Entry Process:
Clearance on arrival is still possible at one of the Customs computers located in establishments island wide. Long queues in high season and business hours apply.

Exit Process:
The same options as entry, but if using the online system be sure to get your departure approval officially stamped. Departments of France (St. Martin, St. Barts, Guadeloupe and Martinique) all require you to clear out of one before sailing to another.

Rates:
3 Euros for use of Customs computer, 5 Euros for online clearance.

This information is provided by Noonsite.com, specialists in worldwide formalities for yachts, and was accurate at press time. Check https://www.noonsite.com/place/martinique/view/clearance for details and updates.



MERIDIAN PASSAGE OF THE MOON JUNE 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.

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

July 2024

DATE	TIME
1	**0754**
2	**0847**
3	**0944**
4	**1043**
5	**1141**
6	**1238**
7	**1330**
8	**1419**
9	**1503**
10	**1545**
11	**1624**
12	**1703**
13	**1742**
14	**1823**
15	**1907**
16	**1955**
17	**2048**
18	**2145**
19	**2245**
20	**2346**
21	**0000 FULL MOON**
22	**0045**
23	**0141**
24	**0233**
25	**0323**
26	**0412**
27	**0501**
28	**0551**
29	**0643**
30	**0738**
31	**0836**

CALENDAR

June 2024

1	World Reef Awareness Day
1-2	KLM Aruba Marathon. klmarubamarathon.com/en
3-6	Petite Martinique Whitsuntide Regatta facebook.com/petitemartinique.whitsuntideregatta
4-30	ICC Men's T20 World Cup (Cricket), Antigua & Barbuda, Barbados, Dominica, Guyana, Saint Lucia, St. Vincent and the Grenadines, and Trinidad & Tobago
5	World Environment Day
8	World Oceans Day
8	Mango Fest, Hopkins, Belize
8-15	Jamaica Ocho Rios Jazz Festival
9-12	Festival del Jíbaro Comerieño, Comerio, Puerto Rico
10	Lowell Wheatley Anegada Pursuit Race. www.royalbviyc.org
10–16	International Optimist Regatta, St. Thomas. www.stthomasyachtclub.org
12-16	Bonaire Rum Week
15-16	St. Maarten National Dinghy Championship. www.smyc.com
16-22	BVI Wreck Week. bviwreckweek.com
19	Public holiday in Trinidad & Tobago (Labour Day)
19-22	International Choral Festival for Peace, Costa Rica. choralfestcostarica.org
20-24	Love Fest, Costa Rica. lovefestcostarica.com
21	Summer Solstice
21	FULL MOON (Full Strawberry Moon)
21	Fête de la Musique, all French West Indies
22	Summer Sailstice. summersailstice.com
26-3 Jul	Dominica Dive Fest
27-29	St. Kitts Music Festival. stkittstourism.kn/music-festival
28-29	Aruba Summer Music Festival. arubasmf.com
28-7 Jul	Festival de las Flores de Aibonito, Puerto Rico. Discoverpuertorico.com
28-12 Jul	St. Vincent Carnival "Vincy Mas." carnivaland.net/vincy-mas-st-vincent
29	Taste of Tortola, BVI. bvifoodfete.com
29	Fisherman's Birthday (International Fisherman Day), local boat racing in many coastal communities
29	CayMAS Carnival, Caymans. caymas.ky

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

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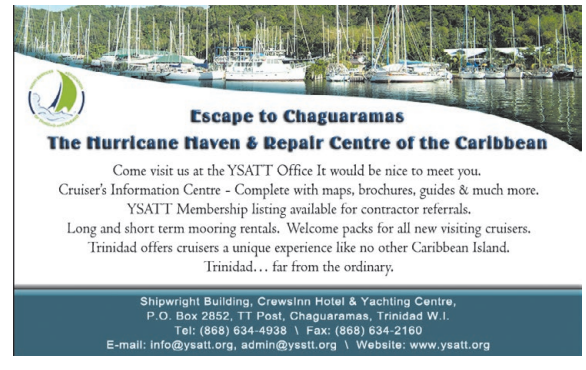
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One Man's Sampler
by Jim Hutchinson



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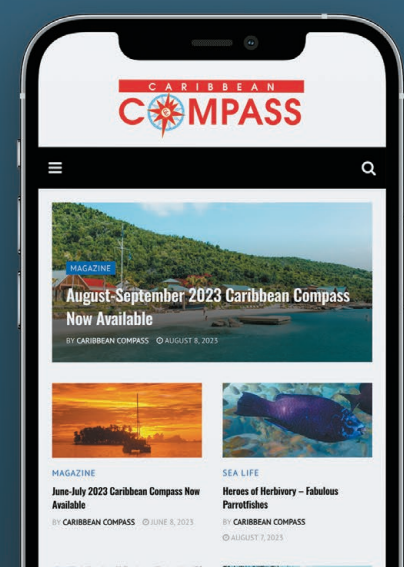
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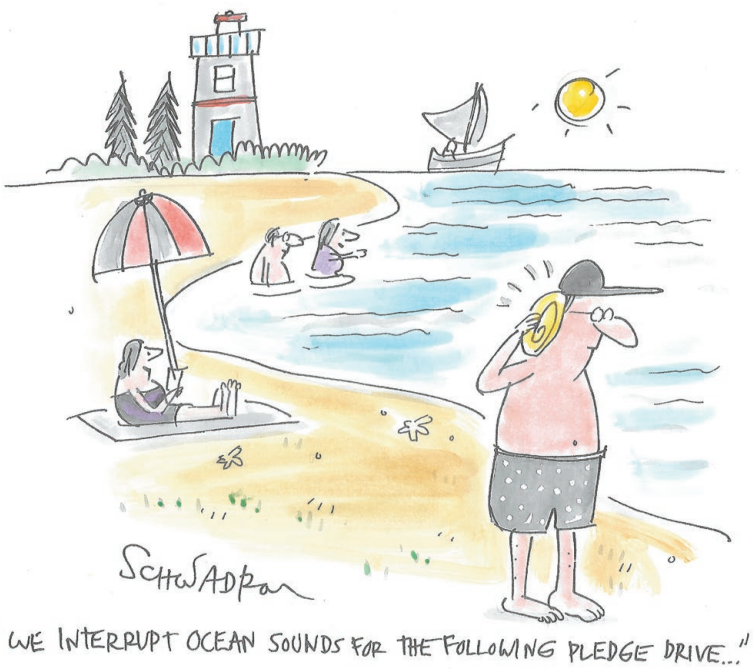


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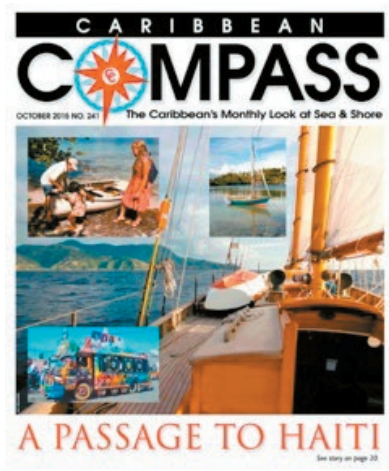
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B+G Marine Services	BVI	21	Doyle Offshore Sails	Barbados	14	Mid Atlantic Yacht Services	Azores	MP	Spice Island Marine	Grenada	19
Bequia ThreadWorks	SVG	MP	Doyle's Guides	USA	18	Multihull Company	C/W	12	St. Lucia Tourism	St. Lucia	7
Blue Lagoon Hotel & Marina	SVG	9	Fostools Sales and Services	Trinidad	21	Neil Pryde Sails	Grenada	MP	Tobago Cays	SVG	MP
Boat Paint & Composites	St. Maarten	26	Happy Kite	SVG	MP	North Yacht Shop	Grenada	14	Turbulence Sails	Grenada	23/MP
Budget Marine	St. Maarten	2	Horizon Yacht Charters	Grenada	10	Northern Lights- Parts & Power	Tortola	14	Umbrellas Beach Bar	Grenada	23
Budget Marine St. Kitts	St. Kitts	MP	Hutch's E-book	C/W	30	Offshore Risk Management	Tortola	26	Virgin Gorda Yacht Harbour	Virgin Gorda	5
BVI Yacht Sales	Tortola	MP	Hydrovane International Marine	C/W	MP	Peake Yacht Services	Trinidad	24	Westerhall Rum	Grenada	26
CalvinAir Helicopters	Antigua	21	Island Water World	St. Maarten	32	Point Blue Bonaire	Bonaire	18	YSATT	Trinidad	MP
Camper & Nicholsons	Grenada	13	LAC Services	SVG	MP	Power Boats	Trinidad	MP			
Clarkes Court Boatyard & Marina	Grenada	8	Mac's Pizzeria	SVG	MP	Sailors for the Sea	C/W	28			
Club De Pesca Marina	Colombia	6	Marina Santa Marta	Colombia	20	Sevenstar Yacht Transport	C/W	17			

MP = Market Place pages 37 - 38
C/W = Caribbean-wide
SVG = St. Vincent & the Grenadines

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