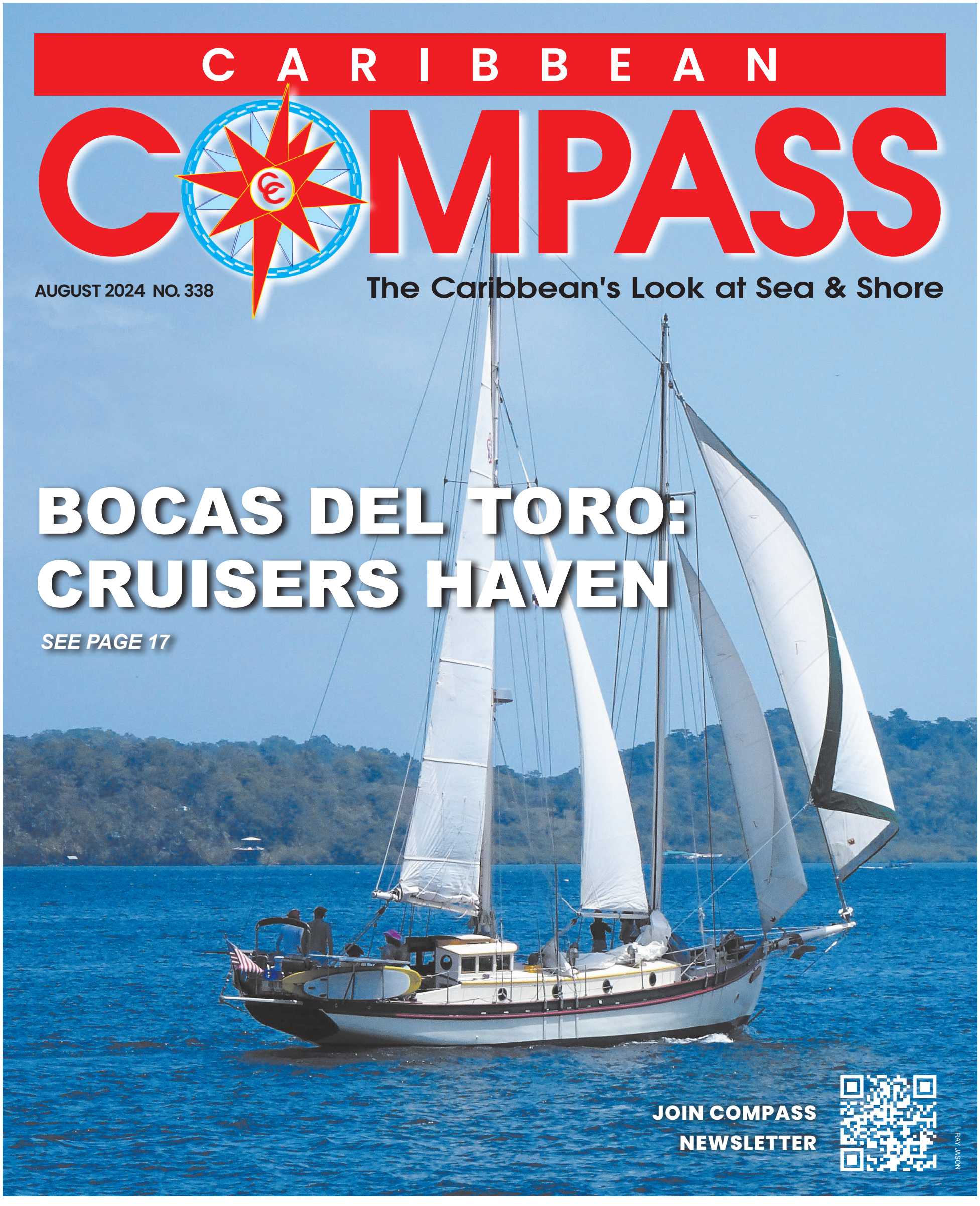
CARIBBEAN
COMPASS
AUGUST 2024 NO. 338
The Caribbean's Look at Sea & Shore

BOCAS DEL TORO: CRUISERS HAVEN

SEE PAGE 17



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RAY JASON

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ELAINE LEMBO

Sailboats lie at anchor off the low-lying mangrove islas of Bocas del Toro, Panama. For more about where cruisers head to hang out, turn to page 17.

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On the Cover The schooner *Sassafras* glides along during a regatta in Bocas del Toro, Panama, framed by the archipelago's Islas Bastimientos and Solarte. Photo by Ray Jason.

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

Publisher | Dan Merton
dan@caribbeancompass.com

Advertising & Administration
Shellese Craigg
shellese@caribbeancompass.com

Publisher Emeritus | Tom Hopman

Editor Emeritus | Sally Erdle

Editor | Elaine Lembo
elaine@caribbeancompass.com

Executive Editor | Tad Richards
tad@caribbeancompass.com

Art, Design & Production
Berry Creative
abby@berrycreativellc.com

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ISSN 1605 - 1998



COURTESY THOMAS WARNER

Sport Fishing Decried

Dear *Compass*,

I am enjoying the June issue, and especially the cover and tributes to the "Don" of Caribbean cruising, Don Street. Thanks for more great reading.

One nit-pick. On page six there's a notice of a blue marlin tournament in the BVI. My issue is not with that particular event, but rather with the concept of sportfishing overall.

To me, catching any wild animal on a baited hook and then watching it frantically struggle for its life in fear, panic and pain for a protracted amount of time, only letting it go when it manages to break free or becomes exhausted, is simply animal abuse. (According to articles in sportfishing magazines including the January 2023 issue of *Marlin* magazine, the average marlin "fight" lasts about 45 minutes, and it takes the animal about nine hours to recover. About 14 percent do not recover.) Try to picture any other wild creature — a hawk, a fox, a puma — being subjected to the same torture just for fun. I've felt for a long while that it's high time sportfishing goes the way of bullfighting.

Many Caribbean cruisers and I enjoy fishing for food — catching, reeling in, and dispatching the fish as efficiently as possible. But to many of us sportfishing is anathema, and on my watch, *Compass* decades ago ceased coverage of those events. I'm not aware that anyone missed it. But I'm off watch and I realize times and attitudes change regarding various activities. I'd be interested to hear what other *Compass* readers think on this subject now.

Thanks for listening,

Sally Erdle

Editor Emeritus, Caribbean *Compass*

Bequia

Sport Fishing Defended

Dear *Compass*,

As an avid sport fisherman, I can certainly understand that not everyone supports the sport. Catch-and-release fishing, as in tournaments or in fisheries that are working to preserve the resource, can be especially confusing. For many of us it would make more sense to catch and kill for food, as there is a direct short-term benefit to humanity in that.

The fact is that catch-and-release sportfishing provides an immense long-term benefit to the fish. For most fish populations, there is no way to collect meaningful data other than catching a sample of the fish population. How would we know if the commercial fishery for blue marlin, for instance, is catching too many thousands of blue marlin per year? How would we be able to manage the fishery without understanding how many there are in the sea, and how healthy they are? Like any science, fisheries management relies on data to guide its decision making.

For the persons involved in sportfishing, it is clear to them that their income and lifestyle are intertwined with the effective management of fish populations. It is confusing to us that other persons in the community don't fully appreciate this. Billions of dollars are spent in the pursuit of blue marlin alone ... this money supports boat builders, businesses, families and individuals around the world.

Toward the goal of supporting the accurate collection of data on pelagic billfish, the sport fishing industry created and supports an organization called the BillFish Foundation, which actively collects data on blue marlin and other billfish. The most reliable source of the data acquired are the sport fishers themselves ... commercial fishers, who kill several hundred tons of billfish per year, don't report their catch accurately. If sportfishing were discontinued, fisheries management organizations would have to hire persons to go out and catch fish to sample the population and collect the data needed.

Even if a sport fisher brings a marlin to the dock to eat, the scope of this one catch pales when compared to the impact of the commercial fishery on billfish populations. In the sportfishing industry, we understand that the visual of a blue marlin hanging from a scale in the marina is powerful, but it helps drive more interest toward the idea of conservation through participation in the BillFish Foundation and the scientific management of the resource. More importantly, if the fish is a large one, it is a clear indication that the population of blue marlin in that area of the sea is healthy and that the resource is not being over-fished. It is a celebration of effective fisheries management.

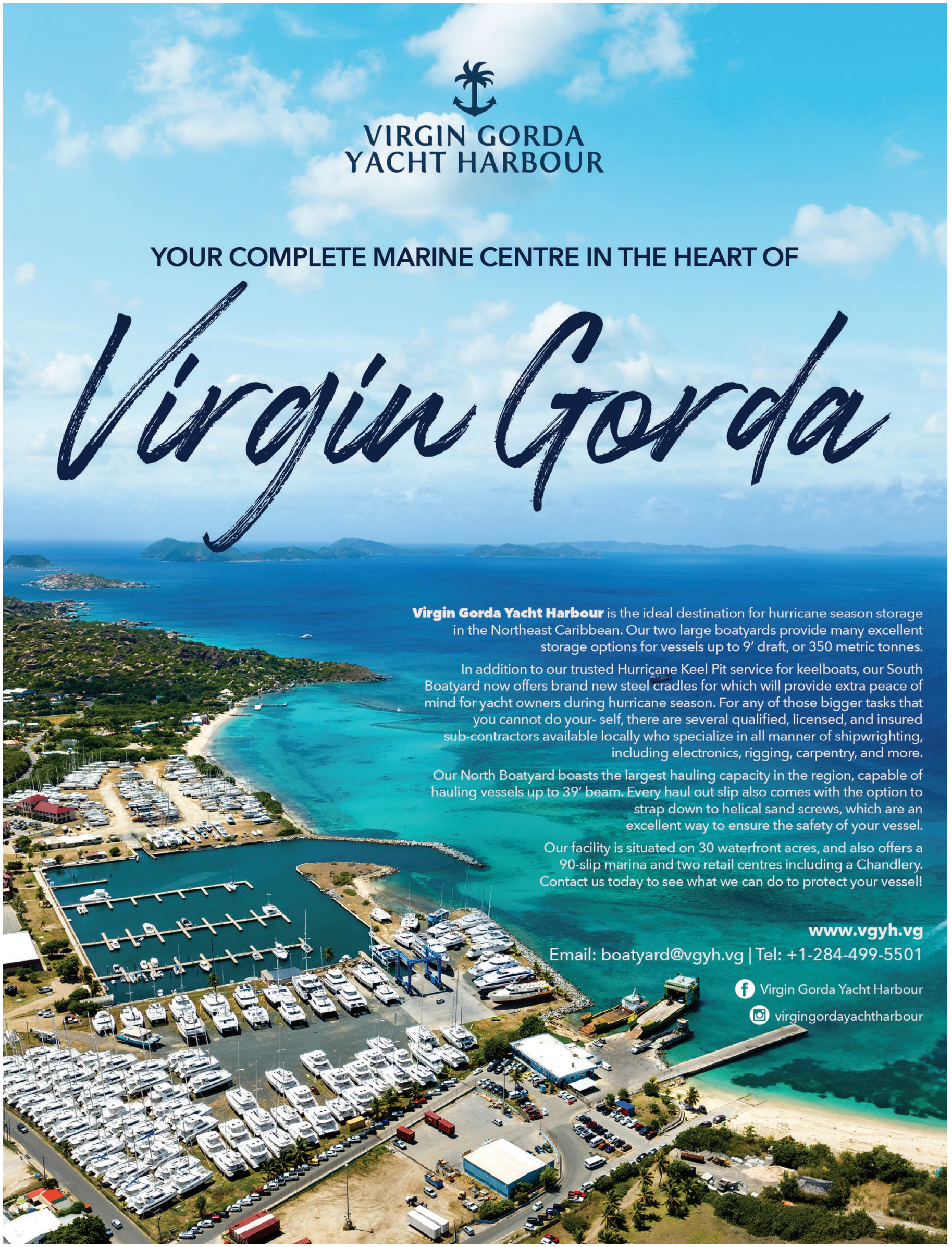
Last but not least, sportfishing is an activity that drives persons to having a closer connection with the environment, nature and God. The environment around us is a delicate balancing with Nature that is our collective responsibility. While it seems like hubris to say that we can manage nature, it is realistic to say that we can manage our relationship with nature. For this to be sustainable and truly effective, we need three things —

- An economic benefit
- Responsible and sustainable collection of data
- Stakeholders that will respond to the guidance of fisheries management

There is no question that sport fishers who participate in blue marlin tournaments here in the Caribbean, and around the world, have a deep appreciation of these principles, live by them, and are dedicated to the responsible management of a resource that helps inspire them toward a better relationship with the environment around them.

Thomas Warner, North Drop Open 2024

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Channel 16

Editor's note: *For the latest updates on Beryl relief efforts, log on to https://caribbeancompass.com/hurricane-beryl*

Canada Charity Collaborates with Island Rebuild Efforts

The Grenadines Initiative, a charity registered in Canada to provide social support to the Windward Islands, is participating in Beryl disaster relief throughout the Grenadines.

In a letter to members, executive director Glen Herbert notes that the immediate needs continue to be food, water, shelter, and building materials.

He adds that the Grenadines Initiative is accepting donations to help with relief efforts, particularly on Carriacou, Union Island and Mayreau, and working with local organizations and volunteers to deliver supplies and support. They include Rise Up Bequia, Action Bequia, the Community Foundation for SVG, and others. "We will pool our efforts and resources," he says, to ensure that the response is efficient and helps as many families as possible.

The Grenadines Initiative is accepting donations to support the relief effort. Those giving in Canada can donate online through Canada Helps (https://www.canadahelps.org/en/charities/the-bequia-mission/).

In the US, donations can be sent by Zelle to the Friends of the Grenadines Initiative at lsaganharrier@gmail.com, or by PayPal to the Friends of the Grenadines Initiative at stardustbequia@gmail.com.

While the situation remains serious, and will for some time, Herbert notes that "we are moved by the response. The spirit of the island remains undimmed." Volunteers mobilized immediately to remove debris, cut trees, and clear brush to make the roads and paths viable. Others have offered their generators and solar panels to charge phones, knowing that communication and connection are so important. As services have stabilised, that effort has moved into shoring up infrastructure, repairing homes, and in some cases, building new homes.

For more on the work of the Grenadines Initiative see grenadinesinitiative.ca/. You can reach Glen Herbert at glen.herbert@grenadinesinitiative.org.

Incentives for USVI Charter Yacht Show

IGY Yacht Haven Grande St. Thomas offers a discounted berthing rate for those that register and pay in full by August 31 for the USVI annual charter yacht show November 8-11, 2024.

VIPCA, the Virgin Islands Professional Charter Association, reminds members that medical and dental insurance (a new offering), underwritten by CIGNA, is available for sea- and land-based VIPCA members.

VIPCA also announced that Staci Smith assumed the post of executive director in June 2024, replacing Oriel Blake, who held the position for seven years. Blake considers her three most significant accomplishments to be providing access to health insurance to professional yacht crew and land-based professionals supporting the marine industry; hosting two annual regional events (the USVI Charter Yacht Show and the Virgin Islands Boating Expo); and establishment of marine training programs offering monthlong practical seafaring courses for ages 13-29.



COURTESY VIPCA

New CEO Staci Smith

St. Martin Book Program Reaches Milestone

The Les Fruits de Mer association reached a key milestone when, in 2023, the were able to distribute at least one book to every student and teacher in all the public schools on the French side of St. Martin/St. Maarten, from preschool through high school.

To date, the all-volunteer association has published over 40 books about St. Martin nature, heritage, and culture. Books have been developed for every age group, allowing children to receive a different book every year they are in school from age 3-18.

"If you want to give kids a book every school year, then you need a different book for each year," said Mark Yokoyama, association co-founder. "Developing quality books for every age group has been a huge task for the association. But we now have at least one book available for every grade, so that's a major milestone for us!" Some of the new books developed for the program came from ideas suggested by teachers and students.

Read about The Old House*, one of Les Fruits de Mer's publishing projects, on page 8.*

New books are always in development to cover more aspects of St. Martin's culture and heritage and target new areas of learning. The association plans to build toward covering all students and teachers on both sides of the island. Businesses or individuals interested in supporting the program can contact the association at info@lesfruitsdemer.com. For more information about the program, and free downloads of the books, visit lesfruitsdemer.com.



ELAINE LEMBO

Mark and Jenn of Les Fruits de Mer





COURTESY AKZO NOBEL

EPA Green Power partnership at work

AkzoNobel Joins EPA Green Power Partnership

Paint and coating company AkzoNobel has joined the U.S. Environmental Protection Agency's (EPA) Green Power Partnership, (GPP), for using 69 million kilowatt-hours (kWh) of green power annually at its manufacturing sites in the U.S., achieved through the purchase of renewable electricity with certificates of origin.

AkzoNobel's participation in EPA's GPP is part of its broader sustainability strategy, the goal of which is 100 percent renewable electricity.

AkzoNobel's paints and coating products include Dulux, International, Sikkens and Interpon.

FKG Rigging to Sponsor the Caribbean Multihull Challenge Trifecta

FKG Rigging will sponsor the CMC Trifecta at the 2025 Caribbean Multihull Challenge, a series of three longer-distance races held on three separate days of the four-day CMC: the 60-mile sprint around St Barts, the 52-mile dash south to Saba and back, and the 27-mile Circle Race around St Maarten/St Martin, to be held on January 30-31 and February 1-2, 2025.



COURTESY FKG

Greg Slyngstad and crew of the Bieker 53 Fujin, winners of 2023 CMC Sprint

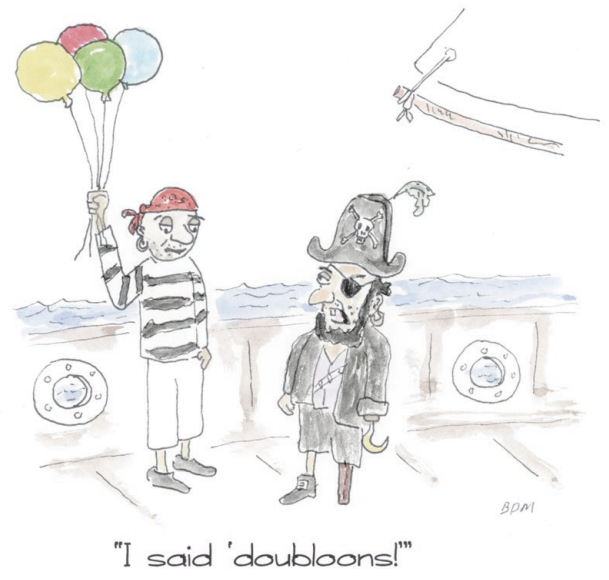
Each race has an individual sponsor, and FKG has traditionally sponsored the Sprint. This year, the overall sponsorship means that FKG will be awarding two trophies, the Sprint trophy and another for the overall winner. The trophies are machined in FKG's shop in Cole Bay.

Caribbean Airlines Sponsors Cricket, Wins Award

Caribbean Airlines Limited continues as the official airline for Cricket Carnival Guyana 2024, scheduled from 19 September to October 6. Caribbean Airlines will host an airport activation event to welcome attendees to the Cricket Carnival.

Caribbean Airlines also announces its award as the Best Airline Staff Service in Central America and the Caribbean at the 2024 World Airline Awards.

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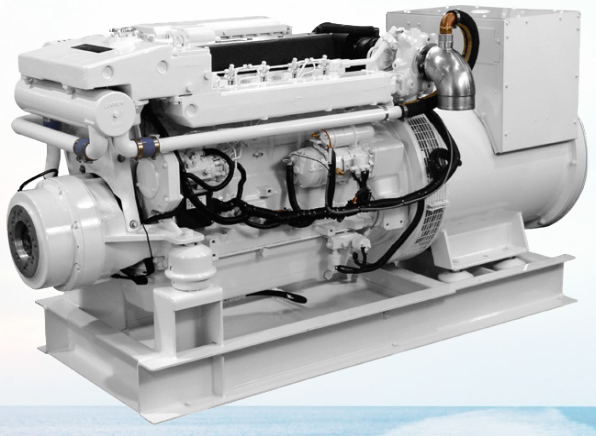
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The Old House — St. Martin History

Editor's note: *Photos, captions and introduction are from* The Old House*, a book edited by Jenn Yerkes and Mark Yokohama, and published in a bilingual (English and French) edition by Les Fruits de Mer, a non-profit French association based in Grand Case, Saint Martin. The mission is "to promote awareness of ecology, culture and sport through discovery, inspiration, and education." The book can be downloaded from the website as a pdf (www.lesfruitsdemer.com/wp-content/uploads/2023/03/The-Old-House.pdf), or purchased in book form as a beautiful addition to your Caribbean history library.*

Introduction

The Old House is an important piece of the heritage of the island of St. Martin. The history of the site goes back over 250 years. The story of The Old House follows the story of St. Martin in many ways. It is a place where tobacco was grown, then sugarcane, and then salt was harvested from the pond behind it.

The Old House has been home to many people with names that are familiar on St. Martin: Hodge, Doncker, Fleming, Richardson, Romney and Beauperthuy. The property was built, maintained, and farmed by many dozens of enslaved persons during its first 100 years. We don't know their names, but descendants of these ancestors live here on the island today.

Today, The Old House is not only a place of history, but also a place where all can go to learn about St. Martin.

Here are a few of the images from this fascinating glimpse of Caribbean history.



The Old House has been part of the St. Martin landscape for hundreds of years. The first known record of it is from 1766. The foundations of the house are from this era. In the census of 1772, it was the most valuable estate on the French side. Crops included 2,000 coffee plants, 1,000 banana trees and acres of cotton, potatoes, and cassava. The names of the 49 enslaved people who lived there at the time are unknown, but traces of their lives can still be seen on the site today. They cleared and farmed the land, tended the livestock, constructed stone walls, and built the foundations of the house.



By the late 1830s, the property was in decline ... In 1843, it was acquired by Daniel Beauperthuy (above, right). By 1931, the wooden upper part of the house was again in disrepair. Unable to tear down the strong posts, "Lil Dan" Beauperthuy set the house on fire. He said it burned for about two weeks. The concrete house you see today was built in 1935 by Adolph Artsen on the original foundation. It remained the residence of the Beauperthuy family for many years. Pierre Beauperthuy transformed the property into a museum of history and culture in the year 2000. His charisma and gift for storytelling were key parts of the museum he created there. It was a monument to his love of the island of St. Martin and its history.

—Continued on next page

—Continued from previous page



The Old House was built with a massive stone foundation. This keeps the floor dry and protected in storms or floods. It also keeps the house cool. The foundation acts as a thermal mass, absorbing the heat from the house



The Old House is designed with windows and doors across from each other, so wind can blow through the house. This design can have ten times the air flow compared to a window on only one side. The windows are at human height so people can enjoy the cooling breeze.



Windows were made with louvers, slats of wood that can be tilted. These allowed air to pass, while still providing shade. People in the house could change the angle of the louvers to direct the incoming breeze where they wanted it.



By 1793, much of the land was used to grow sugar cane. A mill had been built in the valley across the street from The Old House. Facilities were made to refine sugar and produce vinegar and rum. By 1816, there were 77 enslaved people on the estate, producing sugar while also raising their own food. Rollers were used to crush cane, and the juice was reduced in giant boiling coppers. The remains of the sugar mill are in the valley across the street from The Old House.

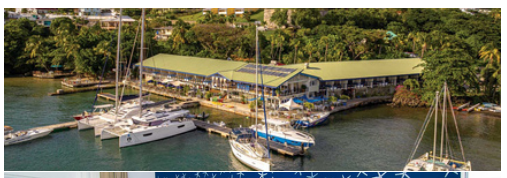


As volunteers cleared the back yard at The Old House, they discovered this mystery machine. Over the years, a tree had grown up through it. Until very recently, people on St. Martin had to make many of the things they used in their daily life, from nails to clothing. Skilled craftspersons operated machines like this every day.

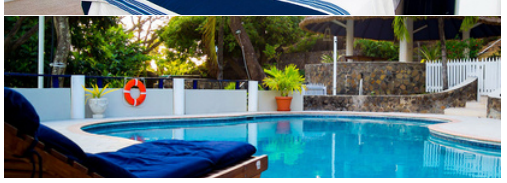
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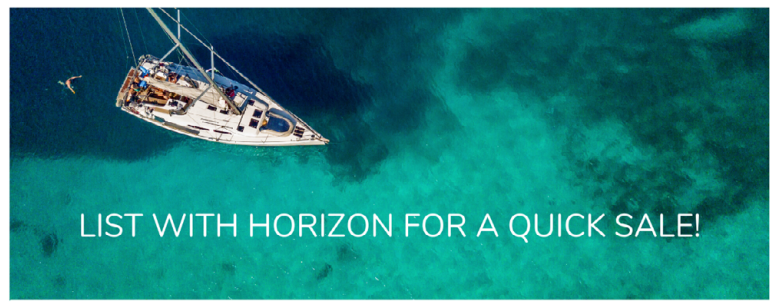






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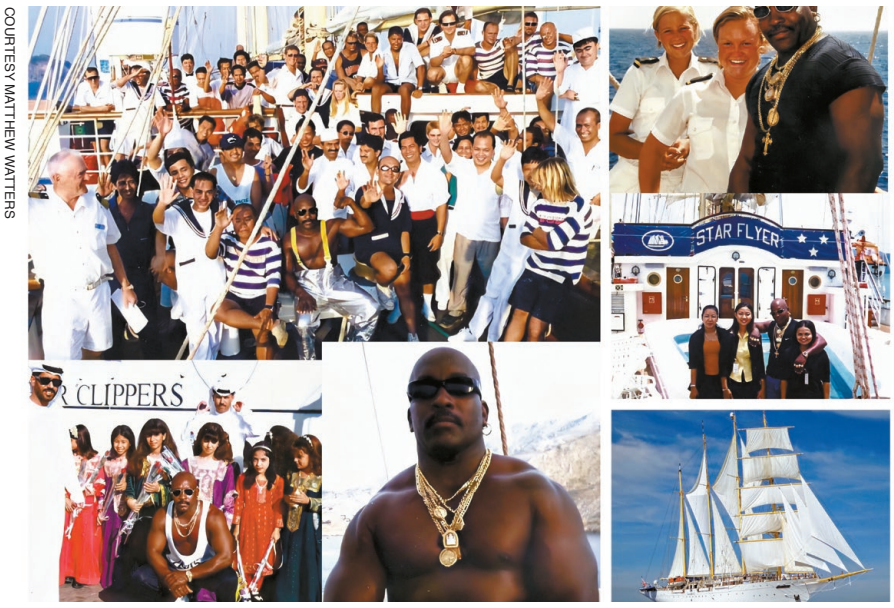
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PROFILE

A Pirate's Story

by Matthew Watters

COURTESY MATTHEW WATTERS



A pirate's scrapbook

If you've ever had the pleasure of hauling out in Rodney Bay, St. Lucia, you might have come across a hard-working individual in the boatyard who goes by the name of "Pirate." His specialty is prepping hulls and applying anti-fouling paint. He is known for his work ethic and ability to get the job done on time more than for a lot of talking. But he does have a story.

In fact, this "Pirate" is an ex-mariner, with thousands of sea miles under his belt. Elias Justin has circumnavigated the globe, transited the Panama and Suez canals many times, and sailed the proverbial Seven Seas.

If you manage to distract him from his work long enough to have a chat (or better yet, invite him for a Guinness after work in the boatyard pub), you may hear his tales of maritime adventures – storms at sea, fires onboard ship, collisions with the dock.

Elias first went to sea with *Bermuda Star* in 1984. Then for many years he was plumber/engineer/chief fireman on *Star Flyer*, of the Star Clipper fleet, until 2015. He travelled with the ship wherever it was based, spending time in the Caribbean, Southeast Asia (Singapore, Thailand, Malaysia), the Eastern Mediterranean (Turkey & the Greek Islands), Central America (Panama, Nicaragua, Costa Rica), French Polynesia, the Baltic Sea (Germany, Estonia, Latvia, Lithuania, Norway, Denmark, Sweden, Poland, Russia, Finland), and the Iberian Peninsula.

Ask Pirate what his favorite country is, and his face lights up: "Thailand!"

COURTESY MIKAEL KRAFFT



Elias and Roger Moore share a story. Perhaps of Thailand?

His colorful personality, augmented by his extensive wardrobe of gold jewelry, made him something of a celebrity on board ship, to the extent that the captain sometimes invited him to mingle with the guests during social functions. One such was English actor Roger Moore, famously known as the fictional James Bond, who had been invited by Star Clipper owner Mikael Krafft to join the ship for a two-week cruise in Southeast Asia. That Moore enjoyed some of the Elias's seafaring tales is evident in this photo taken by Krafft.

Onboard, he was known as "The Beast," or sometimes "B. A." for his resemblance to the character played by Mr. T on the old TV series, *The A Team*. He only became "Pirate" when he returned to St. Lucia and started a new career in the boatyard, where people took notice of his big gold earring and nautical swagger. And good nicknames stick.

Pirate's advice for young Caribbean sailors wishing to see the world: Get your STCW (Standards of Training, Certification and Watchkeeping for Seafarers) qualification, and remember you're an ambassador for your country wherever you go.

Who Will Save Puerto Rico's Beaches? The People.

Story and photos by Pearl Marvell



Beaches are always in flux, but in some areas of the island, sand is eroding faster than it is being deposited.

Early one morning in Rincón, Puerto Rico, a bulldozer equipped with a jackhammer rumbled across Los Almendros beach toward a half-built cement wall sticking out of the sand in front of a condominium complex called Sol y Playa. The words "*propiedad del pueblo*," or "property of the people," had been spray-painted on the wall, as was a turtle, a symbol of a growing movement in Puerto Rico.

A crowd gathered around the bulldozer, cheering and chanting as the machine ripped away sections of the wall: "*Ese muro es ilegal y lo vamos a tumbar*." "This wall is illegal, and we are going to tear it down."

The protesters were right. The wall was in *la zona marítimo-terrestre*, the maritime-terrestrial zone: an area where waves are known to reach, particularly during hurricanes and seasonal storms.

In Puerto Rico, all beaches are by law public property. The condo association of Sol y Playa was given a deadline of March 1, 2023, to pull the wall down. When they didn't, residents, environmentalists, and activists decided to take matters into their own hands.

The bulldozer didn't make too much progress. The police seized it and arrested three people on charges of trespassing. But this crowd wasn't going to give up.

They had brought sledgehammers.

A fight exacerbated by climate change

Coastal communities in Puerto Rico and elsewhere have seen an uptick in conflicts over access and beach protections as residents debate what to do about erosion from rising seas and stronger storms, both problems fueled by the changing climate. In Puerto Rico, the problem is worsened by lax oversight of new construction, and a real estate boom propelled by a law that allows new residents to avoid paying income tax so long as they live on the island for a minimum of six months.

Along the coastline in Dorado, waterfront property owners have hired private security to close public points of access — a violation of Puerto Rican law. At a protest at Las Golondrinas caves in Aguadilla, a security guard shot a protester in the leg.

Zair Dalí Torres Medina, one of the protesters at the caves, was moved to tears when she saw the environmental impact of the construction, and knew that she needed to be part of the fight against it. "If I don't do anything about it, what's going to be left?" she said. "This is all we've got."

Torres Medina left the island after Hurricane Maria, along with over 130,000 others — four percent of Puerto Rico's population. She returned in 2022 and made a promise that she wouldn't leave again no matter how many hurricanes come. She said that the sentiment on the island is "*el pueblo salva el pueblo*," "The community saves itself."

"It has been a long time since we have trusted the government," she said.

Sometimes, all it takes is a turtle

The Sol y Playa conflict began after Hurricane Maria in 2017, when the pool in front of the complex was destroyed, as was much of the beach.

In January 2021, the condo association received the necessary permits and began construction later that year — right on the public beach, near where turtles nest. And when a hawksbill turtle clambered up the beach to nest and got stuck on the construction site for four hours, the conflict came to a head.

A group of concerned residents set up an encampment with tents, flags, and signs in the public parking lot next to the condos and along the beachfront in front of the construction. They named the encampment *Campamento Carey* after the trapped hawksbill turtle.

Within three weeks, Puerto Rico's department of natural resources produced a cease-and-desist order to stop construction, but hours later, the order was amended to allow construction to continue so long as workers blocked nesting turtles from accessing the site. Protests ensued.

Campamento Carey has become a community-supported and funded movement with the goal of ensuring beaches remain public and easily accessible across the island. "*Yo soy Carey*" has become a widespread motto. Thousands of people have bought merchandise, provided food and water to protesters, and attended protests. Social media has carried their messages across the island and abroad.

"This is not unique to Rincón. It's just here there has been so much scrutiny in it," said Steve Tamar, a Rincón resident who has been involved in the fight against the Sol y Playa construction since the beginning. Tamar said that he and other volunteers have been monitoring water quality at Los Almendros beach for years, and they noticed a huge difference in the beachfront in 2017. "All of a sudden, 50 percent of the beach is gone after Hurricane Maria," he said. "This is not a place where you want to authorize construction."

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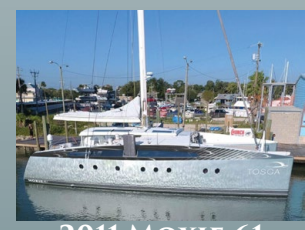
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Maria changed everything

Maritza Barreto Orta is the director of Puerto Rico's Institute of Coastal Investigation and Planning. Barreto Orta has studied the island's coastline for decades and released a study in 2021 looking at how it has changed since the passing of Maria.

What she found is that though beaches are in a constant state of flux, Maria significantly impacted the coastline and stripped a large number of natural barriers like reefs and mangroves that once protected the beaches from erosion and storms.

"The shoreline is moving inwards in many municipalities in Puerto Rico," Barreto Orta says. This change has caused a "cascade effect," meaning that even weaker storms like the ones that occur regularly during the winter months can dramatically reshape the coastline. And climate change is increasing the risk of another superstorm like Maria. Puerto Rico's changing coastline can be seen with the naked eye. A railroad built around the coastline of the island back in the late 1800s to transport sugar cane is falling into the ocean in certain areas, with much of the damage occurring in the past five years.



Residents say that before Hurricane Maria, they could walk from Los Almendros all the way to the town of Rincón, located past the white buildings in this picture.



Homes like this one have been abandoned after hurricanes and winter storms have damaged the coastline and accelerated erosion.

Surfrider, a local nonprofit, and CARICOOS, a climate and weather agency, proposed that the Army Corps build a submerged sea wall or artificial reef off the coast of Playa Los Almendros to break the force of incoming waves, but in 2022, the Army Corps announced that Puerto Rico would have to wait until at least 2029 for a fix, potentially too late to help with another storm like Maria.

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Lighthouse built in 2009 and 2019, showing deterioration of area

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Changing neighborhoods

Abigail Pastor Cotler lives not far from Los Almendros beach. She was evacuated during Hurricane Maria, and when she returned home, she was horrified to discover the beach had vanished. Since then, sand has naturally accumulated again, but the beach hasn't been fully restored to its pre-Maria state.

Not only did the coastline change after Maria, so did the neighborhood. Many of Pastor Cotler's neighbors sold their waterfront properties after the hurricane because they were no longer able to insure them or have a mortgage.

"The people that are buying them now are not worried about that," she says, alluding to new laws that have created a huge spike in real estate prices,



Historically, Puerto Rico's Black and Brown communities lived along the coast and whiter, more affluent Puerto Ricans lived inland. That has reversed in recent decades, displacing families that cannot afford to live by the ocean or prepare their homes for the effects of climate change.

properties being bought up and turned into AirBnBs, making affordable, long-term housing in coastal communities more difficult to find, and often new



Coastal residents live with the threat of wave damage to their properties from hurricanes and seasonal storms.

restrictions on access to the coast.

Recently, a draft for a climate change resiliency law was submitted to Puerto Rico's government. It specifically highlights coastal erosion and how to mitigate the effects of flooding, heavy seas, and sea level rise, but it will take until next year for the law to be sent to the floor. In the meantime, much of the island's coastline construction goes unchecked.

But residents and nongovernmental organizations have banded together to preserve access to beaches. Pedro Roig is an urban planner and architect, as well as the former vice president of the Junta de Planificación, Puerto Rico's planning board. He said that in the past couple of years, there has been a big shift in the way that Puerto Ricans see their coastline. They have realized that it is something that needs to be protected. "We all own it," he said.

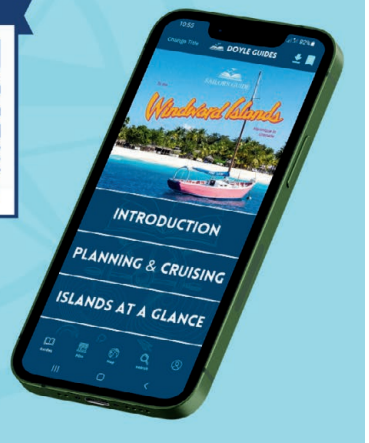
Roig has been prominent in nearly all the recent fights (he even made an appearance in Bad Bunny's "El Apagón" music video, which is essentially a mini-doc about the community's fight for access to its beaches). His scientific expertise is difficult for governmental agencies to ignore.

—Continued on next page

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"There are now many citizens who feel comfortable talking about public property and what is the 'high water mark,' " he said. "These were terms that only surveyors and other individuals with technical expertise talked about."

Potential solutions

Roig said that taking into consideration climate change and erosion, the shoreline's location should only be valid for development planning for a period of five years. "The position of this line made in 2017 needs to be revised because in 2023, it was different," he said.

Definition of low- and high-water marks is based on Spanish law from the 1800s. Besides being antiquated, it is based on an entirely different region of the world. "The problem has been the interpretation of this law which has allowed for developers to use it to their favor," says Hector Varela Vélez, community organizer for Surfrider Foundation. Varela Vélez said potential developers claim the high-water mark is a lot lower than it actually is, allowing them to citrcumvent the law. Concerned citizens and environmental nonprofits have successfully challenged some of the permits in court, where photos and video footage make it feasible for community members to prove where the actual high-water mark is, especially during storms.

"The government and the private sectors have a responsibility to know the projections and threats that are present on the coast and to avoid construction there," said Barreto Orta. She said weather models show that a heavy swell brought about by a category three, four, or five hurricane would put many current coastal zones underwater. She recommends that Puerto Rico create a no-go zone for construction near the high-water line, much like what the mainland U.S. has done.

The Junta de Planificación (planning board) and the Department of Natural & Environmental Resources (DRNA) did not respond to interview requests.

Barreto Orta added that a concerted effort is needed to ensure that all government departments that should be involved in the planning and permitting process are sharing data and communicating clearly with each other. "At times, one agency doesn't know what the other agency is doing," she said.

Though Barreto Orta says that she is optimistic that agencies will work together to address coastal risks, many environmental activists and concerned citizens have more faith in the communities of Puerto Rico. Residents interviewed for this story often mentioned two words: "*autogestión comunitaria*," or "community self-management."

"When Hurricane Maria passed, we were incalculably affected," said Varela Vélez. "We've seen how the communities have understood what community self-management is and how they have created something similar to what they did after the hurricane in order to take back their island."

The future

In the spring of 2023, the wall at Sol y Playa was still standing, although it was smaller than it was before the bulldozer got to it.

Campamento Carey held a competition to see who could knock down parts of the wall using a sledgehammer. Now, there is no wall. Campamento Carey is a success story that has been told and retold at other protests held around the island, because the fight has not stopped as coastline access becomes more precarious. Campamento Carey has become a symbol of what communities can do when they come together to fight for what is theirs.

This story originally appeared on the Yale Climate Connections *digital platform (yaleclimateconnections.org) and is reprinted here by permission of the publisher.*



Where the maritime-terrestrial zone begins and ends along the coast has been a topic of much debate.



Aerial photo of Sol y Playa condominiums.

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One of the Last Great Cruisers Havens

By Ray Jason

One of the things that I miss the most from my earliest sea gypsy days are cruiser's havens. These were basically "the spot" to go wherever there was a sizable cruising fleet. They were usually a bar/restaurant or a marina or sometimes a combo platter of both.



Besides food and drink, they would offer other services like laundry and propane refills and swap meets and potlucks. Plus, they were "the hang" where sailors could share tales of their misadventures and provide advice on spots along the way not to miss. A welcoming hub in a subculture of wanderers who were truly ships passing in the night provided some precious continuity and community.

One of my favorites was Marina La Paz in Baja, Mexico. The guy who ran the bar there had been the sound man on the Beatles' very last concert. He first acquainted me with the phrase, "Never let the truth get in the way of a good story," but he did slip some true ones in amid his yarns.

Then there was Los Pelicanos in Melaque, also in Mexico. There, the vivacious ex-pat sailorette, Philomena, hosted a St. Patrick's Day Party every year that would attract sailors from a thousand miles away. Her interior walls were decorated with artistic renderings of boat names and vital info of the sea vagabonds who stopped there.

When a southerly swell was running, landing a dinghy on the beach there was practically a circus act. To make sure that nobody in the anchorage would miss witnessing a potential somersault, she would bang on a large skillet with diabolical glee.

Tucked into a sweet, sheltered cove in the Gulf of Nicoya, Costa Rica, was Isla Gitana. The bar/restaurant seemed to be staffed exclusively with folks on the witness relocation program from several countries. Awakening in that anchorage, nobody ever knew what might await them that day or night. They even had a capuchin monkey at the bar who was an ace pickpocket.

Isla Parida, in the Las Secas Islands on the Pacific side of Panama, was also a real gem. A couple of cruisers had fallen in love with the spot and thrown out the hook specifically to build a little cruiser's haven. It featured a bar/restaurant with all the vital services and even a few nice bungalows for those seeking a bed that did not roll – except during the occasional earthquakes.

One recent evening, when I was reminiscing about these cruiser's havens, I decided to hoist my Google mainsail and see how they are faring these days. Sadly, they are not just distant memories, they are defunct memories. Only Marina La Paz is still operating.

So it is no wonder that Bocas Marina casts such a spell on me. Located on the Caribbean coast of Panama, the Bocas del Toro archipelago is composed of nine large islands and hundreds of small, mangrove islas.

Unlike most of the modern cruising world, the anchorages adjoining these gems are completely empty. Even the three main anchorages are never so full that finding a spot is difficult.

The outer islands are configured so that they create an inland sea. On a normal day the waves are knee high and on a boisterous day they might get all the way up to waist high. The flora and fauna are sensational with great beaches, rainforests and surf breaks. The critters range from a year-round resident pod of dolphins to bright toucans and even brighter tiny frogs.

As for human delights, if your tastes tend towards the wild rather than toward theme parks, this is your spot. On the gentrification scale of 1 to 10, it is a 3 with no apparent desire to upgrade.

It has all the vitals such as great restaurants, bars, dive shops, gyms, yoga studios, grocery and hardware stores, etc. However, if you are yearning for franchise restaurants or cineplexes, this is not your spot.

In my humble opinion, IMHO for my younger readers, the Bocas Marina is the jewel of this sensational cruising scene. It truly is one of the last great cruiser's havens. There are plenty of long-term liveaboards who recognize what a special place this is, yet they welcome newbies without any "we got here first" attitude.

The bar and restaurant are now managed by a couple who are almost emblematic of what an intriguing place Bocas is. Andy is an ex-commercial airline pilot from Boston and his wife, Paris, is from mainland China. Their gorgeous young daughter, Juliet, speaks English, Spanish and Mandarin. Their cuisine ranges from brick-oven, wood-fired pizzas to filet mignon. The Chinese food Wednesdays are a particular hit.

The same friendly and mostly bilingual marina staff have been here for years. Low staff turnover is always a good sign of a well-run, client-friendly business. They handle normal duties and can assist with check-in procedures and cruising permit renewals.

The owner, Courtney Parks, sailed here from Texas looking for uncrowded waves to surf. Once here, he realized how great this undiscovered Caribbean was, and looked for a way to support his surfing addiction. So he built a marina. He is also a world-class surfboard shaper and still builds a few boards each week.

He also recognized the beauty and value of cruiser's havens, so he has made sure that his marina provides auxiliary activities that make it more than just a place to park your boat.

There are propane refills and there is a great onsite wash-n-fold laundry service. For Thanksgiving and Christmas, the marina provides the turkeys and the cruisers bring pot luck dishes. There are fantastic swap meets about every six weeks and the marina even hosts a very popular regatta each year.

So, what are you waiting for? Come experience one of the few remaining cruiser's havens in the whole, wide, wet world! Well, not all of you — because secret spots are often the best spots.



Hanging out in the cruising haven of Bocas del Toro, Panama: Elaine Lembo, Compass *editor in chief , and author Ray Jason.*

REGATTAS & RALLIES



COURTESY SDSA

Horta Marina in Faial, in the Azores islands, is a rally destination in 2025.

Salty Dawg Sailing Association Launches Rally to the Azores in 2025

The Salty Dawg Sailing Association (SDSA) will run a rally across the North Atlantic to Horta in the Azores islands in the spring of 2025. The rally will start from St. Martin in the Caribbean and Hampton, Virginia, on or around May 18, with a rendezvous in Bermuda for final preparations and festivities prior to starting for the Azores on June 1, weather permitting. The passage across the Atlantic should take between 14 and 20 days.

The St. Martin start will coincide with the start of the SDSA's annual Homeward Bound Rally.

The 2025 Azores Rally will be limited to the first 25 boats that pay the rally fee and pass a general vetting by the SDSA rally management team. The rally fee has been set at $550 per boat; there is no separate crew fee. All skippers are expected to have verifiable prior bluewater sailing experience. Once the fleet has been filled, the SDSA will maintain a waiting list in the event of cancellations.

For details and to sign up for the Azores Rally 2025 log onto https://sdsa.memberclicks.net/azores-rally

USA's Montagu Wins 31st International Optimist Regatta

Thirteen-year-old Alexander Montagu, racing for both California's San Francisco Yacht Club and Florida's Coral Reef Yacht Club (CRYC), won the 31st International Optimist Regatta (IOR), hosted at the St. Thomas Yacht Club (STYC), June 14-16, 2024. A total 104 sailors from the US Virgin Islands, Puerto Rico, several USA states, Canada, and Germany competed in the three-day regatta in 8-foot, single-sail Optimist dinghies where conditions averaged 8- to 12-knots of breeze under sunny skies.



MATIAS CAPIZZANO

Alexander Montagu

The top three sailors overall in the 2024 IOR were Montagu first, Florida's CRYC's Connor Karr second, and Puerto Rico's Club Nautico de San Juan's (CNSJ) Diego Delgado third.

Montagu's first place overall also put him at the top of the 13- to 15-year-old Red Fleet after seven races in the Championship fleet.

Delgado won in the 11- to 12-year-old Blue Fleet.

The USVI's St. Thomas Yacht Club's (STYC) Avery Pearsall, also in the Blue Fleet, finished as the IOR's Top Female Sailor.

Ten-year-old Francisco Don, representing Florida's CRYC, finished first in the age 10- and under White Fleet.

This year's IOR's Green Fleet winner was 11-year-old Levi Hibbs, representing Florida's CRYC.

Additional awards included the Peter Ives' Perpetual Trophy, won by Montagu, and the Chuck Fuller Sportsmanship Perpetual Trophy, earned by the USVI's STYC sailor, Will Zimmerman.

The one-day TOTE Team Racing Championship, which took place on June 13, was won by Team PUR 1 (Isabel Rivera Fernandez, Julian Rivera Fernandez, Rafael Vazquez, and Lucas Christiansen).



LAURENS MOREL

At the Sint Maarten Heineken Regatta, Team Merlin won the regatta, with Buzz Race Team and team Karibuni taking second and third places.

World Diam Tour Caribbean 2023/2024 Season Wrap-Up

The World Diam Tour Caribbean 2023/2024 has concluded, marking the end of the second season.

The season kicked off in November 2023 with the SMYC Grand Prix, exclusively for Diam 24 boats, held in the waters of Great Bay. Trophies were awarded to team Karibuni for the first-place position, followed by team Cry Baby in second, and team ASMDA in third.

The Caribbean Multihull Challenge in early February marked the second regatta of the World Diam Tour racing schedule. This three-day event attracted ten Diam 24 boats, with team Merlin clinching the overall win, followed by team Karibuni and team Look Up in second and third places.

February's highlight was the Sint Maarten Heineken Regatta, the biggest event of the season. Team Merlin won the regatta, with Buzz Race Team and team Karibuni taking second and third places.

In April, the third edition of the Friars Bay Race took place, with team Cry Baby taking the overall win. Buzz Race Team came in second and team Karibuni third.

The season culminated with the Karibuni Grand Prix on May 11, 2024, the last race of the racing schedule. Team Karibuni won the race, followed by team Cry Baby and team Look Up. The overall World Diam Tour Caribbean trophy went to team Karibuni, celebrating their outstanding performance throughout the racing season.

In addition to the boat winners, the crew ranking was also announced. Tess Reshetiloff and Leo Whitting ended in third place with 33 points, Pierre Altier secured second place with 41 points, and Joris Vanden Eynde and Erick Clement were the fleet winners, both with 45 points. Next season will kick off in November 2024 with the SMYC Grand Prix and will be followed by a similar schedule as 2023/2024.

Cost Control While You Cruise, Part 4

by Lin Pardey

This is the final installment of a four-part Caribbean Compass *series by Lin Pardey, adapting and updating material from her book,* Cost Conscious Cruiser. *Find the entire series at www.caribbeancompass.com.*



DAVID HAIGH

Do spend money on special mementos as you cruise. They can make wonderful thank you gifts for folks you meet in the next country you visit.

Spend Money in Rewarding Ways

Spend money on upgrading your sails before they blow out. Have the seams restitched as soon as you notice any sun deterioration. Add new chafe or sun-protection patches early. Consider adding a full-length four-inch folded leech tape when your mainsail or headsails become two or three years old. Remember that your sails are *the* component that keeps your boat unstoppable (see *The Capable Cruiser*: "Cruising Canvas Care").

Avoid flying home because you are homesick. Your trip home will cost far more than just the airfares. You must also consider gifts, car rental, living and hotel costs while there, storage fees for your boat, and the temptations of your local chandlery. The only times my late husband, Larry, and I traveled back home was when we sailed our boat there, when there was a death in the family, and when we delivered someone's boat for them. This last option, though, is one to consider. A delivery job or crewing position could give you the money to cover these costs.

Here's another way to overcome a feeling of homesickness: Use some of the money saved by not flying home to rent a lovely hotel room for some family and friends. Invite them to join you for a festival in La Paz, Mexico, or a walk through the mountains of New Zealand — you'll cut their costs and add an interesting element to your cruising style.

Treats Are OK

Do not try to save money by avoiding *all* shoreside treats — whether meals or horseback riding or occasional car rentals. If you eliminate treats like these, you and your partner may feel you have given up everything to live on a boat with little reward to balance it. A definite highlight of our Brazilian sojourn cost us about $400 and was worth every bit of that and more.

—Continued on next page



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We secured *Taleisin* in a safe marina right next to the center of Rio de Janeiro, got out our bikes, packed a travel bag, and bicycled four miles (six km) to a well-recommended family-style hotel overlooking the Copacabana Beach. For three nights and four days, we joined life along 14 miles of the world's most beautiful, most joyously used beaches.

It's OK to include expensive-sounding countries in your itinerary. Avoiding places such as Norway, Italy, or New Caledonia, just because of their higher costs of living, can be a mistake. If you stock up in lower-priced areas, you can keep your costs down. And, as there are fewer cruisers in many of these places, you will have an easier time meeting local folks. Larry and I definitely found that to be the case in Norway. And now, my partner, David, and I are finding the same in New Caledonia.

If you are earning as you cruise, you'll find that wages offered in these expensive destinations offset the costs. And, in many of the more expensive countries, it is easier to get around the work restrictions than it is in less-developed areas.

Finally, three places we don't feel it is wise to try to save money all relate to tiring and boring cruising-related jobs. It definitely pays to have your laundry done on shore. Is it logical or fair to ask a person who is successful in their own right to spend hours hand-scrubbing clothes? If at all possible, wouldn't it be more encouraging and less aggravating to spend even $40 or $50 to have someone do up those three huge bags of soiled clothes after a long passage? There will occasionally be times when you have no other choice, and if you both pitch in to scrub, wring, and hang clothes once a week, it can be a chatty, even charming experience. But whenever possible, definitely pay for laundry service.

The same advice goes for taxis to carry your once-a-week load of groceries back to the boat and also to deliver the piles of food you'll need at reprovisioning time. By walking or busing one way, then using a taxi to return to the boat, you may well get better prices, since you then expand your choices to include out-of-town shops and discount warehouses.

As the ultimate sign that you've found a good balance among your cruising funds, your time, and your ability to earn as you go, consider hiring help for the dirty part of the year, haulout time — someone to scrub, prepare and paint the bottom of your wind-powered magic carpet. This choice might even save you money, as it could reduce the cost of additional days in the yard.

There is no simple formula that will ensure you get the best value from your cruising funds, the most pleasure from your adventure. As a review of the forgoing suggestions will show, the two major challenges facing you are learning to control maintenance costs by keeping your boat unstoppable and balancing the very sociable life you will be entering.

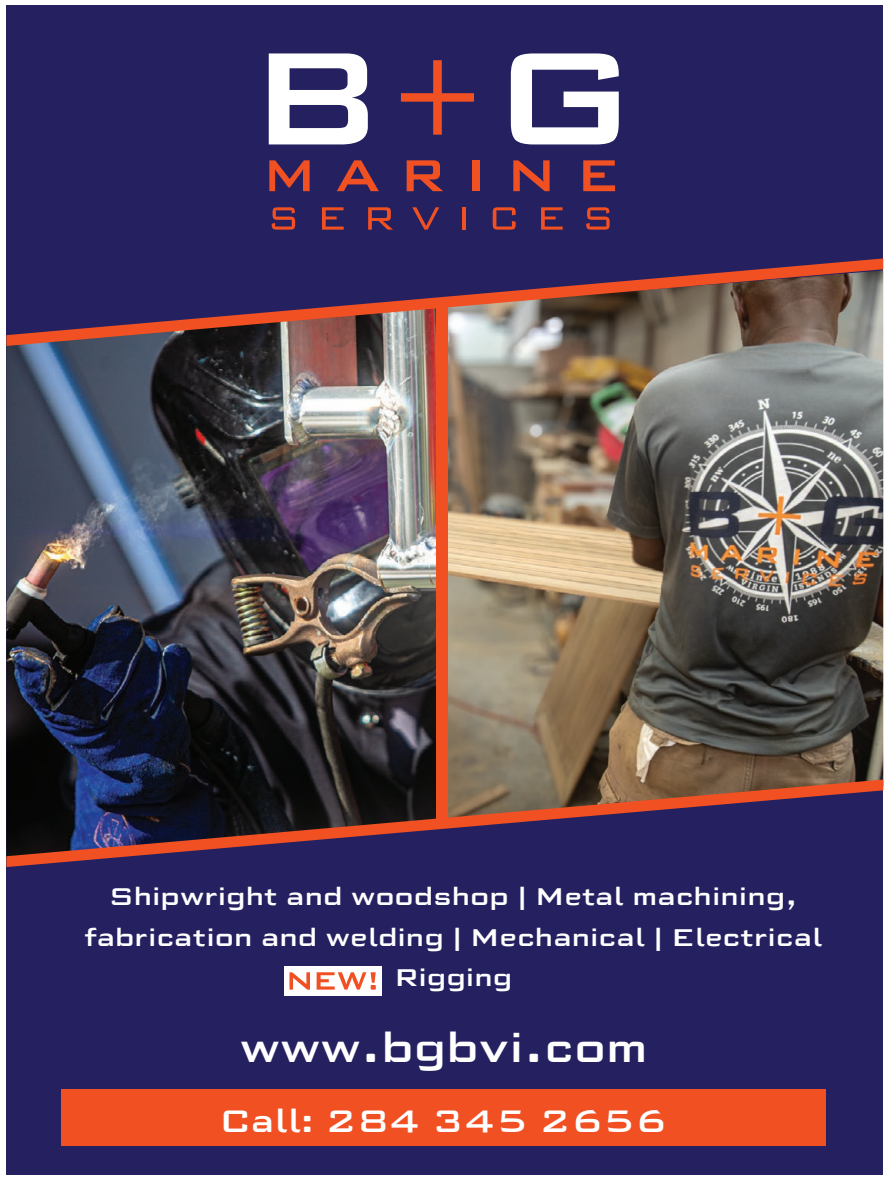
Most of us find that the bonus of cruising is the people you meet along the way, other cruisers as well as locals. Because cruising leaves you free of the strictures of shore life, it is tempting to spend every afternoon and evening socializing. Full-time socializing at home ashore would be expensive and impractical, and it is no different when out cruising. Find the right balance and you can truly feel you are enjoying a champagne cruise on a beer budget.

Cost Conscious Cruiser *and* The Capable Cruiser *are available from Amazon. Check out Pardey's blog at Pardeytime.blogspot.com.*



LIN PARDEY

What are your ideas for saving money while cruising? Send them to editor@caribbeancompass.com





Shelter from the Storm

By Jim Hutchinson



COURTESY PETE EVANS

Yachts hang out in a tropical bay near a boatyard that will fill during hurricane season. The mangrove creek (top right) can only be occupied when a named storm is forecast.

Editor's note: *Notwithstanding the devastation of Category 5 Hurricane Beryl, the author stands by the advice he shares in this article.*

Let me offer the simplest solutions first:

The surest way to avoid weather threats to a yacht (in all latitudes) is to sell the boat and go home.

The next simplest is to put the boat in a boatyard. Anybody unable or unwilling to secure their boat in the water for wind forces several times greater than most of us have ever experienced should haul out for hurricane season. Boatyards are probably the safest place your yacht can be. You can hang with your friends in the bar until the electricity, water, and phones go out. Then go to your yacht, your private storm shelter, with its independent electrical, water, and communications systems, not to mention your tools, medical kit, and all the things you are supposed to take to a hurricane shelter ashore — plus things you would have forgotten. But let's assume the worst: You wind up in a pile of toppled boats, dismasted and holed. Would you rather be awash in a pile of boats blown ashore? Haul out early.

Protecting a boat in the water is more complex. It is in an environment that the majority of people simply do not want to seriously deal with. That still leaves quite a few of us who do, or are willing. We are an endangered species. Unprepared boats seeking shelter where we have set up for a storm are a greater danger to us than the storm itself.

But there are those who decide (for either good reasons or bad reasons) that the storm won't hit, or won't be that bad, or whatever. Such boaters should remain in an open anchorage. If they are right, no problem. They can abandon ship if they see they are wrong. *Do not make a late move into a hurricane hole where people who took it seriously have been working to protect their property and their lives.* Anybody who arrives in my hole with less than six hours of daylight before the wind starts is my enemy. And it is far better to have twelve hours of daylight to set up. Move early or stay put.

Despite 25 years aboard my 1967 Bristol Corsair sloop in the tropical and subtropical North Atlantic, we've only been hit by full storm force winds four times — call me lucky. Two were category 3 hurricanes from which I expected direct hits, but only got storm force winds. The other two were direct hits from a tropical storm and a category 1 hurricane. For the first category 3, I broke every rule in the book (departing a marginally landlocked anchorage, sailing unfamiliar waters at night to a place I'd never been, and moving toward the storm's track) to earn the shelter that we needed, which was directly on the forecast track. The forecast was wrong, the eye crossed where we had been. During the other category 3, we ran the wrong direction, away from the *forecast* track, but toward the *actual* track ... which wound up *being* the actual track. Due to a late start, we stopped 30 miles short to allow a full day to set up. I expected a direct hit, but the eye went right where I had intended to be instead.

One doesn't know what the hurricane will do, so the main thing is to find shelter with plenty of time to set up.

I've lost count of the times I've set up and didn't get hit. Some were precautionary, with some I thought we might get hit, a couple of times I expected to be clobbered.

The first two of our four hits, we rode at anchor. The recent two, the strongest two, we were snugged into mangroves. No damage or injuries so far, some problems, lots of work. Let me stress that we have never experienced category 2 or stronger winds, much less (and I mean *much* less) the waves such winds can send into unprotected bays. So, I'm no expert.

Our ground tackle is fairly serious. I rate it at 90 knots, though it has only been tested to 60 knots. 90 knots is twice the force of 60 knots. 120 knots is a lot more. Most of the boats anchored where the eye of devastating Hurricane Ivan in 2004 passed dragged. But some of the boats were seriously anchored and doing fine until another boat came down on them. Most yachts simply do not have sufficient ground tackle for such conditions. Moreover, both the deck hardware and the holding ground need to be sufficient. And the anchors must be well laid out and deeply set.

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I consider the mangroves to be the best possible protection from hurricanes for a boat in the water. In some places it is illegal (strictly enforced) to tie into (or even run a line to) the mangroves. This is to protect the mangroves. Almost everywhere it is illegal (or should be) to cut the mangroves. The mangroves need protection for important ecological reasons, but also to protect us and those ashore from storms and tsunamis, both now and into the future. So that our grandchildren will also have shelter from the storm and fish to eat.



Mangroves can be the best possible protection for the boat, and the boat, once sheltered and secured, the best possible protection for its master.

Arguably, the mangroves are safest if boats anchor entirely clear of them. My argument is that a boat securely tied into the mangroves does far less damage than a boat that drags and crashes into them, wrecking itself and possibly others, and spilling its diesel and chemicals in the water. On the other hand, if the storm doesn't hit (and most of the times that one should prepare, the storm won't hit, not seriously) tying into the mangroves does more damage than never touching them. How much? When I do it, as little as possible — not much.

I pick a small indentation in the mangroves, tie the bow into it (cradled by the roots) and run lines into the mangroves at an angle from every cleat. I sight a fair lead from the cleat to a serious branch or trunk, then to a branch or trunk nearly in line beyond. If the branches don't seem serious enough (healthy and as thick as my leg), I run the line on to a third or even fourth branch, as nearly in line as possible, threading the rope through the small branches to get a fair lead. Each branch gets a loose clove hitch. Then I tension the line, passing as much slack as possible back towards the boat, setting the clove hitches as I go. The lines are run above deck level to allow for a storm surge. I climb into the mangroves from the bow, above the slippery roots and dangerous oysters – *do not start the storm with oyster-slashed feet*. I move slowly and carefully through the mangroves, breaking as little as possible, cutting nothing. It takes hours.

I reckon the mangroves to be the best possible protection for the boat, and the boat, once sheltered and secured, the best possible protection for me. And my being aboard, in turn, makes the boat safer. When the storm hits, I'll be aboard.

A friend with more hurricane experience than I read this piece. We disagree on staying aboard. To my ending, "I'll be aboard," he added, "Wish me luck!" He has a point, though we basically agree on the survival potential of our individual boat. If his boat isn't where he left it after the storm, it will probably be because someone else wiped him out. So, yes, wish me luck.

Many of Hutch's adventures, including more storm encounters, can be found in back issues of Caribbean Compass *(https://caribbeancompass.com/backissues.html) and/or on his website, OneManSpeaks.com.*





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DEALERS FOR

Remembering Teddy Seymour:

Solo Circumnavigator, Captain, Educator, All-American Athlete

By Elisa McKay

Headlines over the decades have obscured this fact: Teddy Seymour was the first African American man to sail around the world solo when he completed his voyage on June 19, 1987, in Frederiksted, St. Croix, U.S. Virgin Islands.

Aboard *Love Song*, his Ericson 35, a full keel fiberglass MK I Alberg design, Seymour circumnavigated the earth, with 12 stops. On February 24, 1986, Seymour began his trip from his home port of St. Croix. He finished his trip back home a year and a half later.

Teddy Seymour was born in Yonkers, NY, October 1, 1941. He passed away on April 11, 2023, in Eugene, Oregon. He was 81.

Teddy was the youngest of three children born to Ted and Grace Seymour. "We were each two years apart, all of us born in October, with our sister Carol being the oldest," said Ruth Johnson, Teddy's sister. "Money for three cakes in one month was a strain on the budget. However, my mother worked her magic and each of us had a cake on our birthday. We did not have a party. The cake was important to Ted, because he had, what we called, 'a sweet tooth.'



Ted Seymour wrote about his experience with an orca during his solo world voyage in 1986–87.

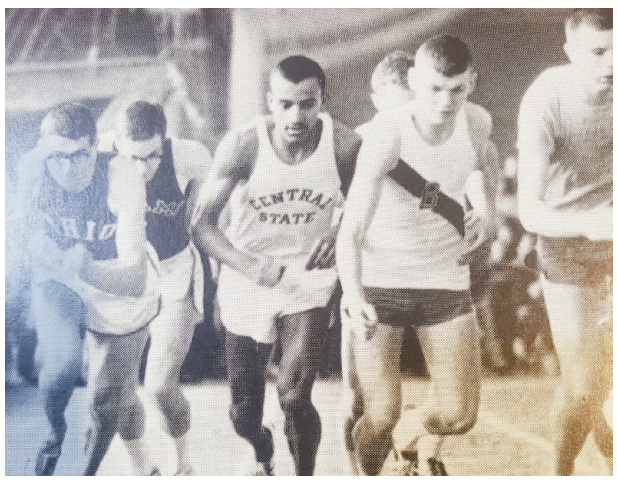
"As we got older, we understood the sacrifices our mother made to keep food on the table," Ruth said. "We saved our money to buy her a mirror for the living room — something she always wanted."

"My brother Ted was an amazing man, whom I loved and respected. He was extraordinary. In my opinion, he deserves the title GOAT [greatest of all time] as the first African American to circumnavigate the world solo."

Ted and his sisters lived across the street from the Otis Elevator factory. They could see the Palisades and the Hudson River from their third-floor apartment. Ted spent time with his companions fishing, jumping into the Hudson River, and daring each other to do more dangerous activities. Many of those activities were skills he used later during his solo voyage.

According to Ruth, Teddy described himself as someone who takes risks and overcomes challenges to accomplish a goal. He didn't start out with the dream of sailing solo, she said, he just wanted to sail. Somehow, Teddy envisioned a dream that he would accomplish. "No one could fathom that this skinny little Black boy would accomplish this historical feat by circumnavigating the globe solo."

"Our sister Carol was frequently called to the principal's office to take Teddy home from school because he was acting out and kicked the teacher. Those behavioral patterns continued until the principal recognized his talent for running and assigned him to the track and cross-country coach, who became a mentor. One person can make a difference."



Ted Seymour ran track for Central State University.

Ted believed the coach saw his talent and was a major influence on him becoming a cross-country track star, bringing home the city championship for his school and winning an athletic scholarship to Central State University in Wilberforce, Ohio.

Richard Austin of St. Croix was Teddy's teammate at the HBCU [historically black college and university] Central State. "We enjoyed a wonderful relationship up until his passing," he said. "Teddy and I were both on the Central State Cross Country National Collegiate Championship Team in 1962-1963. Teddy was an All-American, both in cross-country and distance track. Central State had tremendous track teams with coach David Youngblade.

"David had studied track techniques, and as a student, was hired as an assistant to the track coach. The track teams of the 80s still get together every year in October."

At their 1965 college graduation ceremony, four classmates, in their dress white uniforms, received their commission in the U.S. Marine Corps, Austin recalled. Ted received the rank of captain.

Youngblade remembered Ted.

"Teddy was different," he said. "He had his own way of doing things. He had a traumatic childhood in a segregated period. People don't appreciate what my guys did in spite of all the obstacles. Somehow they got a college degree. To finish four years was quite an accomplishment. Our school was unique. It nurtured the environment. It says amazing things about my guys.

"All of the guys were grateful for the opportunities. At that time, it was a matter of segregation and finances. HBCUs were affordable. These kids had talent, structure, and discipline that prepared them for deadlines and time frames. It was a learning experience for all of us," Youngblade said.

Teddy's distance running prepared him for all that solitude on the boat, Youngblade said. "You're out there churning out the miles ... often out there by yourself. It's as described in the short story, 'The Loneliness of the Long Distance Runner.' There aren't too many people who can call their own tune in life. Teddy found his calling and he was happy on his boat. That is great."

In 1965, he began a seven-year stint in the U.S. Marine Corps, serving in Vietnam. Captain Seymour was a decorated combat veteran and the 31st Black officer commissioned.

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Ted Seymour

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After a managerial position at American Can Company in California, he graduated with a master's degree in recreation administration from California State University. His teaching career started soon after. He loved teaching elementary school in California and later in the U.S.V.I.

Paul Barone tells the story of the relationship his late brother Charles had with Teddy. They knew each other in California and were running buddies. When Teddy yearned for a change of location, Charles invited him to vacation on St. Croix. He sailed from Southern California, through the Panama Canal, beginning his love for long distance sailing.

Teddy fell in love with St. Croix. He returned to the West Coast, mapped out a plan, and sailed back to the island to make it his home, taking a job as a primary school teacher at the Charles H. Emanuel Elementary School.

John Jones, a fellow teacher, remembers:

"Ted was really good with the kids, which I think was a result of his background as a Marine, a runner, and a sailor. He knew how to discipline his students. He was a positive influence and a good role model for his students, being Black and a male teaching in early childhood education."Greg Johnson referred to Ted as his mentor and the reason for his success as a runner. "We met in 1981 and worked out together," he said. "The workouts were grueling in speed and endurance. He was ten years older than me. When we raced, I would come out 'looking the part' in my Nike shoes and tights. Ted would appear in a T-shirt with holes and black, baggy shorts. We all chuckled at his image. Ted would finish first."

It was on St. Croix in the late 1980s that Gary Jett first met Ted. "I was working at Howard University," Jett said. "A friend and I went to St. Croix to take a sailing course at the Annapolis Sailing School in Christiansted. There were four-five students in the course on a 50-foot sailboat with Ted as our captain. We spent a week sailing through the BVIs.

"We learned many things that week from Ted. After that course, I was hooked on sailing the islands. Whenever possible during the cold months, I would come down to St. Croix and we would sail the BVI on his boat, *Love Song*, and on his next boat, *Scrimshaw*. Over the years, a few friends and I would charter boats from companies in the BVI, down island, Grenada, Martinique, and other islands. We would always bring Ted aboard as our captain."

Teddy was certified by sailing authorities as being the 161st person to make the circumnavigation solo, but he received little recognition, other than mention in a few sailing magazines.

On June 18, 1992, the *Bay State Banner* of Boston, Massachusetts, wrote:

"Lacking corporate sponsors and media coverage, Seymour's 16-month journey was in every bit a solo effort. 'The easy part was sailing around the world,' said the 51-year-old Seymour in a telephone interview with the Banner. 'I've almost lost my life on many occasions.'"

For his historic voyage, Teddy was recognized and received awards by the Joshua Slocum Society (the official certifier of solo circumnavigators); Museum of Yachting Hall of Fame in Newport, RI; Seamen's Church Institute of New York; and a proclamation of recognition by the legislature of the U.S. Virgin Islands, New York, and New Jersey.

On March 23, 2019, Teddy's longtime friend and running buddy Wallace Williams read the *VI Daily News* headline, "He Sailed the Seven Seas," about Black circumnavigator William Pinkney. The article touted Pinkney as being the first Black man to sail around the world solo. Williams wrote a letter to the editor with details of Teddy's solo voyage in 1986 that the *VI Daily News* published April 9, 2019.

Williams, an Olympic distance runner, and Teddy had a long history together. "I met him as a runner, a sailor, a teacher, and as a very pragmatic, goal-oriented person. We used to talk quite a bit. He was a forward artillery observer in the Marines, who called in air strikes, which was obviously a tough situation for him. We went to movies often to see some of the military war films. Ted looked at them from a military/technical standpoint — not that he was proud to have been in Vietnam. That was a very tough subject for Ted ... it really was.

"I have no recollections of him talking about the solo sail. It might have been his goal, but he didn't advertise it. He worked two or three jobs, and when he got it together he researched." As head librarian of the Florence Williams Library in St. Croix, Wallace would order maps for him when he didn't find what he wanted in the general collection.



COURTESY NATIONAL SAILING HALL OF FAME

Ted Seymour's Love Song



COURTESY SEAHISTORY.ORG

Ted meets an orca.

There were ham radio guys on St. Croix who could pick up signals during his solo sail. Ted dropped cards to Wallace when he made stops. "The stories he told about his stops were unbelievable," Wallace said. There were tough times in the Mediterranean because of the weather, but Ted was told to sail around South Africa because of Apartheid.

Teddy's story of an encounter with an orca was told to interviewer Richard King (seahistory.org/sea-history-for-kids/orca).

Wallace received a call from one of the ham radio guys that Ted was on the other side of Buck Island. Ted sailed home to St. Croix the next day.

A version of this story and photos originally appeared in the St. Thomas Source *and is excerpted with permission.*



From Martinique, Soupe de Pays

Story and photos by Margo Ask

Margo Ask and her partner Joerg are on a six-year quest to traverse the world in their Lagoon 380 catamaran, immersing themselves in local cultures, with particular emphasis on food as it is cooked and enjoyed in the kitchens and on the tables of the people they meet — the meals that some marvelous local cooks make for the clientele that counts most: their families and friends.

In 2022, their journey took them to the Caribbean, where they visited islands, and dined, and met the people who created the meals, and who shared their recipes with Margo.

Martinique: Soupe de Pays

Two weeks out from Cape Verde, Martinique marked our first Caribbean stop. We decided to stay until we gave our sea legs a rest and felt ready to venture out onto the open waters again.

After a few weeks, I immersed myself in our new routine. I'd head to the corner French bakery each morning for a fresh baguette. Evenings were filled with gatherings of friends and fellow sailors on the square. Wednesdays meant barbecue on the beach, and Fridays brought the local farmer's market, where Bernard, a friendly farmer, always delighted us with fresh fruits and vegetables from his garden.

Our friends Lena and Achim told us that Bernard had taught them a local farmer's soup recipe. Lena decided to prepare this local dish for us one day. As Bernard explained through Lena (my French vocabulary was limited to ten words), this soup had no set recipe. It welcomed all seasonal vegetables and herbs and sometimes even included plantains. There was also a non-vegetarian version where crispy bacon cubes were added on top when serving. In our case, Lena prepared the vegetarian version, and I was genuinely impressed by the complex interplay of flavors of the various ingredients while the soupe maintained its delightful simplicity.

This was my first Caribbean recipe, and it was so good that it sent a signal: Perhaps we were beginning to settle into this place. It was time to set sail for new adventures and recipes before we put down too many roots in one spot. But not before enjoying a truly remarkable soup.

Martinique Farmer's Vegetable Soup — A Taste of the French Caribbean

6 servings. 30 minutes, 180 calories

1 cup spinach (we used local and guana one)

1 cup purslane

2 okra pods



Is it soupe yet? Not yet. But it will be!

2 sweet potatoes

4 pimentón peppers (or any mild chili pepper)

3 carrots

2 radishes

200 g cabbage

200 g pumpkin

A small bunch of parsley

A small bunch of celery

1 onion

1 garlic clove

2 leeks

7-8 green onion stalks

Olive oil

Salt, to taste

Cut the pimentón peppers, carrots, onion, garlic, leeks, and green onions into large cubes.

In a large pot, heat some olive oil over medium heat. Add the chopped vegetables to the pot and sauté them until they start to soften.

Add the cabbage to the pot, cut into large cubes as well, and sauté for a couple of minutes, stirring occasionally.

Cut the pumpkin, sweet potatoes, okra, and radishes into large cubes. Add them to the pot with the other sautéed vegetables.

Pour in enough water to slightly cover the vegetables. Season with salt to taste and add the chopped herbs.

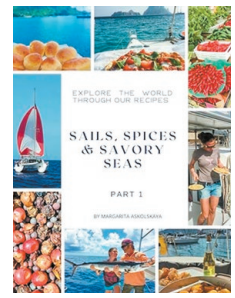
Bring the pot to a boil, then reduce the heat and let it simmer for about 5 minutes, or until the vegetables are tender. Once the vegetables are cooked, use an immersion blender to blend everything until smooth. Alternatively, you can transfer the soup in batches to a regular blender.

Serve hot with a side of crusty baguette.

Note: You can create your own soup version with any green spinach leaves and vegetables. Some locals like to add crispy bacon as a topping when serving.

Here's a video of the Martinique Farmer's Soup on Instagram:

https://www.instagram.com/reel/CtClvs6uafo



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August Sky

By Jim Ulik

GPS or other electronic connectivity may be vulnerable to increased disruptions due to heightened solar activity possibly as early as August. The coming end of the 25th solar cycle will usher in a period of more frequent solar flares with some heading directly towards Earth. The Sun's poles will flip. During this period there will be an increasing intensity of aurora displays and space weather events. The impact could be partial or total degradation of the Global Navigation Satellite Systems (GNSS), the international system which includes GPS. Radio signals and electrical grids can also be interrupted. Many satellites orbit in the ionosphere. A solar flare striking this layer may destroy a satellite's electronics or increase the atmospheric drag on a satellite, causing it to fall out of orbit. This stage could continue to threaten Earth for at least the next five years.

Thursday, August 01

Yesterday was the peak of the alpha Capricornids meteor shower. However, meteors from this event can be seen radiating out of the eastern sky through August 14. No reason to wait until midnight to spot any shooting stars. The meteors will enter Earth's atmosphere after 2000h.

Joining the opening act for the Perseids main event later this month is the Delta Aquariids shower. These meteors will appear about one hour after the alpha Capricornids.

Saturday, August 03

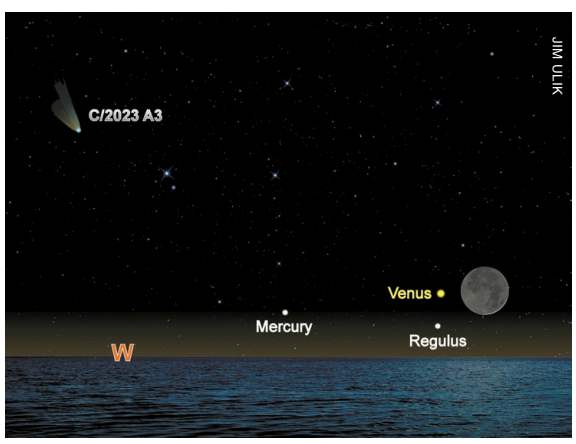
Mars, Jupiter, and Aldebaran converged in the wee hours of the morning. The triangle of celestial objects can be found low in the eastern sky in the constellation Taurus. Any of the random streaks crossing the sky this morning may be from the Perseids or Eridanids meteor showers that are approaching their peak this month.

Sunday, August 04

The Moon's daily motion eastward puts it in close apparent proximity to the Sun. Once again, the Moon is between the Sun and Earth, presenting its dark side towards Earth.

Monday, August 05

A clear view of the west-northwestern horizon following sunset will reveal the monthly close approach between Venus and the fine crescent Moon. Venus is one degree left of the Moon. Mercury can be seen six degrees left of Venus.



Venus and the Moon at 1920h on August 5 as viewed from Isla de Aves

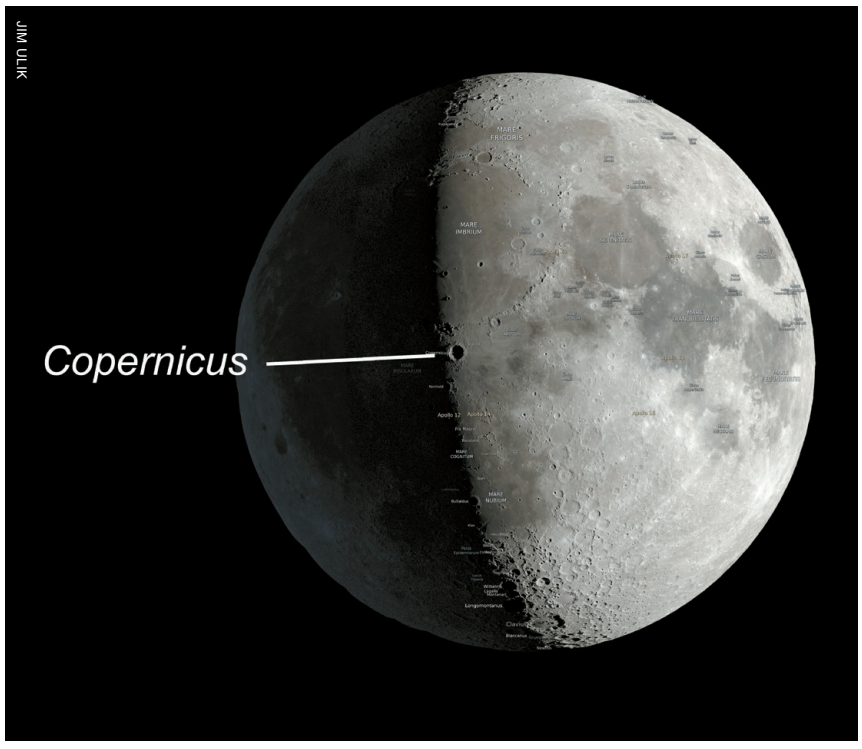
Comet C/2023 A3 will be brightening over the next two months. Currently it is in the western sky after sunset. In two weeks it will be lost in the glare of the Sun. Look for it to reappear low in the east before sunrise in the end of September. Comet C/2023 will reach its brightest on October 05.

Friday, August 09 – Saturday, August 10

The Moon is in a close approach to Spica over these two days. The Moon rests west of Spica on the left arm of Virgo on August 09. As night turns to day, the Moon passes over Spica. By nightfall on August 10 the Moon has exited Virgo and is situated east of Spica.

Sunday, August 11 – Monday, August 12

One of the most active meteor showers peaks on the night of August 11 and the morning of August 12. The Perseid meteor shower can produce up to 100 meteors per hour. Moonlight from the First Quarter Moon will not interfere after it sets around midnight. The number of meteors transiting the night sky will increase as the radiant point reaches 45 degrees above the horizon in the northern sky at 0430. The shower runs annually from July 17 - August 24.



Copernicus Crater on the terminator

Tuesday, August 13

The Moon, one day past its First Quarter phase, has made a close approach to Antares. The crater Copernicus is well lit for observation this evening. The Sun's rays are currently illuminating the crater from the side, enhancing the crater's textures. Find the crater near the center of the Moon on the edge of the terminator line. That is the Copernicus crater. It is 93 kilometers (58 miles) in diameter and the ejected debris field is 400 to 600+ kilometers (250 to 375 miles).

Wednesday, August 14

Mars has been closing in on Jupiter over the last few nights. Just after the midnight hour Mars will make its closest apparent approach to Jupiter. The planets will rise over the east-northeast horizon about 10 degrees below the Seven Sisters.

Friday, August 16

You don't have to be up after midnight for this meteor shower. It is a minor shower. but every hour may produce a shooting star or two flying out of the northern sky. Tonight is the peak of the k-Cygnids meteor shower. The shower is active August 01 – August 24.

Monday, August 19

Tonight's Full Moon is the third of four total Moons in the astronomical season between June 20 and September 22, 2024. The third Moon is called the Blue Moon. This type of Blue Moon occurs roughly every two or three years. The Moon will not appear blue. The bluish tint is only caused in rare circumstances. That could be caused by viewing the Moon through a haze of dust particles in the atmosphere, possibly from a volcanic eruption.

Tuesday, August 20

The Moon makes a close approach to Saturn in Aquarius tonight. The pair will be so close (less than one degree) that Saturn may appear as a small bump on the north side of the Moon.

Monday, August 26

The Moon will pass last quarter phase, rising in the middle of the night and appearing prominent in the pre-dawn sky. The Moon will actually rise on August 24 before midnight in the east northeast reaching third quarter around 0525h. Access to binoculars will help to view the Seven Sisters (Pleiades) off the dark side of the Moon.

Tuesday, August 27

The Moon slipped past Aldebaran during the day. During the night it will be located near Jupiter while gradually approaching Mars. By the time it emerges above the horizon tomorrow it will leave Mars behind as it travels toward Gemini.

Friday, August 30

The Moon continues its movement towards the Sun. This movement places it near the navigational star Pollux this morning.

In the evening sky Venus is becoming brighter and more apparent as it gains more separation from the Sun. Venus will set around 1939h at 270 degrees.

Saturday, August 31

Staying up past midnight? This is the peak time and day for the Aurigids meteor shower. Meteors from this shower will pass from of the east between 0100 and 0500 until the morning twilight sky intrudes. This shower is active August 26 – September 05.

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



MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 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.

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	0345
25	0438
26	0534
27	0631
28	0729
29	0825
30	0919
31	1010

SEPTEMBER 2024

DATE	TIME
1	1056
2	1139
3	1220
4	1259
5	1338
6	1417
7	1458
8	1541
9	1628
10	1720
11	1814
12	1912
13	2011
14	2109
15	2204
16	2258
17	2350
18	0000 FULL MOON
19	0041
20	0134
21	0228
22	0324
23	0423
24	0522
25	0620
26	0716
27	0807
28	0085
29	0938
30	1019

CALENDAR

August 2024

1	Public holiday in many places (Emancipation Day)
1-5	St. John Festival, St. John, USVI
2-5	Carriacou Regatta. www.puregrenada.com
2-5	Dream Weekend, Negril, Jamaica. instagram.com/dreamwknd
3-4	Keegan's Seafood Fest, Bequia. Keegansbequia.org
5–7	BVI Emancipation Festival
5-8	Anguilla Summer Festival
6	Barbados Grand Kadooment. socaislands.com/barbados-cropover-2024/
6	St. Kitts and Nevis Culturama Day. nationaltoday.com/culturama-day
7-14	Grenada Carnival, 'SpiceMas.' spicemasgrenada.com
11	World Steelpan Day
17-19	Baccha Music Festival, Pointe Faula, Martinique. azmartinique.com/en/events/baccha-festival
19	FULL MOON (Super Sturgeon Moon)
15	Feast of the Assumption, Saint-Bartelemy. publicholidays.la/saint-barthelemy/fr/assumption-day/
30	La Rose Flower Festival, St. Lucia
31	Public holiday in Trinidad & Tobago (Independence Day)
Mongthlong	North Leeward Breadfruit Festival, St. Vincent. discoversvg.com

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



St. John Festival

Anguilla

Story and photos by Lexi Fisher & Chris Doyle



Snorkelling at Meads Bay



View through a window at Crocus Bay



Horseback riding at Cove Bay

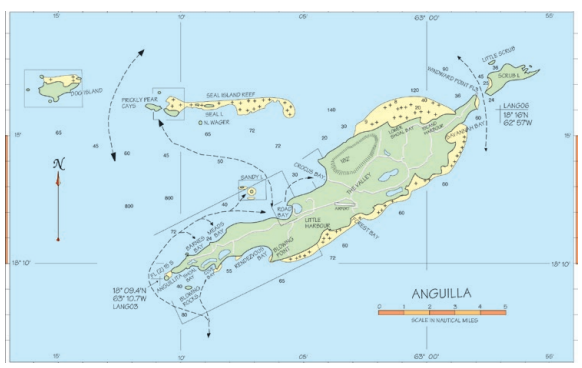
Low-lying Anguilla is home to some of the most spectacular white-sand beaches in the Caribbean, and along the sweeping crescents and shallow bays of luminescent blue water, there are so many excellent restaurants with breathtaking views that choosing one can be a challenge.

The tourist boom has brought with it a rash of building, with styles varying from rectangular concrete boxes to the elaborately grandiose in many flavors. Here and there, but getting rarer, you come across a traditional old Anguillan house; they stand out for their simplicity and elegance.

In 1967, Britain lumped Anguilla with St. Kitts and Nevis and made them an autonomous state. This was convenient for the British Colonial Office, but Anguillans were dead set against it and wanted to remain with England. They rebelled against St. Kitts, with an amazing armed rebellion in which there were only minor casualties and no fatalities. Then Anguillan rebels decided to take the offensive and invade St. Kitts with a small boatload of men. The invasion was a complete fiasco, but after the ineffectual shooting died down, no one in St. Kitts really wanted to mess with the Anguillans. In 1969, Britain belatedly decided to take a hand, and invaded. Armed men waded ashore onto the beaches to be met by goats and curious small boys. After the embarrassment died down, Anguillans got what they wanted and are again administered by the British.

Road Bay, the main anchorage, is a charming village set on a lovely beach. The sail to and from St. Martin is usually a pleasant haul over turquoise water. From Road Bay you can visit other anchorages along Anguilla's south and north coasts, as well as making day stops offshore at Sandy Island, Dog Island, and Prickly Pear Cays. Most of Anguilla is part of a marine protected area, and there are hefty fees involved for visiting it. The bright side is that the fees deter many people, so you're more likely to have anchorages to yourself. If you decide to stay in Road Bay, which is not part of the MPA, the fees for visiting are some of the lowest in the region.

Clear into Anguilla at Road Bay. From there you can get a cruising permit to explore the MPA. If you use a yacht agent and arrange it in advance, the agent can check you in from any anchorage.



From Road Bay you can visit other anchorages along Anguilla's south and north coasts, as well as make day stops offshore at Sandy Island, Dog Island, and Prickly Pear Cays.

The Anguilla Sailing Association runs the annual Anguilla Regatta (second weekend in May). They also organize the Anguilla Youth Sailing Club, which teaches local kids to sail.

When sailing from St. Martin, Anguilla appears low and uniform. Toward the western end there are some very white ultramodern buildings



A panoramic view of Road Bay

that almost glow in the sunlight behind Shoal Bay. Hideous or inspired, depending on your taste. Behind Maunday's Bay and at the headland linking it to Cove Bay are some white buildings of distinctively Arabesque architecture. The next serious large group of houses is in the area of Blowing Point. However, new buildings are appearing all the time.

The shoreline from Rendezvous Bay around Anguillita to Road Bay is fairly free of shoals, and you can sail just a couple of hundred yards off the coast. Offshore, you will see the large, flat six-foot-high Blowing Rocks. You can sail either side of these, but do not approach too closely.

When passing the western tip of Anguilla, always go outside Anguillita; the water between Anguillita and Anguilla contains underwater rocks. Pass outside South Wager. Between Sandy Island and Anguilla there is a mile of clear water to sail in, but avoid the five-foot patch that lies a few hundred yards to the south of Sandy Island. This is normally easy to see as light green water.

Between Anguillita and Road Bay, anchoring is sometimes possible in Meads Bay and Barnes Bay. You must normally clear before visiting these bays, though captains using yacht agents can come directly here and arrange pretty much anything.

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).

Anguilla Entry & Exit Procedures

Ports of Entry:
Yachts must proceed directly to Road Bay [https://www.noonsite.com/place/anguilla/road-bay/] and clear in at the Customs and Immigration office at Sandy Ground. This is quick and straightforward.

Advance Paperwork:
Current reports are that the SailClear advance web notification service for clearance is not operational here.

Entry Process:
Customs and Immigration inward clearance must be completed by the captain; the offices are conveniently close by the dinghy dock in Road Bay.

There are a number of nationalities who do not require a visa and will likely be granted a stay of up to three months. E-visas (if required) can be secured for visits of less than 90 days.

if wishing to sail anywhere outside of Road Bay, a cruising permit is necessary (this includes leaving Road Bay in just your dinghy). Costs for the permit are high and cover only daily mooring/anchoring. Overnight mooring outside Road Bay is not permitted.

Exit Process:
If staying less than 24 hours, one can clear in and out with Customs at the same time. There is a US$3 departure tax per crew member.

Rates:
https://www.noonsite.com/place/anguilla/view/fees/

There should only be harbor fees to pay. If a cruising permit is required, costs are high — for example vessels up to five tons — US$110 per day. There are also diving fees.

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/anguilla/view/clearance for more details and updates.

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by Jim Hutchinson



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"One Man" Hutch

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