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COMPASS
JULY 2024 NO. 337
The Caribbean's Look at Sea & Shore

RAINBOWS & READING

— SEE PAGE 21

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Below the green canopy of mangroves, among the tangled web of roots, exists a complex and vital ecosystem teeming with life. For more, turn to page 25.

DARELLE SNYMAN

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On the Cover *In St. Lucia, summer is for relaxing, sailing, and carnival celebrations. For more, turn to page 27.*

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Channel 16

Grenada Youth to Compete in Sailing Championship

Elleje Bernard of Grenada has been invited to compete in the Youth Sailing World Championship at Lake Garda, Italy, in July 2024. Elleje, a student of Westerhall Secondary School, sails with the Woburn Wind Warriors at the Petite Calivigny Yacht Club based at Le Phare Bleu Marina. He is an assistant instructor with the Petite Calivigny Yacht Club and is part of the PANAM Youth Athlete Program administered by Grenada Olympic Committee. He will compete in the Laser (ILCA 6) Class, accompanied by his coach, Noah Bullen.



COURTESY GRENADA SAILING ASSOCIATION

Elleje Bernard with coach Noah Bullen

His participation is made possible by the World Sailing Emerging Nations (WSEN) program, which seeks to help close the performance gap between emerging and developed sailing nations. While WSEN provides partial support, it doesn't cover the flights and the cost of bringing his coach. The Grenada Sailing Association seeks financial assistance by cash or check made payable to Grenada Sailing Association. Deliver to either of the Island Dreams offices (at Port Louis Marina and Clarkes Court Boatyard).

For information, contact grenadasailingassociation@gmail.com.

Drawings for Montserrat Port Project Released

A transformative project is underway in Montserrat with the construction of the Little Bay Port. Supported by the government of Montserrat and the Caribbean Development Bank (CDB) and scheduled for completion mid-January 2025, the port project aims to fortify Montserrat's coastline with a climate-resilient harbor. The main pier, extending 130 meters and including a dolphin, will accommodate vessels up to 187 meters in length. Additionally, the new port will feature a safe harbor designed to protect the existing jetty, facilitating the berthing of ferries, fishing vessels, the police launch, and small cargo vessels.

Progress is currently visible with the placement of temporary caissons at Port Little Bay to facilitate the construction of the causeway and RoRo (roll-on/roll-off) facilities.

Aruba Launches Digital Heritage Portal

Many know Aruba as a popular tourist destination with beautiful beaches. The small island nation just north of Venezuela is also home to 110,000 inhabitants with a rich history that many are working to preserve.

Aruba's memory institutions have been digitizing materials for years. Initially, residents and international scholars could only view the items at the island library. But now with the help of Internet Archive, the Aruba Collection (https://archive.org/details/aruba) is available to anyone for free from anywhere.



COLECCION ARUBA, INTERNET ARCHIVE

Kaart van het Eiland Aruba (1825) / Map of the Island of Aruba (1825)

"Aruba has a challenging past due to migration, colonization, and slavery," said Peter Scholing, information specialist/researcher at BNA, the national library. "That means there has been a diaspora of people coming in and spreading out throughout the world—the same goes for our collection and documents."

Locating materials to digitize involved several local institutions. Because the materials are scattered, Aruba has branched out to collaborate with others in the Caribbean, Venezuela, Netherlands and the United States. The local leaders established protocols and standards for the collection, but didn't have enough resources to make the materials available in a robust digital library. Connecting with the Internet Archive to host the digital collection provided the missing piece of the puzzle, according to leaders in Aruba.

The collection has more than 100,000 items to date — nearly a one-to-one ratio for the island's population. This includes about 40,000 documents, 60,000 images, 900 videos, 45 audio files and seven 3D objects for a total of 67 thematic and/or institutional (sub)collections.

Condensed from an entry by Caralee Adams in Internet Archive Blogs.

Gifft Hill School Launches Sailing Team

The Gifft Hill School on island of St. John, USVI, has partnered with Kids and the Sea, Coral Bay Yacht Club, and the St. John Yacht Club to jump-start a competitive sailing program. The program will be open to middle and high school students from any island schools that do not have a sailing program. Sam Normington, head coach and program director at the Richmond Yacht Club in El Cerrito, Calif., will lead the program. The Gifft Hill School team is expected to practice from October through May in after-school sessions in Coral Bay using KATS equipment.



COURTESY VI DAILY NEWS

The Gifft Hill School sailing team

This story by Keshaun Scott first appeared in the VI Daily News.

Conch Nursery Summit

The Organization of Eastern Caribbean States (OECS) held a session at Naguabo Aquaculture Center, Puerto Rico, to gain firsthand insight into the architecture and operations of a queen conch hatchery and nursery. Chief fisheries officers from Grenada, Saint Lucia, and St. Vincent and the Grenadines attended. These islands have some of the most vibrant and profitable conch industries in the OECS.



COURTESY OECS

Justin Rennie, chief fisheries officer, Grenada; Natasha Deterville-Moise, technical specialist - Agriculture, OECS Commission; Professor Megan Davis, Florida Atlantic University; Sarita Williams-Peter, chief fisheries officer, St. Lucia; Mr. Lench, senior technical specialist - Agriculture, OECS Commission; Jennifer Cruickshank-Howard, chief fisheries officer, St. Vincent and the Grenadines; Raimundo Espinoza; executive Director, Conservacion ConCiencia, Puerto Rico

Queen conch is one of the most valuable species in the Caribbean. However, the species continuously faces overfishing or being fished too young, long before the queen conch's typical reproductive years, affecting their ability to replenish populations. Conch hatcheries and nurseries, such as ones planned for Union Island, SVG, and St. Lucia, offer secure facilities for young conchs before being released back into the ocean, and they provide suitable conditions for reproduction.

—Continued on next page


VIRGIN GORDA
YACHT HARBOUR
YOUR COMPLETE MARINE CENTRE IN THE HEART OF
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Virgin Gorda Yacht Harbour is the ideal destination for hurricane season storage in the Northeast Caribbean. Our two large boatyards provide many excellent storage options for vessels up to 9' draft, or 350 metric tonnes.
In addition to our trusted Hurricane Keel Pit service for keelboats, our South Boatyard now offers brand new steel cradles for which will provide extra peace of mind for yacht owners during hurricane season. For any of those bigger tasks that you cannot do your- self, there are several qualified, licensed, and insured sub-contractors available locally who specialize in all manner of shipwrighting, including electronics, rigging, carpentry, and more.
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Virgin Gorda Yacht Harbour
virgingordayachtharbour

—Continued from previous page

The chief fisheries officers observed breeding and rearing practices used to support the conch population, and the tanks/pens where the conchs are reared during their growth. They discussed the environmental conditions critical for conch growth/development and will explore the feasibility of conch hatcheries and nurseries in each member state.



COURTESY WORLD CRUISING CLUB

Solana V (CAN) completes her circumnavigation by crossing the ceremonial finish line in St. Lucia.

World ARC 2023-24 Rally Finishes in St. Lucia

Seventeen boats completed their round-the-world adventure in Saint Lucia in April 2024 with a ceremonial parade of sail from Marigot Bay to Rodney Bay. After more than 26,000 nautical miles, they crossed their outbound tracks to become circumnavigators.

The sailors celebrating their achievements are between seven and 77 years old, and this edition of World ARC has shown its welcome to family boats by hosting 10 children under 16.

2023-24 has also been one of the most diverse World ARC rallies, with 21 nationalities sailing in the fleet, including the Wennberg family on *Sara of Sweden* (SWE), making their second circumnavigation with World ARC, and the Luisa Arroyo family on Lagoon 53S *Maroro* (MHL), proudly flying a huge Mexican flag in the parade of sail.

In total, 263 people sailed at least one leg of the journey. Thirty boats took part, with 14 sailing all the way in a 15-month odyssey. World ARC offers flexibility, so some boats sailed the first half to the South Pacific and Australia, while others joined in Australia or Indonesia to sail to the Caribbean.

Twenty-five boats in World ARC 2024-25 are currently enjoying independent cruising in French Polynesia ahead of the next rally rendezvous in Bora Bora. In total, 38 boats will take part in the 2024-25 edition of the rally. A total of 43 yachts are signed up for all or part of the next edition of World ARC, which will set sail from the Caribbean in January 2026.

First Annual Virgin Islands Boating Expo (VIBE)

The inaugural Virgin Islands Boating Expo (VIBE) drew hundreds of visitors to a display of over 63 million dollars-worth of yachts in St. Thomas, USVI. From May 10-12 at IGY's Yacht Haven Grande, the fleet of Leopard, Lagoon, Fountaine Pajot, Bali, Aquilla Power Cat, Azumit, and Boston Whalers were the draw. The event was different from other major yacht expos which cater strictly to charter yacht brokers in that it was expressly created as a destination boutique-style show where there is time and space for personal interactions.

In addition to viewing the latest in yacht equipment and services, visitors could attend seminars on such topics as yacht ownership as a



SAVANNAH WILLOW

Lagoon Catamarans on display at VIBE

charter business, the unique-to-the-USVI tax exemptions, and economic marine business incentives. The event was hosted by the Virgin Islands Professional Charter Association (VIPCA); VIBE 2025 is scheduled for May 15-17.

Marine Industry Training Program Launched

The Sint Maarten Yacht Club, in collaboration with the Kids at Sea Foundation, has launched a three-month training program designed to equip young St. Maarteners with essential skills for a career in the marine industry.

Three young trainees enrolled in the inaugural program which began in May. They'll receive extensive training in sailing and instruction on small boat handling.

Participants will also have the opportunity to obtain the International Yacht Training Sailing (IYT) diploma, STCW certification, and a powerboat license.

The program is funded by Resources for Community Resilience (R4CR).



COURTESY SMYC

A class in session

For more information please contact saskia@smyc.com

PredictCurrent App Released

New Zealand-based PredictWind has announced the introduction of its PredictCurrent app for accessing detailed marine current data. The app offers a streamlined interface and quick-view dashboard, allowing users to access wind, current, waves, and tide height data in one place. It uses animated maps, covering 90 percent of the world's coastlines, to provide detail on tidal currents.

Backed by PredictWind forecasts, the app provides accurate marine weather forecasts in a table format, including weather warnings, tidal current flows, tide times, and atmospheric parameters. There are also displays of tidal currents, sea temperatures, wind, and waves.

For information about PredictCurrent, visit www.predictcurrent.com.



Reef Renewal Foundation Bonaire Expands

Reef Renewal Foundation Bonaire (RRFB) is expanding the network of coral nurseries and restoration sites around Bonaire and Klein Bonaire, thanks to funding from the Dutch ministry and Bonaire municipal government. After piloting a new nursery design in 2023, the group has established several new nursery sites up and down the west coast, with more planned throughout 2024.

In the initial months of the project, RRFB has already increased its nursery coral capacity by over 20 percent, using corals from genetic strains that have shown resilience toward stony coral tissue loss disease (SCTLD) and bleaching. This is part of a wider strategy to boost the genetic diversity of Bonaire's coral populations and, in doing so, strengthen the reef.

The installation of vertical ropes, a new type of coral nursery less prone to algae overgrowth, is part of the expansion. RRFB has already installed rope nurseries at Oil Slick Leap, Lighthouse Point, and Angel City, and plans to establish more locations in 2024.

Multiple tray nurseries have also been installed, which will hold 10 species of corals of various genetic strains (aka "genotypes"). RRFB has carefully selected genotypes that have shown the highest performance. They will continue to monitor the health of these corals before and after outplanting to inform selective breeding efforts. As the expansion continues throughout 2024, RRFB's focus remains steadfast on enhancing the genetic diversity and resilience of Bonaire's coral reefs.

On St. Maarten, Youth Clean Up the Beach

The St. Maarten Yacht Club Regatta Foundation (SMYCRF) concluded its eighth annual beach cleanup at Kim Sha Beach in winter 2024 with over 65 local children, volunteers, and community members in a collective effort to clean up and preserve one of the island's most beloved beaches.

The event started with a presentation from the Nature Foundation, focusing on the critical issues of plastic pollution and shark awareness. Armed with gloves and trash bags participants competed in teams to collect the most trash. This year, the clean-up efforts resulted in the collection of over 1,224 pounds of garbage.

Partnership to Combat Climate Crisis

The Resilient Islands Project has been formed by the International Federation of Red Cross and Red Crescent Societies (IFRC) and the Nature Conservancy (TNC) to prepare residents of the Dominican Republic, Grenada, and Jamaica to adapt to the climate crisis. Work includes:

- In Grenada, designing a climate-smart fisher facility, featuring 21 lockers, rainwater harvesting capabilities, and solar energy for electricity generation. Additional benefits include a jetty for ease of access to and from the fishing boats and the planting of coastal vegetation to enhanced near-shore habitat, reduced erosion and filtered runoff.
- In Jamaica, increasing awareness of environmental vulnerability by adding ecosystems indicators to the existing national vulnerability ranking index. This allows agencies to monitor and measure not only community vulnerability levels but also habitats' capacity to protect people and livelihoods.

The Resilient Islands Project was a five-year initiative collaboratively implemented by the IFRC and TNC with support from the German government's International Climate Initiative.


KAI WULF, SABA CONSERVATION FOUNDATION

Bird monitoring, Dutch Caribbean

Bird Monitoring

Dutch Caribbean Nature Alliance's (DCNA) project, "Monitoring for Bird Biodiversity Conservation in the Dutch Caribbean," announces the results of a successful first year.

On Aruba and Bonaire, fewer species were recorded in fall than spring, and species were more evenly distributed in the lava substrate. On Curacao, more species were observed in fall, and species richness/evenness was slightly higher in the lava substrate.

On St. Eustatius and St. Maarten, more species were recorded in spring. On Saba, more species were observed in the dry forest and rainforest in fall, but fewer in the transition zone (between rain and dry forest).

This five-year project will provide crucial insight into the status of breeding land bird populations on all six Dutch Caribbean islands. With time, population trends will allow parks to consider whether it is necessary to implement extra conservation strategies for rare or declining species.

St. Kitts-Nevis Takes Action Against Single-Use Plastics

The government of St. Kitts-Nevis has announced a three-phase program to phase out single-use plastics across the federation.

The initial phase, set to commence on December 31, 2024, will see the ban on the importation of T-shirt plastic shopping bags. By March 31, 2025, their sale and distribution will also be prohibited.

Effective April 30, 2025, the importation of styrofoam food containers and plastic straws will be prohibited, with a subsequent ban on their sale and distribution by July 31, 2025. Importation of single-use plastic cups, plates, and utensils will cease as of August 31, 2025, with sales and distribution banned from November 30, 2025, onward.

Loader Delivered to St. Lucia

The Organisation of Eastern Caribbean States (OECS) Commission has facilitated the handover of a new loader to the St. Lucia Solid Waste Management Authority (SLSWMA) at their facility in Deglos. This new loader will be used to further the island's waste management and recycling initiatives.

Mr. Davis Poleon, zonal supervisor at the SLSWMA, said that the equipment was not just for waste movement but would also help transform the waste into compost, which will help substantially in reducing emissions of methane.


(CHARLES FRANSEN)

*The discovery of one new species of Palaemonidae shrimp (*Periclimenaeus cloacola*)*

The Secret Lives of Shrimp

According to a report, the Dutch Caribbean hosts 46 species of Palaemonidae shrimp, 24 of which were recorded for the first time for one or more of the islands, and one species entirely new to scientists. These shrimp play a critical role in maintaining healthy coral reefs.

Palaemonidae shrimp are vital inhabitants of tropical coastal waters and coral reefs. They contribute to the health and diversity of coral reefs by performing essential ecological roles such as cleaning, protection, and even potential nutrient cycling.

Recent field expeditions have brought to light a wealth of new information on these species. The findings underscore the urgency of continued exploration, conservation, and monitoring efforts to safeguard these unique ecosystems for future generations.

—Continued on next page

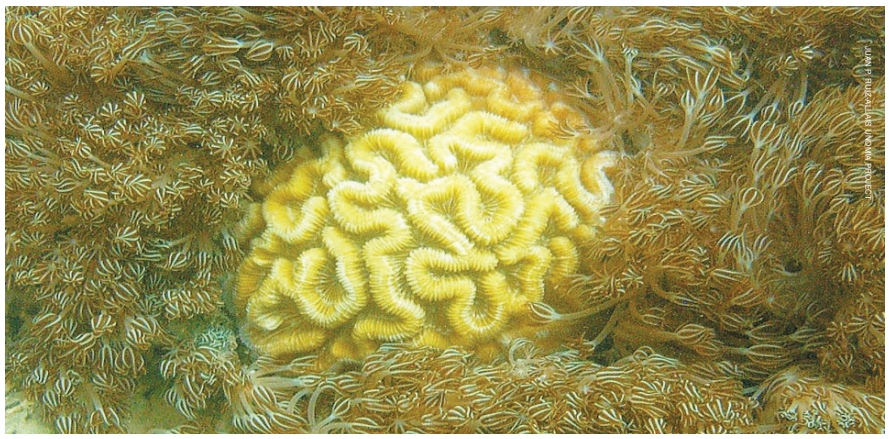
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Guarding Against Coral Invaders

Pulsing xenia (*Unomia stolonifera*), a soft coral which is devastating Venezuela's marine ecosystems and has been detected in Cuba, has been labeled as a potential threat to the Caribbean islands. The invasive species, originally from the Indo-Pacific, is believed to have been introduced via the illegal aquarium trade. Since this species can reproduce sexually and asexually (by fragmenting), even small pieces can regenerate to spread. Once introduced it will quickly take over shallow reefs and hard substrate at depths of 0-50 meters, outcompeting local corals and seagrass for space.

Continuous monitoring to prevent the spread of this species, particularly in high-risk areas such as marine harbors and oil facilities, is paramount. Early detection plays a pivotal role in mitigating the threat.

The public can help. Local communities, recreational divers, tourists, and all stakeholders are urged to report sightings (submitting photos, location and date) to their respective protected area management organization.



Unomia Stolonifera *in Venezuelan waters*

Scientists Investigate Coral Reef Resilience in Antigua

Two deadly diseases in Antigua's coral reefs have prompted the Elkhorn Marine Conservancy's (EMC) scientists, collaborating with Dr. Amy Apprill, associate scientist from the Woods Hole Oceanographic Institution (WHOI) in the United States, to investigate the many facets that make corals and their environment more resilient, including the marine microbiome. The microbiome — or the community of microorganisms such as bacteria, archaea, fungi, and protists — in seawater plays a crucial role in nutrient cycling, decomposition of organic matter, and maintenance of water quality. Much like the microbiome of the human gut, which is increasingly recognized as a major driver of immune system function, the microbial communities in seawater can influence the immune systems of corals as well as other marine organisms.

The results obtained from this study will help EMC, Antigua and Barbuda National Parks Authority and other stakeholders understand local water quality issues, inform management recommendations, and identify optimal locations for future coral restoration efforts.

Collaborative Conservation in Saba

A half-day seminar on Saba, titled "The Success of Conservation Projects Hinges on Effective Collaboration" brought together key individuals from across the Dutch Caribbean to hear presentations on the need for collaboration between nature-focused and non-nature-focused organizations and between local, regional, and international partners to maximize efforts for nature restoration.

Arno Verhoeven, stationary director of the DCNA, remarked: "In a world where ecological boundaries know no borders, the fight to conserve local biodiversity cannot be shouldered by individuals or a single island alone. It is a collective effort that requires collaboration from diverse stakeholders, including local communities, governments, and international organizations. This seminar aims not just to discuss, but to catalyze action, reinforcing our commitment to this cause."

For more information and questions, please contact research@DCNAnature.org.



Global Coral Bleaching Is Under Way

A report by the Dutch Caribbean Nature Alliance (DCNA)

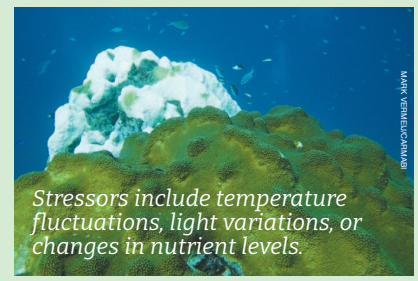
Intense, frequent bleaching events underscore the impact of climate change on marine biodiversity in the Caribbean.

The world is currently experiencing a widespread coral bleaching event, the second global bleaching event of the decade, which experts from the National Oceanic and Atmospheric Administration (NOAA) and International Coral Reef Initiative (ICRI) predict could be more severe than last year. The recurrence of bleaching events with such intensity and frequency underscores the ongoing challenge of climate change and its impact on marine biodiversity in the Caribbean and beyond.

Understanding the Phenomenon

Coral bleaching is a phenomenon that affects marine ecosystems worldwide, driven by stressors such as temperature fluctuations, light variations, or changes in nutrient levels. Under these extreme conditions, corals expel the symbiotic algae living within their tissues, leading to a loss of color and vitality. While bleached coral is not an immediate fatality, it becomes more susceptible to mortality under heightened and prolonged stress.

Last Year, This Year



Stressors include temperature fluctuations, light variations, or changes in nutrient levels.

In previous years, coral reefs experienced significant bleaching due to unusually warm ocean temperatures. This year, the situation appears to be made worse, with even warmer temperatures recorded, suggesting a potentially more severe impact on coral health and greater expansive bleaching events. The current temperature stress is already under way (earlier than usual) even though some corals have not completely recovered from last year's event.

Protective Measures

Despite the challenges posed by climate change, conservation efforts offer a glimmer of hope. Various organizations across the Dutch Caribbean are dedicated to safeguarding coral reefs through protected area management, research, conservation, education and restoration initiatives. The combined efforts of conservationists, policymakers, scientists, and local communities play a crucial role in preserving these fragile ecosystems. Explore volunteer opportunities and find contact details to get involved (dcnanature.org/get-involved/donate-your-time-for-a-great-cause).

Address Local Threats, Promote Resilience

In addition to global climate change, local factors such as unregulated coastal development, inadequate waste management and invasive species contribute to coral reef degradation. Also, insufficient sustainable funding hampers conservation management. Tackling these issues alongside reef protection and restoration efforts is essential for enhancing the resilience of coral ecosystems against stressors such as future bleaching events.

Understanding the Value of Coral Reefs

Coral reefs provide invaluable services to both marine life and human communities. They act as natural barriers, protecting coastlines from erosion and storm damage, while also supporting fisheries and tourism sectors vital to the Dutch Caribbean's economy and well-being.

The ongoing coral bleaching event serves as a stark reminder of the urgent need to address climate change and its impact on marine ecosystems. Through collective action and sustainable practices, we can work toward preserving these valuable coral reefs for generations to come.

Life Was Free and Easy

Dear *Caribbean Compass*,

My wife, Tere, and I are glad to reconnect with the *Caribbean Compass* from our home in New Zealand, after sailing s/v Sea Quest for decades.



Jean, Don, and Allan in Kerikeri, New Zealand, March 2003

Here's an old photo of Don Street with my parents. It's three old Virgin Islanders getting together to reminisce about tropical islands where life was free and easy in a time when everyone was young and handsome and Marina Cay was a great watering hole in the British Virgin Islands.

My parents, Jean and Allan Batham, arrived in the BVI in 1958, about the same year that Don was rebuilding *Iolaire*. They transformed the old deserted island of Marina Cay into a resort for the sailing clientele. For the next ten years, Jean's cooking and Allan's after-dinner coffee, well laced with rum, were a favorite night ashore for the owner/skippers of the early charter boats.

The decade of the '60s was the cream of Virgin Islands sailing. When bareboat chartering arrived in about 1970, everything changed and that old haven of buccaneers, ancient and modern, was gone. And so Jean and Allan left.

Michael Batham
S/V *Sea Quest*

Boatyards Beyond the Hurricane Belt

Dear *Caribbean Compass*,

I was surprised by the "Hauling Out" article by Lexi Fisher in the May 2024 issue (https://caribbeancompass.com/hauling-out). Eighty percent of it is great and true. In the southern Caribbean I can add at least four boatyards with excellent, cheaper service than in the north:

Curacao Marine Zone (https://curacaomarinezone.com)

Varadero Boat Yard, Aruba https://www.varaderoaruba.com/boatyard)

Boat Yard Bonaire (https://www.boatyardbonaire.com)

Marina Santa Marta, Colombia (https://www.marinasantamarta.com.co/en)

All have excellent service and are outside the hurricane belt.

Serge R.B. Dauvillier
www.yachtbrokercaribbean.com

Lexi Fisher of Doyle Guides replies:

Hi Serge,

Thanks for your letter. Agreed, there are absolutely other worthwhile haulout options outside of the range detailed in the article, not only in the ABCs and Colombia, but also to the north in the Virgin Islands and Puerto Rico. With the Leeward and Windward Islands (Anguilla to Trinidad) my area of expertise, this seemed like a natural perimeter. The geographic range could have been better defined and communicated in the article. Compass editors and I agree: Point well taken. All the best,

Lexi Fisher
Doyle Guides
doyleguides.com

Yard Name	Website	Country	Max haul equipment	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	jhmarine.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

Boatyard Directory

Sails for the Caribbean

Dear *Caribbean Compass*,

Sails4C.org, in collaboration with the Sint Maarten Yacht Club, announces Sails for the Caribbean. If you have sails that you no longer use, we urge you to bring them to the big Caribbean regattas or send them to Miami. From Miami they will be shipped to St. Maarten.

Professional sailors: We need you! Many sailing schools in the Caribbean are challenged with limited funds and are making sailing possible for underprivileged youth. You use new sails regularly and Caribbean sailing schools can use your donated sails. The Sint Maarten Yacht Club will coordinate the collection and distribution.

To the sailing schools in the Caribbean, we need your input: Let us know what types of sails you are looking for so we can post your requests on our new website, connecting you with sailors who can help.

Donations will be mentioned on the website. We are proud to have the full support and endorsement of the Caribbean Sailing Association for this program. Additionally, our initiative aligns with the mission of Sailors for the Sea, emphasizing the reuse of materials and the positive impact this has on our environment. Together, we can support the growth of sailing in the Caribbean while also promoting sustainability.

For more information and to get involved, visit Sails4C.org.

Saskia Revelman





REGATTAS & RALLIES

On the Horizon



Barbados Sailing Week

Barbados Sailing Week 2025

The 2025 edition of Barbados Sailing Week, set for January 10-22, includes:

More boats: The target is 40 boats for 2025. Skippers can now sign up via YachtScoring. There will be a new bareboat class, and the J/24 class races will move to the weekend to accommodate more competitors. The multihull class will be expanded to welcome more international boats.

Enhanced spectator experience: On land and on water. Opportunities to join racing or cruising yachts. Check out participating hotels offering discounts.

Improved logistics: Prioritizing safe access onshore, reliable moorings, and ample docking space. The water taxi will operate from 7 am to 10 pm throughout the event.

Cruisers welcome: Barbados Sailing Week offers a week-long celebration of sailing, parties, fun, sun, and rum. Special courses and classes will be designed for liveaboards and cruisers. *For information visit www.roundbarbados.com*

Royal Ocean Racing Club 2025 Program

The Royal Ocean Racing Club commemorates the start of its centenary in 2025 with a Caribbean itinerary beginning January 12 from Marina Lanzarote in Lanzarote, Canary Islands, and finishing at Camper & Nicholsons Port Louis Marina, Grenada. Categories will include IRC rated monohulls and multihulls, plus recognized racing divisions such as Class 40s.

The RORC Nelson's Cup Series, from February 18-21, will be a stand-alone event. Boats not entered for the RORC Caribbean 600 are very welcome to apply for the RORC Nelson's Cup Series.The RORC Caribbean 600, February 24-28, culminates in the grand prize-giving at Antigua Yacht Club February 28.*For information about the Royal Ocean Racing Club, including for all of the Caribbean events: https://www.rorc.org*.

BUSINESS BRIEFS

Spice Island Marine Celebrates 40 Years

Spice Island Marine in Grenada marks 40 years of service by announcing a new partnership with Bravo Marine, a mechanic shop which will boost the company's mechanical service capabilities.

The company has also upgraded laundry, bathroom, and shower facilities. The hurricane season highlights Spice Island Marine's caretaking/guardian services and facilities for seasonal hurricane storage.

Caribbean Airlines Returns as Reggae Sumfest Sponsor

Caribbean Airlines will return as the presenting partner of Reggae Sumfest 2024. "We're delighted to return as Reggae Sumfest's presenting sponsor," says CEO Garvin Medera. "This festival is more than just music; it's a vibrant celebration of Caribbean culture, heritage, and spirit, an unforgettable experience."

For a third year, Caribbean Airlines will operate a dedicated flight, adorned with special Reggae Sumfest livery, from Trinidad and Barbados to Montego Bay for Sumfest weekend.

For more information: https://www.caribbean-airlines.com or https://reggaesumfest.com

Innovative Tank Sensor from Budget Marine

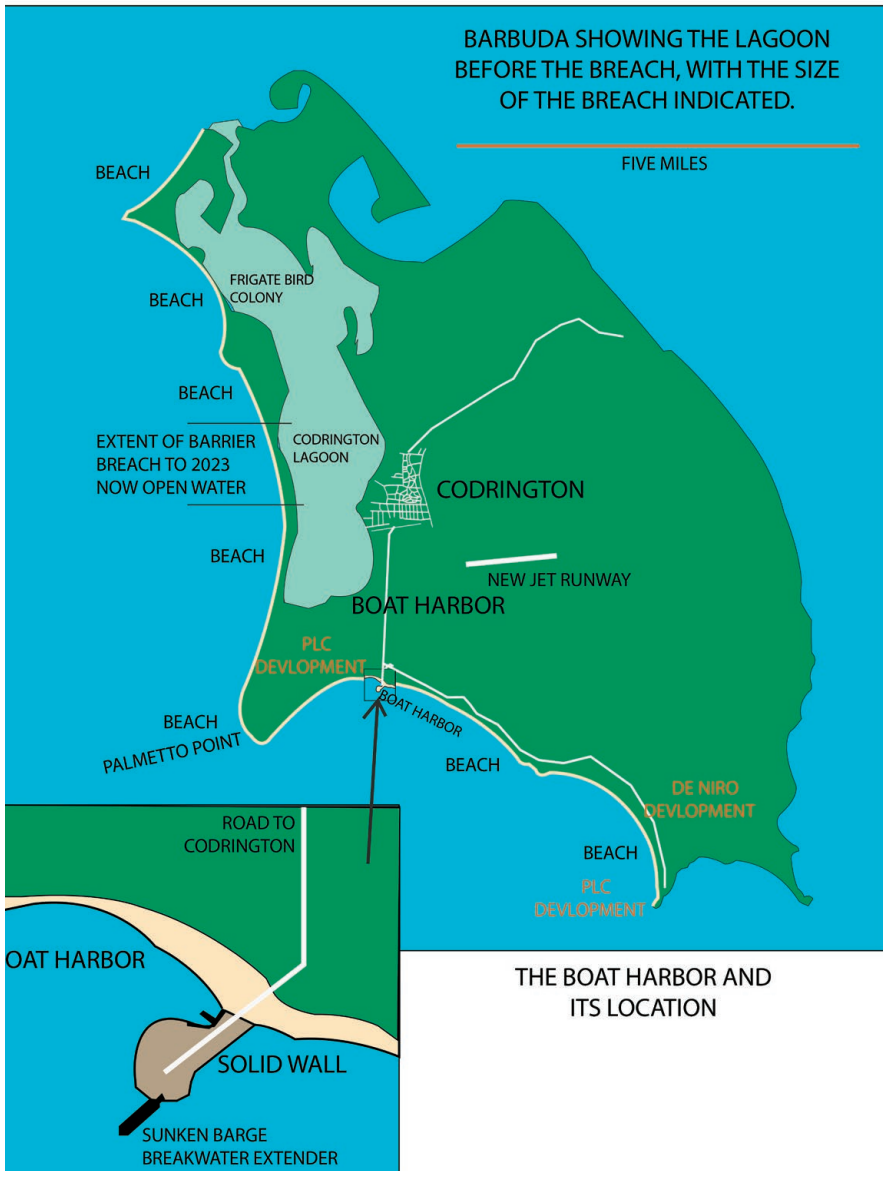
Most tank sensors work with a sensor inside the tank, with a component that floats. These sensors have a high failure rate for numerous reasons, but chiefly because at sea the liquid being measured moves around aggressively.

Budget Marine now carries the TM Series Tank Monitors (https://scadtech.com/tmtankmonitors), designed exclusively for plastic tanks, that measures liquid from the outside.

In other Budget Marine news, the company has confirmed its return to sponsorship of the Aruba International Regatta. Budget Marine will also supply three buoys for the regatta. Find more details about the regatta at *https://aruba-regatta.org*.

Barbuda: Is It the Most Threatened Island in the Eastern Caribbean?

Story, photos and illustrations by Chris Doyle



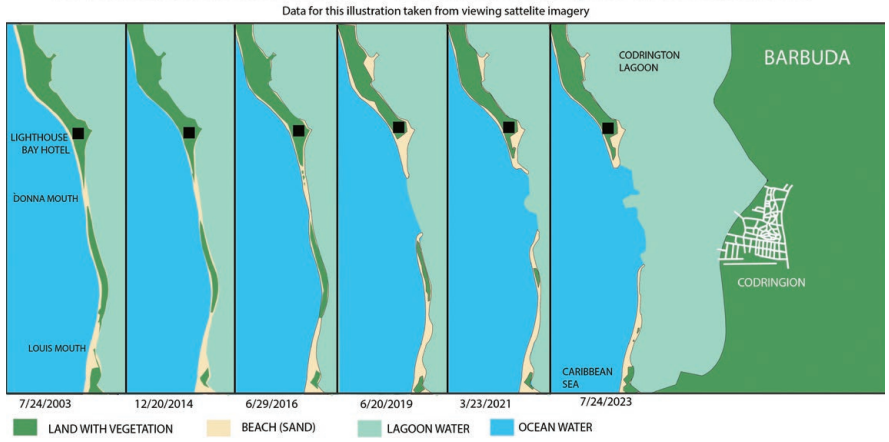
THE BOAT HARBOR AND ITS LOCATION

Barbuda has always had a special place in my heart and after many visits I have felt a sense of loss as I sailed away. It is low-lying, peaking at 146 feet in the highlands, and yet has a rugged, wild beauty. Most of the 1,700 or so residents reside in Codrington, which allows visitors to feel they are in a natural and unspoiled habitat when outside of that one settled area. Snorkeling and walking are a delight, with a lot of underwater life and many birds. It has for years had the longest and most beautiful 11-mile pink-sand beach in the Caribbean. Alas, this has now been breached, which is part of this story.

Before Hurricane Irma hit the island in 2017, Barbuda had not changed much over many decades. Though part of Antigua, the island was governed by the locally elected Barbuda Council. Barbudans considered that the land belonged to all of them, and land use was administered communally by the Barbuda Council for the benefit of Barbudans. There was plenty of land — a total of about 40,000 acres — so if a Barbudan needed a house, the Barbuda Council could assign them land on which they could build a new house. For better or worse, this system takes land out of the economy, so on the one hand, it slows development and prevents land and housing booms. On the other, every Barbudan can get somewhere to build, and they cannot be deprived of a place to build because of rising land values. Communal land ownership is not common, but it also exists in the Carib Reservation in Dominica and some land in the Bahamas.

Leases to foreigners are another matter and could be negotiated by the Barbuda Council. This was done for the high-end, low-profile Coco Point Lodge, created in 1960, and later the K-Club and the Palmetto Point Development, which did not last. More recently, the Barbuda Belle, which is still going, acquired a lease. There are advantages for Barbudans to be sure, a source of income being a major one.

Diagram showing the slow erosion of the Codrington Lagoon Barrier from 2003 to 2016, then the breach after hurricane Irma in 2017 and its much more rapid breakdown since then.



Another way money was made on the island, though mainly by Antiguans, was from the sale of sand. Much of the island is sand, and a lot of it has been shipped out over the years, an environmentally destructive process. But by and large the natural beauty of Barbuda, its wild nature and wildlife remained. This changed in 2017 with Irma.

Hurricane Irma caused major damage to most buildings in Barbuda. Within days another possible hurricane was predicted so the Antigua government evacuated all Barbuda residents, forbidding anyone to stay.

Before Irma, the Antiguan government had wanted to see Barbuda commercially developed. And it had plans to privatize land on Barbuda so that it could be bought and sold on the open market. It was also approached by a group of investors, which included Robert De Niro, who planned to take over the defunct K-Club and turn it into a millionaire's playground. This was approved both by the Barbuda Council and then at a public meeting (206 in favor 175 against)

The hurricane destroyed the aging Coco Point Lodge, and that lease was sold to a development company called Peace Love and Happiness. The same company acquired the lease to the defunct Palmetto Point Hotel, and the Barbuda Council gave it a lease on more land in the area.

While everyone was evacuated, the Antiguan government sent heavy equipment, in part to help rebuild the settlement, but mainly to begin construction of an international jet airport, so that the new millionaire-owners would be able to fly in on their private jets. This was done without a proper environmental impact study and has been halted while court cases are ongoing.

Peace Love and Happiness wasted no time beginning construction of expensive houses at Cocoa Point. This development is now nearing completion and is called the Barbuda Ocean Club. Work is being done at high speed in Palmetto Point, in preparation for building more million-dollar homes, a golf course and a marina. The developers claim they are "restoring wetlands."

The United Nations disagrees:

"On Palmetto Point, natural surroundings were altered by the removal of mangroves in certain areas and damaging habitats of protected flora and fauna, exacerbating the vulnerability of the island's ecosystems to storms and natural disasters. Being the highest site in the area, Palmetto Point is also key for feeding fresh water to Codrington Lagoon which hosts a variety of young fish, lobsters and conch populations."

"In the midst of a global climate crisis and a pandemic, it is shocking to see the development of a yacht marina in an area known for its fragile ecosystem and a golf course on an island that relies on scarce groundwater resources," the UN experts said. "It is difficult to reconcile these kinds of projects with the urgent need for sustainable development."

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Featured Brokerage Listings



2023 Lagoon 55
$2,460,000
Saint Martin



2011 Sunreef 70
$1,990,000
Florida



2021 Privilege 510
$1,549,000
Georgia



2011 Moxie 61
$1,475,000
Bahamas



2017 Xquisite X5
$1,225,000
Florida



2017 Knysna 500SE
$990,000
Florida



2017 FP Ipanaema 58
$945,000
Colombia



2021 FP Elba 45
$874,000
Florida



2019 Nautitech 47
$799,000
Puerto Rico



1994 Privilege 65
$775,000
St. Thomas, USVI



2021 Nautitech 46
$725,000
Florida



1999 Entincelle 60
$699,000
Florida



2004 Switch 51
$699,000
Florida



2018 Looping 50
$600,000
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
$379,000
Grenada



2014 FP Lipari 41
$369,000
Florida

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"We call on the Government and the project proponents to employ rights based and nature-based solutions to address current challenges including in conserving and restoring wetlands." [https://www.ohchr.org/en/press-releases/2022/02/antigua-and-barbuda-luxury-resort-puts-wetland-and-healthy-environment-risk]

Meanwhile, another unwelcome change is underway along the west coast of Barbuda. Perhaps the most salient feature of the island is the huge Codrington Lagoon to the west of the village. Including the entrance channel, it is over 6 nautical miles long and 1.6 nautical miles wide. An amazing fish and wildlife nursery, it contains the largest frigatebird colony in the Caribbean. It protects the low-lying shore of Codrington from the destructive northerly swells that lash the west coast from time to time. Until Irma, the narrow and sandy western edge of the lagoon has been largely intact and was a major part of Barbuda's iconic 11-mile pink sand beach.

Barbuda has been hit by several hurricanes, and when rainwater fills the lagoon faster than the narrow channels can empty it, water sometimes washes through the protective spit, forming a channel. This occurred at the south end of the barrier spit at a place called Donna Mouth in 1960. And, farther to the north, in Low Bay, an opening called Louis Mouth was created in 1996. In both cases, once the hurricane passed, the break in the barrier filled in less than six months.

Louis Mouth opened again after Irma and I was surprised when I revisited Barbuda in 2019, that it was not only still open, but a little bigger. I was shocked this year when looking at Google Earth to see that it had rapidly enlarged from about 0.33 nautical miles to 1.12 nautical miles in the past four years.

It appears that the whole of Barbuda's barrier spit is under threat and breaking down gradually.

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Lighthouse Bay in 2009 and 2019, showing deterioration of area

Right now, Codrington is still protected, because the breach is only about 6 feet deep at the deepest point, shallow enough to cause giant swells to break before they cross the lagoon and reach the town. But if, as seems likely, the gap continues to expand, it is likely to not only destroy the nature of the lagoon but threaten Codrington itself.

I called my friend George Jeffries to talk about it. George is a local naturalist and guide who I met about 45 years ago and who has been a friend since. He has taken me on many hikes and mangrove trips, including to the frigatebird colony. He has piloted my boat into Codrington Lagoon through the narrow north channel. I have come to appreciate his wisdom and observations.



Barbuda has the largest frigatebird colony in the Caribbean.

He reminded me that a large new solid dock was built in Barbuda's Boat Harbor in the late 1980s or early 90s and that, though this made docking easier for commercial vessels and created quite a nice, sheltered area for docking, it changed the way the current flows, and it is since then that the protective spit has been losing sand.

Indeed, the Google Earth pictures confirm this, and I witnessed it. In 2007, Barbudan Michael Branker built a large hotel on the narrow spit just north of Low Bay, called Lighthouse Bay. Each year the sea took away beach from in front of it, and even before Hurricane Irma destroyed the hotel in 2017, the sea had encroached enough that swells had deposited sand inside the buildings.

It seems surprising that the small boat harbor dock could contribute to the deterioration of the sand spit as it is south of the Codrington Lagoon and two miles east-northeast of Palmetto Point, but I trust George and wouldn't rule it out. When I first used to visit Barbuda, Spanish Point had a lovely beach all along on the west side. A solid dock was built for removing sand on the inner end of this about 40 years ago. The beach has now completely washed away. In Grenada a wall built to protect Sauteurs destroyed houses and beach about half a mile to its west.



George Jeffries

It is important to recognize the importance of this change: a sand spit, which protects Codrington Lagoon and Codrington, and that has been in place for all human memory (minus a few temporary breaches), is now slowly and steadily disappearing. This is likely to have disastrous consequences for both Codrington, Codrington Lagoon and Barbuda's coastal environment. Barbuda's iconic 11-mile beach is now a sand spit and a barrier island.

The rapid changes in Barbuda wrought by Peace Love and Happiness, hell bent on changing a beautiful and natural island into an expansive resort with homes for millionaires, where natural wetlands will be turned into a golf course and gardens, plus the ongoing fight over the finishing of the international airport, has caused so much confusion that the threat to Codrington's sand spit barrier is largely getting ignored.

Figuring out why the sand spit is disappearing and planning for getting it reestablished should be a priority. This would probably need an environmental engineer, and I doubt there is one among Barbuda's population of 1,700. However, there are many Barbudans living abroad with a whole wealth of qualifications, so one may exist somewhere.

If George Jeffries is right, the solid dock could be replaced with one on pillars and perhaps the trend could possibly be reversed.



Bequia Threadworks: Investment in People

Story and photos by Tad Richards

The Bequia Threadworks showroom is bright, airy, cheerful, and filled with racks of clothing that echo their surroundings, in a range of styles and sizes, telling the story of the island paradise they represent.

But the showroom is only the surface of the story, as I find out during a visit with Jessica Jaja. She's lovely and stylish enough to be a model for the product she represents, smart and well-organized enough to serve as general manager for the nonprofit she helped found, with a commitment to ethical handmade fashion — ethical meaning a five-day work week, fair, well-above-minimum-wage compensation (employees start at 148 percent of minimum wage), clean and healthy working environment, personal and professional development opportunities, opportunities for growth within the organization, as well as a commitment to sustainable, low-impact fabrics.

I thought about this as I toured the production facilities, met the staff, and learned more about what is done there — not just boutique fashions, but upholstery, alterations, repairs, home goods, uniforms. Bequia Threadworks is both a business and a nonprofit, and that means that as important as the products and services are, they are not the main focus of the organization, nor its main mission.

The main mission is the people — to make a difference in the life of the island. That means creating a full service business that will provide year-round employment. To further that, Bequia Threadworks' newest project, begun last fall, is a website to market its boutique fashions beyond the shores of the island, and beyond the time constraints of the tourist season (https://noyobequia.com). Perhaps the nonprofit's proudest success story is the more than 180 Bequian women who have been trained through beginner, intermediate and advanced sewing courses, and the several paid apprentices, some of whom have continued on to becoming permanent staff.

Here are some of the people I met in my tour of the showroom and production center:



Thadicka Forde, boutique clerk & Jessica Jaja, general manager



Raynella Grant, artisan seamstress



Hozena Stowe, artisan seamstress



This way to the Production Center



Jessica Jaja, general manager & Brennel Goodluck, production manager & patternmaker



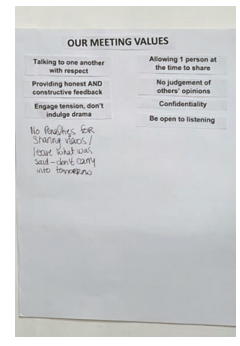
Charmain Ollivierre, artisan seamstress



Thadicka Forde, boutique clerk & Jessica Jaja, general manager



Veshka Alves, production supervisor



Our meeting values



Thadicka Forde, boutique clerk & Jessica Jaja, general manager

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Mayday, Mayday, Mayday!

Story and photo by Bill Woodroffe



Bill and Maureen relaxing by Kalunamoo

It's a word that is easy to say. That is what Fredrick Mockford thought in the early 1920s. He wanted a word that was easily understood by pilots (English and French) to indicate an emergency over voice radio. At the time, he was the officer in charge at Croydon Airport in England. It was a good choice because *m'aidez* in French means "help me." SOS was the recognized telegraph signal but was not suitable for voice radio, which was the new tech on the scene. All this is background to our recent experience when sailing from St. Lucia to Bequia.

After our daughter and son-in-law's recent visit to us in Martinique, they flew home to the US and we sailed to St. Lucia for a few days. Then we were off to Bequia and south. The sailing weather was great, with winds 15-20 knots on the beam although the seas were running six-seven feet. We left Rodney Bay, St. Lucia, around 4 a.m. to be in Bequia way before sunset. Light winds and calm seas in the lee of the islands are balanced with high winds and seas between islands.

This trip was no different. Sailing southbound, just after passing the Pitons in St. Lucia, the wind picks up as you make for the northwest corner of St. Vincent. Since the winds were moderate, and actually slightly north of east, I thought about sailing on the east side of St. Vincent down to Bequia, which is just south of St. Vincent. This might save time and miles and avoid the wind shadow of St. Vincent. The downside of that is that you are sailing along a lee shore with no place to land if something happens. And things happen at the most inconvenient time. A recent experience of our cruising friends also played on my mind. Their rudder got stuck hard over when sailing to Martinique and they circled an hour freeing it, all the while drifting toward Diamond Rock. They managed to disconnect the cabling and used the autopilot to steer, arriving safely in Sainte Anne.

No, we decided to sail on the west side to Bequia; we made a course to the lee of St. Vincent. We would be in the lee of the island for lunch! All was going well until a pop and bang shook the boom and mainsail. We had heard that before — when the boom broke, when the vang broke, when the staysail tack broke, etc. But this was a broken cam cleat on the boom vang. Not a terrible thing and an easy jury rig fix. We continued on.

We were about five miles off the northwest corner of St. Vincent when we thought we heard "mayday, mayday, mayday" on channel 16 on the VHF. About five minutes later we heard it again. Yes, it was definitely a mayday. There were a few other sailboats in the area but we saw nothing unusual.

This time I responded and asked who was calling a mayday. Again, no response for a few minutes and then someone said they had a broken mast.

This started a very tortured conversation, first with a man and then a woman. Apparently, they did not speak English very well and couldn't understand our questions. Maureen, my wife, was manning the VHF at this time as I searched for the boat.

I spotted a boat that was about two miles away. It looked like it had a mast and sail up, but it was not moving. I altered course to get closer and saw that the mast above the spreader was bent down to the waterline. That meant their VHF antenna was probably down and they were on a hand-held radio.

The area this took place in is known as a "compression zone." It occurs at the end of the high mountainous islands where the wind is forced to whip around the island. This increases both wind and waves for a few miles. The tradition of the sea, and common courtesy, requires an "all hands" response when another boat calls for help, so we altered course to come up close.

Over the next 30 minutes or so we circled around them and with radio relay help of two other sailboats closer to shore, got word to the local Coast Guard of the situation. It was a French sailboat about 40 feet long with a man, woman and child aboard. Apparently no injuries and not sinking. We could do nothing else but assure them that the authorities were called, and help was on its way.

In the meantime, the man was cutting away the rigging as you can't use the engine until you make sure there is nothing in the water to foul the prop. We got word that the Coast Guard would be there in about a half hour (or was it an hour and a half?). They had to come from the other end of the island.

Satisfied that they were on their way with the accurate GPS position we gave, we couldn't do anything more (circling with main and staysail in large seas is not pleasant!). We resumed our course south. In short order we saw the Coast Guard boat speed up the island and turn out to sea toward them. We heard that they got to the scene and provided assistance. We don't know if they went aboard or not but we are sure they were well assisted.

Just another day on the water? Perhaps, but as I wrote above, things happen. A simple word, thought about 100 years ago, saved the day for a French couple and a child.

Bill and Maureen Woodroffe have lived on their 47-foot ketch Kalunamoo *in the Eastern Caribbean for nine years.*





Help for Haiti

By Joan Conover

Thanks to the assistance and networking of groups of sailors, as well as several non-profit organizations such as Hope Fleet International, significant progress has been made to transport critically needed and requested medical and food supplies via boat to the distressed island nation of Haiti.



JOAN CONOVER

Zeepaard *at anchor*

International Rescue Group (IRG) is a nonprofit organization which has the support of several private vessels such as the 56-foot ketch *Tandemeer*, the 50-foot catamaran *Rendezvous Cay*, and the 97-foot gaff-rigged ketch *Zeepaard*. These vessels and their captains continue efforts to transport desperately needed cargo for developing countries. Trips with these vessels have continued from 2014 to this year's unique voyage to the Caribbean destination. The transporting vessel, s/v *Zeepaard*, made the voyage south with Captain Ray Thackeray and chief engineer Paul Brown to Florida in spring 2024.

First, IRG and crew aboard S/V *Zeepaard* spent months prepping in Hampton, Virginia. They refitted and loaded cargo relief donations. *Zeepaard* is an older Dutch steel-hulled vessel with mizzen, main and jib, along with engines/generators and almost 1,000 gallons of fuel storage/water storage for 500 gallons. She has cargo space for tons of supplies and is designed as an island trader-style passagemaker. She has already traveled to and from Haiti several times. See some of her adventures at the IRG website (www.internationalrescuegroup.org).



JOAN CONOVER

Unloading supplies on a previous trip to Haiti



RAY THACKERAY

Volunteers unload supplies on Haitian beach during a previous mission.

Haiti is in free fall, a location traumatized by strife from both a government collapse of services and a spreading outbreak of cholera. The government is in gridlock, with multiple gangs controlling areas of the country, and specifically the capital, Port Au Prince. Limited aid seems to be getting to the remote areas from relief donations; there is hoarding of supplies by both the government and gang members. Hoarding/storage issues are also increased due to the lack of safe distribution capabilities. Haiti's many major issues due to systemic breakdown — disease, lack of clean water, limited food distribution, limited or no medical supplies, and conflict between rival authorities — underscore the need for this effort.

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The vessel was delayed in 2021 first by maintenance needs, and then by the COVID epidemic. During COVID years, the vessel was in Mexico. During that time the crew kept busy. *Zeepaard* was hauled out, the steel hull inspected and painted, and the rigging repaired. The hull was given a new coat of white paint above the waterline, supposedly barrier coat. After this major refit, cargo was loaded and *Zeepaard* headed east via the Gulf Stream in April 2023. Leaving from Yucatán, Mexico, with two tons of extra donated cargo from sponsors, they sailed up the eastern seaboard. Due to summer 2023 weather, Thackeray, Brown and crew sailed north to Chesapeake Bay, staging for a U.S. East Coast departure for Haiti in winter 2023-24. They arrived in Hampton to wait out the hurricane season, with a goal of doing additional refit maintenance as well as sourcing additional donations to fill their holds.

Summer Refit & Prep

On arrival in the Chesapeake Bay, *Zeepaard* took a slip at Little Creek Marina, Norfolk, Virginia, a favored stop for transit vessels. A local IRG supporter donated the slip fees. The repair became a significant effort with an engine/transmission refit required starting in August 2023. On arrival, IRG reached out to Seven Seas Cruising Association (SSCA) cruising station host effort, a volunteer program with local contacts/hosts worldwide.



RAY THACKERAY

Paul Brown rebuilds 6-cylinder Perkins engine.



JOAN CONOVER

Captain Ray holds up SSCA banner.

During that time, the IRG concentrated on loading additional supplies and completing the necessary repairs with help from local volunteers. Other major repairs included drive chain replacement, alternator repairs, sail repairs, and updates to existing electronic charts to better cover the routes the vessel would take. A 400-pound anchor was created to increase the holding for this heavy vessel with its now ten tons of relief supplies.

"One night I ran an anchor watch, it was quite a blow gusting up to 42 knots with sustained winds at around 32 knots for much of the night and early morning," Thackery told me. "The custom-built anchor held with no flip or drag, though we have rotated in strong currents about 10 times now."

The boat was also provisioned in Hampton, with a visit to Game's Farmers Market, an Amish store with butter, long storage eggs, and dehydrated provisions. This unique Hampton store is a hidden gem for boaters, and the crew topped up their needs with meats, cheeses, and mixes. Loading of supplies/donations was done incrementally during October and November, with final loading December from Salt Ponds Marina, Hampton.

Captain Ray and his crew also sourced materials from their donor base, obtaining a 150 HP Perkins replacement. They took a second-hand van to pick up an engine, returning to the vessel and loading the engine onboard with the crane at the dock. Brown, a talented engineer, got advice from local mariners. This became a community project for local cruisers. Salt Ponds Marina assisted with engineering, transportation and procurement of parts and labor. Word spread, and other local marinas and cruisers helped with collection and storage of donations, fuel, and much more. SSCA members provided engineering assistance, helped to rebuild alternators, and sourced donation materials.

Zeepaard's electronics and nautical charts were also updated with new marine charts from the National Oceanic Atmospheric Administration (NOAA), as well as additional charts from open sources such as thechartplotter.com, to enhance Haitian harbor entry. "We downloaded all the charts recommended, which we have in our new ship's nav computer which has a 14-terabyte drive donated by Chris Gillman," said Thackeray. Gillman is a marine engineer who donated both his time and workshop materials to IRG.

One sailboat donated onboard secondary equipment, such as outboard engine(s), long term storage items and more. Others donated needed supplies, such as crutches and medical devices. All were stored close to a marina dock area where *Zeepaard* could load directly. The marina even used its towing skiff to help nudge *Zeepaard* in and out of the estuary for its final load and refueling efforts during the second week of December.

In Hampton, there were also challenges. When *Zeepaard* relocated to Mill Creek, local police notified Thackeray of a city regulation allowing days of anchoring, with 30 days between visits. This required relocation of *Zeepaard* to three separate anchorages during their stay in the bay. A local television interview did nothing to lift the anchoring limits, but did engender additional support from the community.

Ten Tons of Supplies

Other groups and nonprofits, hearing of this effort, started adding to the cargo, including over 2,000 pounds of tools. Items were collected and stored at either Salt Ponds Marina or on board. Erin Gatling, Willoughby Bay Marina, assisted with social media blasts and a dropoff donation box. They also provided dinghy space, anchoring suggestions and more during the times *Zeepaard* was anchored at the south side of Hampton Roads.

Hope Fleet's Danny Moroney worked with King's Fleet-Maritime Ministries in Elizabeth City, North Carolina, to arrange donations from several of their collaborating groups. Moroney drove over a ton of food supplies such as rice in the Hope Fleet van to *Zeepaard* in Hampton and made arrangements for special garden seeds and cholera medical kits.

"Hope Fleet, Kings Fleet, and Maritime Ministries have contributed enormously," Thackeray said. "Hope Seeds alone provided enough non-GMO stock for every farm on Île-à-Vache. Hope Fleet provided well over a ton of food for the hungry. And Maritime Ministries sent 350 patient sanitation kits for cholera patients."

Total cargo summary was estimated at 10 tons including 55 bicycles, over a ton of food, a ton of medical supplies, $60,000 in seeds, a ton of farming and other tools, 100 recycled sails, two wooden boats and an inflatable, fishing and diving gear, plus miscellaneous deliveries for churches, community centers and individuals.

In December 2023, *Zeepaard* headed south around Hatteras in northeast winds, with a stop in Beaufort, North Carolina, for a weather window delay. Due to the size of *Zeepaard*, TowBoat U.S. supported entry to anchorage in Beaufort. As Thackeray described it: "If the wind had complied with the forecast east or east-southeast, we'd have made it in quite easily, but when wind shifted northeast against the tide, it was decided to call for a TowBoatUS tow/pilot assist." During the following week, as they waited for a window, cargo was restowed and twenty solar panels added to the stores in the main saloon.

Chris Parker of Marine Weather Center (www.mwxc.com) donates his weather expertise to help get this vessel to its destination. Using Garmin's InReach, Thackeray is able to ask for and receive a micro-view of localized weather features. Parker and the MWXC meteorologists/staff know the various weather situations impacting East Coast and Caribbean cruisers and are experienced with the unique needs of small vessels transiting the Gulf Stream or other areas of the tropics. This is not the first time MWXC has supported nonprofit organizations with weather needs. Parker and staff are always willing to assist vessels in need near or offshore.

By summer 2024, *Zeepaard* was in Fort Pierce, Florida. On arrival in Haiti, the drop-off of donations will be carefully coordinated. The plan is similar to previous voyages, with local pangas, or fishing boats, taking cargo to shore.

Marina Santa Marta

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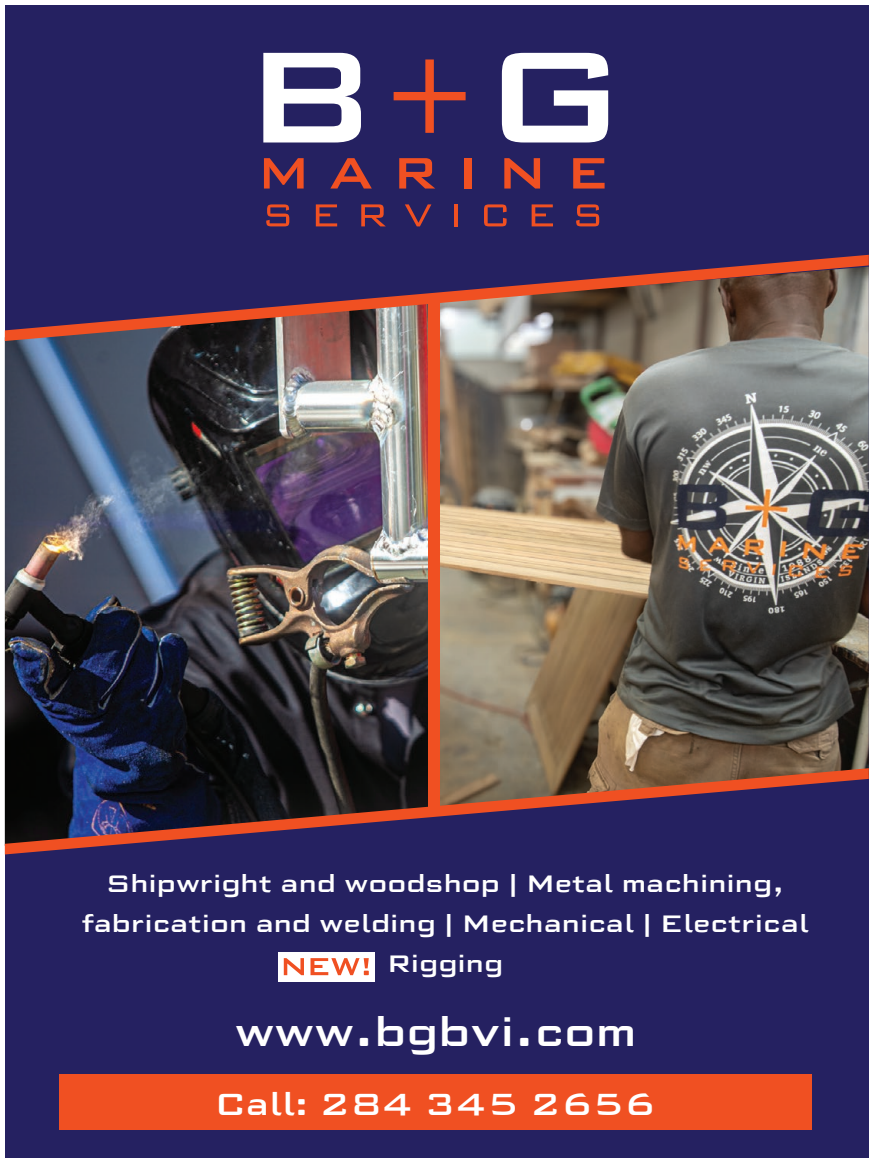
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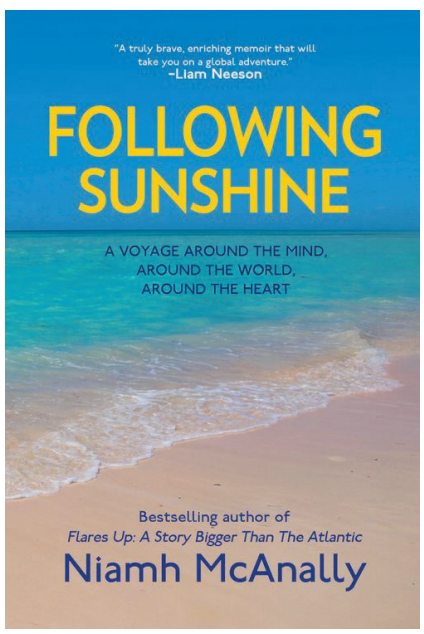
Summer Reading

By Caitlin Richards



Summer is a time for sitting back and taking it easy, often with a book in hand. Whether you prefer to kick back on a beach, a boat, or in a hammock on a cool veranda, you'll want a stack of books by your side. Here's a selection of Caribbean themed books that has something for everyone. And you know something that's great about books? When you finish reading yours you can swap with your friend. You might not even need to get out of your deck chair to do it.

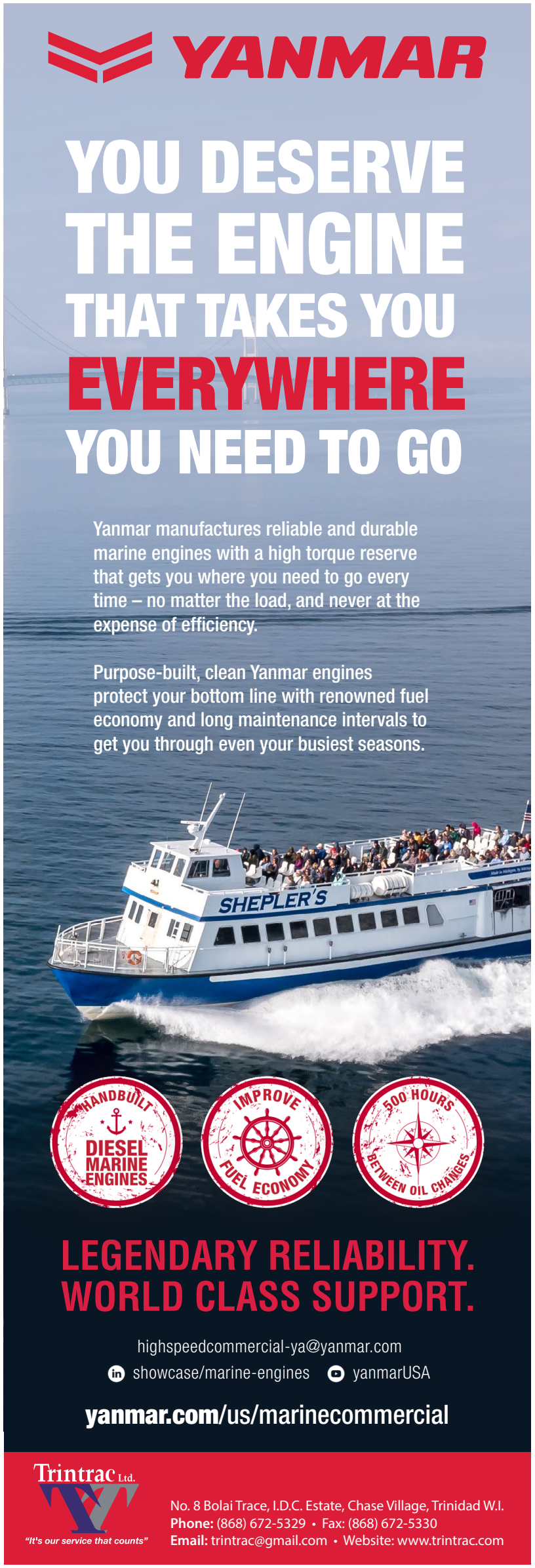
Compass contributor Niamh McAnally has a new book, *Following Sunshine*, due out in September. By turns introspective, funny, and heartbreaking, Following Sunshine is a brave and honest memoir that asks for neither sympathy nor pity. McAnally tells her story — from a young girl who suffers abuse, to a young woman suffering depression, to a woman searching for herself — with humor, empathy and intelligence. For those who fight with depression, McAnally's is a strong voice that shows for every day spent with the door locked and the curtains drawn, there can be a day in the sunshine.



Read it: because it's more than a "I dropped out and bought a boat" story, and McAnally is a tremendous and honest writer.

Following Sunshine: A Voyage Around the Mind, Around the World, Around the Heart. Niamh McAnally, Black Rose Writing, Texas, 2024. Available for pre-order now in paperback and eBook.

—Continued on next page



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Make Your Home Among Strangers is the compelling debut novel by Jen nine Capó Crucet that explores themes of identity, belonging, and what it feels like to be an immigrant in America. Lizet, a first-generation Cuban-American, is torn between her elite Northeastern college and her mother's downsized home in Little Havana, Miami. With her richly drawn characters, Crucet's narrative skillfully shows the challenges of wanting to fit into multiple worlds, the complexities of families, and how to go forward without completely abandoning the past. R*ead it: if you're looking for great fiction with strong characters and you're interested in the complexities of identity in contemporary America.*

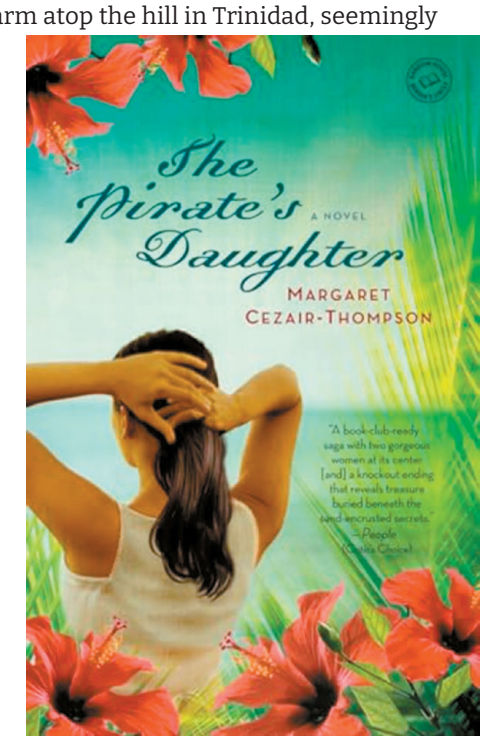
Make Your Home Among Strangers, Jennine Capó Crucet, Picador, New York, 2015, 388 pages.



The Pirate's Daughter by Margaret Cezair-Thompson is a captivating historical novel set against the backdrop of Jamaica's vibrant and tumultuous past. The story unfolds against the lush landscapes of the Caribbean, following the life of Ida, the daughter of a legendary pirate – Errol Flynn. In Ida's words, "This is a story that could only have taken place in the tropics, where the climate draws sea rovers, pirates, and desperados from all corners of the world. They come and go, these adventurers ... and they leave women behind ... This is a tale of swashbucklers and of the women who were besotted with them."

Read it: because the characters are so beautiful they'll break your heart.

The Pirate's Daughter, Margaret Cezair-Thompson, Random House, New York, 2007, 392 pages.



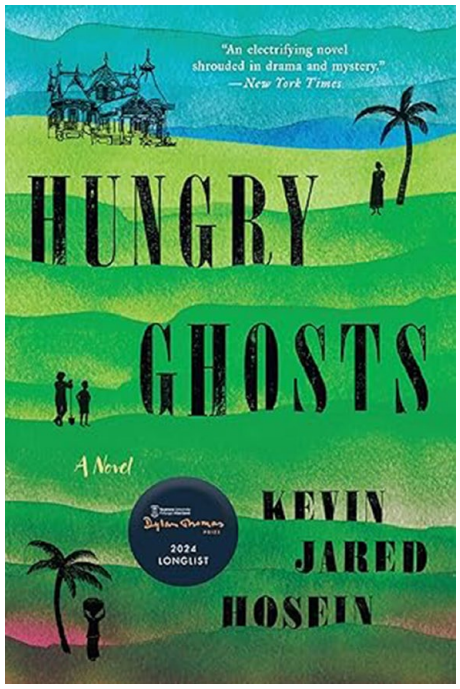
The wealthy Changoors live on a farm atop the hill in Trinidad, seemingly above the poor Saroops in every way: wealth, class, education as well as a physical hill separate these two families.

But when Dalton Changoor goes missing and his wife, Marlee, begins to get nocturnal visitors who terrorize her and leave her messages demanding money, these two families' lives become interwoven. Hans Saroop lives with his wife, Shweta, and son Krishna, in the Barracks, a ramshackle structure that houses several families, with barely more than a suggestion of walls and doors to separate them. Technically a mystery, it's easy to get wrapped up in the other aspects of the story — romance, class struggle, a young boy's coming of age — and forget the mystery. *Read it: for the lyrical prose and broken characters who are trying to live in two worlds but know that's not possible.*

Hungry Ghosts, Kevin Jared Hosein, Ecco, New York, 2023, 336 pages.

In 1974 22-year-old Michael Chapman Pincher found himself unemployed in London and found a job as a deckhand on the Gay Gander, a small sailboat setting out to sail the Atlantic to Antigua. "Having never sailed before, it is a crazy notion." Fortunately, John, the skipper, was eager to get to sea and would have hired almost anyone, so Mick, John, Carola and Stryder the cat set sail. Somewhere in the Caribbean Mick lost his logbook, which is full of his hilariously told tales of the voyage. During the Covid lockdown an old girlfriend found and returned it to him, the result being *Long Lost Log: Diary*

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of a Virgin Sailor. Read it: for laughs and adventure set in a world without electronics.

Long Lost Log: Diary of a Virgin Sailor, Michael Chapman Pincher, The Lilliput Press, Dublin, 2022, 234 pages.

"There's a peculiar magic in certain flavors ... they can transport you back to moments when you first savored them." Margarita Askolskaya's *Sail, Spice & Savory Seas* is more than a cookbook.

Each recipe is prefaced by a story of when and how she first tasted a dish, and accompanied by beautiful photographs; some have QR code links to videos of the dishes being prepared. Globe icons at the top of each recipe page pinpoint where the recipe came from.

Askolskaya offers everything from tapas to desserts and even cocktails. Reading the book delights the senses, and the recipes seem easy to follow.

Askolskaya, writing as Margo Ask, debuts her culinary adventures in the Caribbean in an upcoming issue of *Caribbean Compass*.

Read it: to take a culinary journey around the world.

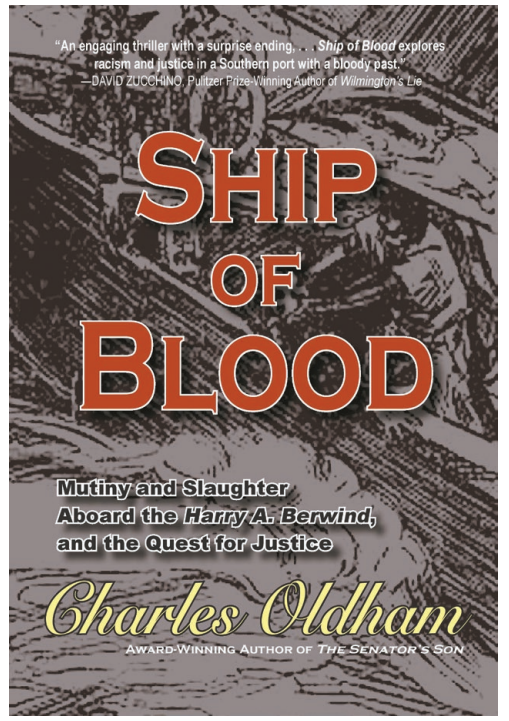
Sail, Spice & Savory Seas, Margarita Askolskaya, Google Play Books, 2023, 184 pages.

"So much occurred in the more-than-six-year ordeal that a screenwriter ... may have found it difficult to bring the full story into a coherent piece."

Charles Oldham writes about Hollywood's attempt to make a film of the events in *Ship of Blood*. Unfortunately, the same can be said of his book, which starts out trying to deliver so much information that the thread of the story sometimes gets lost. It is, however, an interesting tale of mutiny, murder, legal battles, racism and justice.

Read it: if you're a fan of history and the American legal system.

Ship of Blood, Charles Oldham, Peach Glass Books, North Chesterfield, 2022, 259 pages.





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Mangroves: A Hidden World Teeming with Life

Story and photos by Darelle Snyman

Mangroves might seem an unlikely choice for a snorkeling outing, especially when compared to the vibrancy and color of coral reefs. But recent explorations of the mangrove edges that hug the coastline of Isla Colon, Bocas del Toro, Panama, have renewed my interest in discovering the life hidden within these often undervalued ecosystems. Below the green canopy, among the tangled web of roots, there is a complex and vital ecosystem teeming with life. These hardy trees, adapted to thrive in the salty coastal environment, form a vital link between land and sea, acting as a haven for both terrestrial and marine life. Mangrove forests, like seagrass beds, are the silent guardians of their coral reef neighbors, and their well-being is intricately linked to the health of coral reefs.



In the calmer, sheltered waters, you are likely to encounter a uniquely beautiful mangrove resident, the aptly named mangrove upside down jellyfish.

Caribbean mangrove communities are dominated by three key species and most will be familiar to you, especially the iconic red mangrove (*Rhizophora mangle*) with its very distinctive reddish prop roots. This hardy species tends to hug the water's edge and is the species you are mostly likely to encounter while exploring fringe mangroves. Anyone that has watched fiddler crabs scuttle across the muddy substrate during low tide would have seen finger-like projections protruding from the mud. These are the aerial roots, called pneumatophores, of the black mangrove (*Avicennia germinans*). Black mangroves produce highly fragrant flowers and are a major source of mangrove honey, a honey with a unique taste. The white mangrove (*Laguncularia racemosa*), the third mangrove species, is found at higher elevations as it is more salt sensitive and lacks aerial roots.

Another species worth mentioning because it is commonly associated with mangrove forests is Buttonwood (*Conocarpus erectus*). These shrubby looking trees grow farther inland and are named after the distinctive, cone-like fruits they produce. Buttonwood also differs from the true mangrove species in having leaves that alternate and do not occur opposite each other. Together these trees not only provide a home for a diversity of life but also form a vital barrier protecting coastlines against erosion and storm damage.

Surviving in this salty environment requires adaptation, and mangroves do not disappoint when it comes to the unique ways they deal with their salt problem. Red mangroves are the exclusionists; they rely on special filters in their roots to block out most of the salt, allowing them to take up the water they need. Black and white mangroves in contrast are excreters. They actively secrete excess salt out of their leaves via specialized glands called nectaries.

When it comes to exploring these shallow, sediment rich waters, a more gentle approach is required as it is very easy to cloud up the water with a too-swift fin stroke. Depending on the situation, it might even be best to ditch the fins. This is definitely an environment that requires a slow inspection, and as your eyes adjust to the shadows you will find more gems hidden in plain sight. The first thing you will notice as you float along is the multitude of schools of tiny fish that dart among the tangled mess of roots. These roots are the ocean's nursery ground, an underwater playground providing food and protection to a large variety of juvenile creatures. Here juvenile fish can grow and mature in relative safety, feeding on a smorgasbord of algae and other microorganisms before they venture out to the reef or into the open water. So as you explore, you are likely to swim into schools of young mangrove snappers, French grunts, schoolmaster snappers, or to find yourself being eyed by a juvenile French angelfish as it tries to blend in among the roots.

Several studies have shown how important Caribbean mangroves are as nursery grounds and their influence on the community structure and



Mangrove nurseries are essential to the survival of the vibrant rainbow parrotfish.

abundance of fish on neighboring coral reefs. For some species, such as the beautiful rainbow parrotfish (*Scarus guacamaia*) and the critically endangered Goliath grouper (*Epinephelus itajara*), mangrove nurseries are essential to their survival. The decline in adult populations of these species on coral reefs can be linked directly to the loss of adjacent mangrove habitats. Goliath groupers are especially vulnerable, as their young may remain in their mangrove nursery habitats for five to six years, only leaving once they reach a length of one meter (39 inches). Factors like these further illustrate the importance of protecting mangrove habitats and the seagrass beds that provide connection to adjacent coral reefs.

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Juvenile fish, shrimps and crabs are not the only creatures that thrive on the nutrients that a decomposing mangrove provides; it is a paradise for filter feeders as well. The presence of mussels, oysters, barnacles, and sponges will not go unnoticed as they thickly encrust the roots and submerged branches. Sponges add splashes of color and their constant filtering helps to maintain water quality and clarity. The diversity of species finding refuge among the roots is astounding, and sea anemones and echinoderms, such as sea stars and urchins, play their part in maintaining the ecological balance. Sun anemones (*Stichodactyla helianthus*) also seek shelter and light in the mangroves. I have been astounded by the sheer number of sun anemones that inhabit the seagrass beds and mangrove areas around the islands of Bocas del Toro.



Underwater scene giving a glimpse of the diversity of life among the roots

Not all species display themselves like the sun anemones. For those that rely on camouflage for their survival these tangled roots provide the perfect hiding spot. One such charismatic creature — and my nemesis as it keeps on eluding me — is the seahorse, a magical creature we all seek out to observe and delight in. The Caribbean is home to three species of seahorse, and they are truly masters of camouflage. If you do find yourself swimming among the roots, I hope you have better luck than me encountering these tiny gems. The dense root systems not only provide safety to the vulnerable but also provide a home for the more majestic creatures. So as you slowly skirt the mangroves don't be surprised if you encounter a juvenile nurse shark (*Ginglymostoma cirratum*) reclining on the sand, or if a sudden sand cloud erupts in front of you left behind by a southern stingray (*Hypanus americanus*) that went unnoticed because it was so well camouflaged, waiting to feast on the shrimps, crabs and worms that abound in the mangroves.



School of juvenile fish swimming past red mangrove roots

Mangroves are structurally diverse, so your snorkeling experience can also change as you leave the fringes and enter the more enclosed lagoons. Here, in the calmer, sheltered waters, you are likely to encounter a unique mangrove resident, the aptly named mangrove upside-down jellyfish (*Cassiopea xamachana*). Unlike their free floating cousins, these jellies spend most of their time with their bell nestled in the substrate and their frilly tentacles facing upwards. In this upside down state they can provide the symbiotic zooxanthellae they harbor in their tissues with maximum access to sunlight. This is important as these photosynthesizing symbionts are a source of free food for the jellyfish.

These tiny creatures are not upside-down jellyfish's only source of energy. Their tentacles, like all jellyfish, are armed with stinging cells or cnidocytes which they use to capture small prey. A fascinating aspect of their predation activity is their ability to sting and incapacitate their prey from a distance. This is something I experienced personally — the stinging part, not the incapacitated part. When disturbed or feeding they can secrete clouds of mucus into the surrounding water that are filled with tiny cell masses called cassiosomes, which are primarily composed of stinging cells. So if you find yourself innocently observing these critters from a distance and suddenly start feeling stinging sensations it means you have been bombarded by cassiosomes. Those of you who have experienced this will know that these stings are mild but still annoying enough to signal a retreat.

Mangroves not only provide these odd creatures with a habitat to thrive in but also play an interesting role in their life cycle. During their development the fertilized eggs hatch into planula larvae that attach to suitable substrates to continue the next stage in their metamorphosis. The interesting aspect is that planula larvae are enticed to settle by a substance given off by decomposing red mangroves. Here we have an example of yet another species whose survival is intimately linked with these unique habitats, and if we have to delve deeper we can probably cite many more.

So next time you are seeking an underwater experience, give mangroves a try. That might not be your first choice, but the hidden treasures of biodiversity within a healthy mangrove ecosystem might just surprise you. It might even motivate you to spread the word and further help raise awareness of the importance of these unique ecosystems for terrestrial and marine life alike.

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Island Spotlight: St. Lucia

Story and photos by Lexi Fisher & Chris Doyle



The Chateau Mygo, at Marigot Bay

St. Lucia's iconic twin Pitons dominate the landscape as you approach the southern coast, where a thriving tourism industry attracts visitors from around the globe to its outstanding natural beauty. St. Lucia, the largest of the English-speaking Windwards, is mountainous and lush, with many beautiful white sand beaches. Tropical rainforest covers the steep slopes of the center and gives way to cultivated agricultural land around the more moderately sloping coastal fringe, where bananas are still a major crop.

St. Lucia offers excellent sightseeing and hiking. You can see most of it by taxi, bus, or rental car. Adventurous travelers willing to combine driving with hiking will want to rent a four-wheel drive vehicle and explore some faraway corners such as Grand Anse or Anse Louvet on the windward shore. Any taxi driver will be delighted to take you on a tour. St. Lucia has several zip lines on which you can fly through the countryside. If that is too energetic, you can take an aerial rainforest canopy tram.



Marigot Bay is a completely sheltered, mangrove-lined bay, famous as a hurricane harbor.



No longer an island, Pigeon Island was connected to the north shore of St. Lucia by a causeway built in 1972.

Those interested in nature should contact the National Trust (saintlucianationaltrust.com), which runs tours to Frigate Island and the Maria Islands and sometimes offers turtle-watching tours. It is worth calling the forestry department (1-758-468-5634) about rainforest tours. They can supply knowledgeable guides.

There are many marked trails in St. Lucia that you can follow on your own, including rainforest hikes at the height of land as you drive across the island on the main road to the airport.

Cacoa Sainte Lucie is a small organic chocolate factory based in Canaries. They recently completed a new building to house both the factory and a restaurant. It is run by Maria Jackson, and her chocolate is excellent; her "spice" chocolate is special. You can take a tour of the factory or get more hands-on with a chocolate-making workshop. The restaurant has a cocoa-inspired menu and is open for breakfast, lunch, and afternoon tea (cacoasaintelucie.com). Otherwise, look for Cacoa Sainte Lucie chocolate in Massy Gourmet and Sea Island Cotton in Rodney Bay Village.

St. Lucia has an excellent, full-service marina with a haul-out in Rodney Bay, and a smaller marina in Marigot. Rodney Bay is over a mile long. On the northern shore a causeway built in 1972 connects Pigeon Island (was once but no more an island) to the mainland, providing the bay with protection. In the old days, when Europeans entertained themselves by sailing around in wooden boats taking potshots at each other, Pigeon Island was the main base for the British navy in this area. It was ideally situated, being in sight (on most days) of Martinique, the main French base. There used to be a fort, hospital buildings, barracks, and storerooms. Now the St. Lucia National Trust conserves it as a delightful park. There are shady gardens, and the fort has been partly restored. The climb to the top of both peaks is well rewarded by the views, and a new pathway allows you to climb up to the fort, continue to Signal Hill and make a steep descent to the main ruins below. The climb to Signal Hill is a scramble, so take care. Strategically placed signboards tell you about the history.



St. Lucia's twin Pitons dominate the landscape near Soufrière.

Marigot Bay is a completely sheltered, mangrove-lined bay, famous as a hurricane harbor. From inside, as you look across the beach spit with its lacy palms, it affords a perfect backdrop for a sunset photo and rum punch. Over the years it has grown from a sleepy backwater, where nothing happened, to being a pleasant place to eat out, take a stroll, or hike, and see what super-yachts are in.



St. Lucia has an excellent, full-service marina with a haul-out in Rodney Bay.



A visitor stops to take photo in Rodney Bay Village.

The choice of restaurants in St. Lucia is the best in the Windwards. Many are found in and around Soufrière and The Pitons. Soufrière is a small, picturesque town set amid a scenic wonderland dominated by the towering twin Pitons. Its exceptional beauty will enthrall hikers and photographers and the surrounding water is a magnificent marine park.

With no shortage of adventure tours, white sand beaches, and restaurants to choose from, St. Lucia's popularity, with sailors and beyond, is no surprise to those who spend time there.

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).*



Soufrière is a small, picturesque town set amidst a scenic wonderland.

St. Lucia Entry & Exit Procedures

Ports of Entry:
Rodney Bay, Marigot Bay, Soufriere, Vieux Fort.

Advance Paperwork:
SailClear, plus an online immigration form for all crew.

Entry Process:
Must obtain customs clearance within 24 hours of arrival. Visit Health, Customs and Immigration.

Exit Process:
If staying fewer than 3 days you can clear out on entry. Clear out with Customs and Immigration. Yachts must depart within 72 hours of exit clearance.

Rates:
Entry fees for a small cruising yacht in the region of XCD$30.

noonsite.com

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/st-lucia/view/clearance for details and updates.



MERIDIAN PASSAGE OF THE MOON JULY 2024 - AUGUST 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.

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

AUGUST 2024

DATE	TIME
1	0934
2	1030
3	1124
4	1213
5	1259
6	1341
7	1421
8	1500
9	1539
10	1619
11	1701
12	1746
13	1836
14	1930
15	2028
16	2128
17	2228
18	2326
19	0000 FULL MOON
20	0021
21	0113
22	0204
23	0254
24	0354
25	0438
26	0534
27	0631
28	0729
29	0825
30	0919
31	1010

CALENDAR

JULY 2024

1	Public holiday in BVI (Virgin Islands Day) and in Suriname (Emancipation Day)
1	CARICOM Day, public holiday in 20 countries
1	International Reggae Day
1-17	St. Lucia Carnival stlucia.org/en/experiences/festivals-events/
2	Public holiday in Curaçao (Flag Day)
3-9	Fiesta del Fuego (Fire Festival), Santiago de Cuba. cubagrouptour.com/us/information/events-in-cuba/fiesta-del-fuego
3-10	St. Vincent and Grenadines Carnival. socaislands.com/st-vincent-vincy-mas-2024/
4	Public holiday in and Puerto Rico and USVI (Independence Day), and in Cayman Islands (Constitution Day)
8-15	Mi Habana Baila Festival, Havana. mihabanabaila.com/en
7	Mango Melee and Tropical Fruit Festival, St. Croix. visitusvi.com/mango-melee-and-tropical-fruit-festival
10	Piña Colada Day, Puerto Rico
14	Public holiday in French islands (Bastille Day)
14-20	Reggae Sumfest, Jamaica. reggaesumfest.com
14-21	Tour de Martinique des Yoles Rondes. tourdesyoles.com
21	FULL MOON (Full Buck Moon)
25	Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
25	Public holiday in Cuba (National Revolutionary Festival)
25-6 Aug	Antigua and Barbuda Carnival.
26	International Mangrove Conservation Day
26	Carnival of Santiago de Cuba
27-28	AnimeCom Fest 2024, Kingston, Jamaica. animecomfest.com
29	Bonaire Eustatius and Saba Festival 2024
30-6 Aug	Anguilla Summer Festival
31-6 Aug	Barbados Crop Over Festival. socaislands.com/barbados-cropover-2024/ (culmination of a three-month festival)
All month	Fort de France Cultural Festival, Martinique. azmartinique.com/en/ events/mai-de-saint-pierre

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



International Mangrove Conservation Day, July 26

Azores

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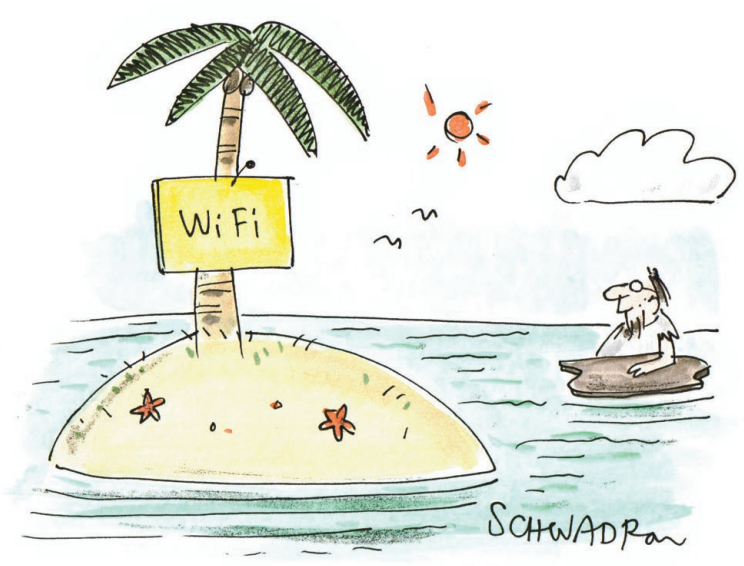
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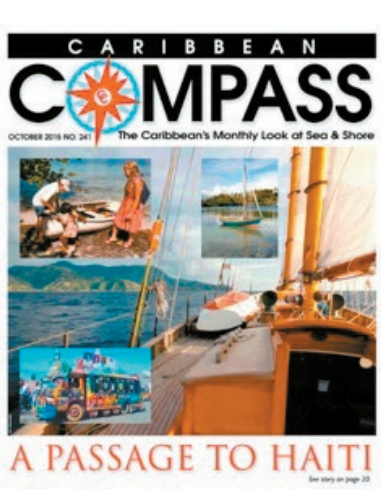


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