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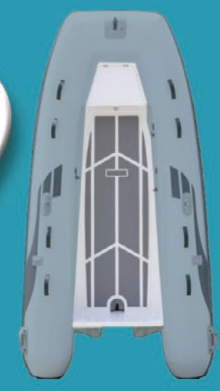
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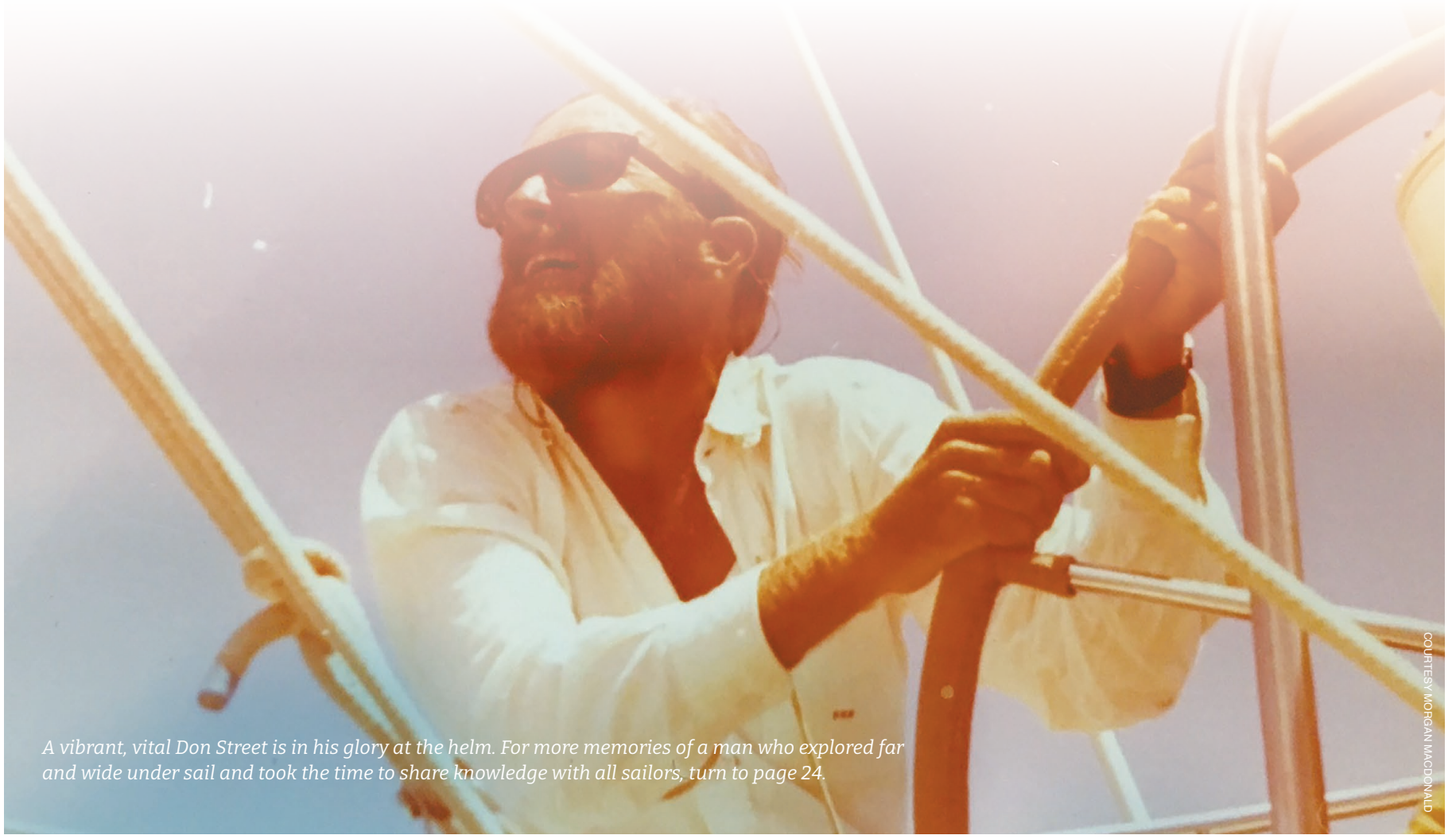
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A vibrant, vital Don Street is in his glory at the helm. For more memories of a man who explored far and wide under sail and took the time to share knowledge with all sailors, turn to page 24.

COURTESY MORGAN MACDONALD

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On the Cover *As a cruising couple closes the Caribbean Circle, a key stop en route is Île Fourchue, between St. Martin and St. Barts. Photo by Gayle Suhich. For the story, turn to page 17.*

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Caribbean Compass

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It's About You – and Your Boat

Birthdays, anniversaries, other milestones often whiz right by me, the way watery miles slide under the hull during a bluewater passage blessed by a steady beam reach.

Who has time? But it's bad form to forget, so I'm paying attention to an anniversary that reminds me of how far sailors of several generations have come: The 50th anniversary of my "alma mater" — *Cruising World* magazine.

If it wasn't for *Cruising World*, I never would have been able to transform my life as a former newspaper reporter and wandering splinter head (aka wooden boat sailor and schooner owner) into one whose centerpiece is a legitimate career in marine journalism. I wouldn't have been able to share the adventures of my other half, captain Rick Martell, and I, as we sailed countless boats, our own and others, all over, from the Caribbean and New England to the Med and French Polynesia. And I wouldn't have been able to learn how to help others share their unique stories. *CW* was the best training ground, bar none.

Most importantly, if it wasn't for *CW*, I wouldn't now serve as editor in chief of the *Caribbean Compass*. While Cap'n Fatty Goodlander, a longtime colleague and contributor to both magazines, may be experiencing a senior moment when he recounts our professional relationship those many years ago, in *CW's* 50th anniversary issue*, he also makes a great point: It's not about us.

It's about you. It's about your boats. It's about how you adore your boats, the fresh air you breathe, the people you surround yourself with, the sweat that pours off your forehead when everything goes pear-shaped on deck or below. Boats are drama, suspense, the fulcrum of your aspirations and emotions.

Along with the souls who take to them, they're also the story. A story like the one my pals Adam Loory and Jenni Rodda are creating. On their shakedown cruise to long-sought-after destinations, the couple sailed to my island home for a visit last summer aboard *Soulmates*. The custom 40-footer was originally designed by Rodger Martin for boatbuilder Eric Goetz as *Katie G*.

Our Sunday morning reunion in my little cove is a moment I treasure, and I look forward to each new update via social media. I can't get enough of stories like Adam and Jenni's, which is why in this issue we're launching the "Cruising Boat of the Month" photo essay of your favorite boats and onboard experiences. *Sea Life*, a 1997 Amel Santorin 46-ketch owned by surveyor and author Todd Duff and photographer Gayle Suhich, kicks off this new feature (see page 16).

Dig around the camera feature of your smart phone. If you practice legacy methods, pull out your photo albums and scrapbooks. Tell me about your boat, your mascot, your dinghy, the fun, the disasters. Remember: It's about you.

Write to me at elaine@caribbeancompass.com

*https://www.cruisingworld.com/people/the-write-stuff-cruising-world-turns-50/

COURTESY ELAINE LEMBO



Above, left: Wooden boat nuts Elaine and Rick pose in front of the Alden yawl Morning Star*, which went to the chainsaw. Middle: The first boat that we could splash was the ferro-cement schooner* Hammonasset*. Here she is with the colorful gollywobbler sail in play. Right: Jenni Rodda and Adam Loory of* Soulmates



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COURTESY SSCA

The Flying Fish *family snapped a selfie in colder climes as the crew prepared to head south to lend a hand.*

SSCA Partners with Hope Fleet to Support Beryl Relief Efforts

The Seven Seas Cruising Association has partnered with Hopefleet.org as a Clean Wake project to support the islands affected by Hurricane Beryl. From Trinidad with Jesse James and the many cruisers there, to T&T government support and donors, the groups have stepped up to send a fleet of boats to Carriacou, Canouan, and Union Island. From points north, boats are stopping in St. Lucia, where Sea of Hope Ministries and Red Cross have donations. Hopefleet.org has set up donations, linked boats, created manifests and provided insurance. SSCA, with its international Cruising Station Hosts (CSH) group, has providing a network of contacts through WhatsApp. Lynn and Jesse have hosted in Grenada and Trinidad CSH hosts, and Kimberly Beckman (St. Lucia) and Heather Grant (Erika's Yacht Agents for Bequia) will be added next. A new boat, *Flying Fish*, has stepped up in Union, and is running the marine support for Hope Fleet/SSCA.

See the Facebook page for SSCA (public) for community support at

https://www.facebook.com/profile.php?id=61562797949601&mibextid=LQQJ4d.

If you are a boat heading south out of hurricane areas in Eastern Caribbean, check in with Hopefleet.org. It has a registry, tax deduction forms, and can link up boats with projects. There is no charge to sign up. Visit Hopefleet.org

Hope Fleet Expands Reach

Hope Fleet is also gathering educational materials, along with classroom supplies, and asking private boaters to help deliver items from Florida to communities in need in George Town, Bahamas. Hope Fleet will work closely with its newest partner, George Town Primary School.

Hope Fleet asks for community involvement via financial contributions to cover the cost of books and school supplies (hopefleet.org/give) or by transporting supplies through the Hope Fleet Ocean Reach division (hopefleet.org/ocean-reach).



COURTESY SMYC

Campers gather for group shot.

SMYC Summer Sailing Camp Hosts 126 Kids

The Sint Maarten Yacht Club Summer Sailing Camp concluded its six-week summer program leaving young sailors with a wealth of new skills.

Each week of the camp had a different theme: Pirates, Under the Sea, Around the World, and Mystery. Campers teamed up to tackle challenges, play games, and solve puzzles. During the camp, the kids also went on a 12-meter boat trip, participated in a clinic by the Nature Foundation followed by a cleanup, and visited the coast guard for a presentation and tour.

For more information about youth sailing programs, visit smyc.com

Introducing SMYC Interim Manager Natatia Gefferie

The Sint Maarten Yacht Club also announces the designation of Natatia Gefferie as interim manager during Saskia Revelman's maternity leave.

Born in Suriname, raised in the Netherlands, and with more than 15 years in the hospitality industry, Natatia has made Sint Maarten her home for two years. Her regular working days at SMYC are Monday, Wednesday, Thursday and Friday.



COURTESY SMYC

Natatia Gefferie



By Tad Richards

Welcome to October. The summer doldrums are mostly over, and the islands are starting to swing back into party mode. Boats will soon enough trickle in and events are already taking shape. We've had some rough days, much worse for some islands than others, so a word to all those who enjoy the joyous best that this paradise has to offer — remember the relief organizations for those devastated by the storms of the tropics. We are informed by Pure Grenada that one beloved event, the Carriacou Corn Festival, is almost certain to be cancelled.

Here's what October has to offer:

October 8-13: Aventura, San Juan, Puerto Rico

This group from the Bronx has played the White House and sold out Madison Square Garden in New York, as one of the pioneering and most influential performers of the Dominican Republic's irresistible bachata. They'll play at the Coliseo de Puerto Rico, and could sell out that venue, too.

October 12: Carnival de Limon, Costa Rica

The weeklong carnival culminates in the Dia de las Culturas, a multicultural festival celebrating Costa Rica's diversity. The coastal city of Limon is home to a large Afro-Caribbean population, so expect to hear plenty of calypso and soca. https://specialplacesofcostarica.com/blog/limon-carnival-everything-to-know

October 17: La Marguerite Flower Festival, St. Lucia

This and its sister (and rival) festival, the Rose Festival, are among the oldest and most tradition-steeped festivals in the Caribbean, dating back over a century. Parades, costumes, music, food. https://caribbeanevents.com/event/la-marguerite-flower-festival

October 17-20: Barbados Food and Rum Festival, Bridgetown

The 2023 version of this was given the accolade of Caribbean's Best Culinary Festival, and in a region that loves its food (and rum) and loves its festivals, that's saying something. Star chefs this year: **Wandile Mambaso**, whose specialty is contemporary French haut cuisine; homegrown **Renee Blackman**, who credits her mother and grandmother for her love of cooking, and has found her niche in combining food and art. Movie star-handsome **Michael O'Haire** has followed his star from ballet to aeronautical engineering to the culinary arts, where he has starred on British TV. He is known for bold culinary expression with avant-garde, Spanish and Asian-influenced dishes. www.foodandrum.com

October 20: Tobago Blue Food Festival

Barbados may have the all-star chefs, but do they have blue food?

Wait … blue food? Is the food at the festival really blue? Well, yes and no, say the organizers. "We refer to root vegetables such as dasheen, tannia, eddoes, yams and sweet potatoes as "blue food", when in fact, it's only the dasheen that turns blue when cooked. But humor us, okay?"

So … it's blue enough, and it's delicious, and there's lots more, and what more reason do you need to come? https://tobagofestivalscommission.com.

October 25-27: Jounen Kwéyòl (Creole Day) in Dominica and St. Lucia, World Creole Music Festival, Roseau, Dominica

The Jounen Kwéyòl days, culminating monthlong celebrations of Creole culture, are celebrated on October 25 in Dominica and October 27 in St. Lucia, so you could conceivably island-hop and double-dip. Or you could stay in Dominica for the World Creole Music Festival, the first big music event of the fall season, with a dream lineup. No band says Dominica like **Midnight Groovers**, the two-brother powerhouse champions of cadence-lypso. **Gramps Morgan** is from a reggae dynasty. He has performed solo and with his family as Morgan Heritage, and he has recorded duets with India.Arie. **Skinny Fabulous** is a five-time Soca Monarch winner and SVG Entertainer of the Year. **Valiant**, a 20-year-old Jamaican, is one of the rising stars of the reggae/dancehall world. The Guadaloupen band **Kassav** has taken Guadeloupe's traditional gwoka rhythm and brought it to a new level, becoming one of the pioneers of zouk. **Damian "Gong Jr" Marley** and **Stephen Marley** are last-minute adds. For the rest, check out https://dominicafestivals.com/wcmf-home.

DIGITAL PAINTING BY TAD RICHARDS



Chubby of the Midnight Groovers

October 25-27: Tobago Carnival

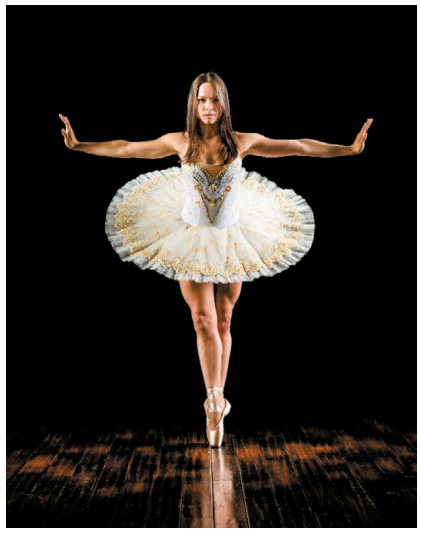
A relatively new entry in the Caribbean carnival sweepstakes, Tobago celebrates its third carnival, and promises ritual, revelry and release. www.welcometobago.com

October 25: Boyz II Men, Kingston, Jamaica

The legendary hitmaking R&B group bring their harmonies to the University of the West Indies.

October 26-Nov 2: International Ballet Festival of Havana

This is the 28th edition of a biennial event that is one of the world's oldest and most respected festivals of ballet. Expect to see several world premieres from such companies as the **London Royal Ballet**, the **English National Ballet**, the **Scala de Milan**, Argentina's **Ballet del Teatro Colón**, the **American Ballet Theatre** and the New York City Ballet. At the same time (Oct 29-Nov 3), in Santiago de Cuba, you can enjoy the **International Choir Festival**. cubagrouptour.com/us/information/events-in-cuba



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Compass Publisher Rises to the Challenge of Tradition at Antigua Classics

by Dan Merton

Having long dreamed of sailing on a Carriacou sloop, I immediately jumped at the chance to join Charlotte Hooijdonk and Billy Gernertt of *New Moon. New Moon* is a traditional 32-foot Carriacou sloop owned, operated, and maintained by Hooijdonk and Gernertt as part of the of the West Indies Sailing Heritage Foundation in Antigua.



COURTESY DAVID LYMAN

The crew of New Moon *shows* Caribbean Compass *publisher Dan Merton the ropes.*

While the morning was bright and brilliant, this wasn't just any day of sailing — it was the first day of the 2024 Antigua Classic Yacht Regatta, the renowned annual event that is almost as fun to watch as it is to participate in. The regatta's backdrop is the UNESCO World Heritage Site at Nelson's Dockyard, an institution among sailors, a wonder to tourists, and a testament to His Majesty's Royal Navy and its accomplished vice-admiral Horatio Nelson, the Antiguan National Park's namesake. Antigua Classics is an unbelievable sailing experience in its own right for any sailor, and combined with my curiosity for and interest in the Carriacou sloop, I was very excited to join the *New Moon* crew for the first day of the regatta.

A day of (slow) racing

Amid a buzzing dock of excited sailors, I met the crew of *New Moon* around 8:30 on the first morning of the regatta. The crew — three of whom were teens learning to sail through the West Indies Sailing Heritage Foundation — were friendly and inviting. Around us, racers were on heightened alert as they hurried to make final tuning adjustments and get off the dock in time for a bit of practice before the start.

There's always a competitive energy in the air on day one, and today was no different. I was happy when the crew of *New Moon* put me to work helping to rig the boat. But while I am used to sailing and racing boats of this size, this classic boat was a new challenge for me. The absence of cam cleats, halyard clutches, lifelines, and many other features made this a new but refreshingly simple experience.

After final shoreside preparations, it was time to go sailing! As we left the dock, along with many of the other yachts, it reminded me of other regattas: The excitement of the "boat parade" from the docks out to the starting line is always an exhilarating beginning. We were among some of the most beautiful classic yachts in the world. Here was a lack of visible carbon fiber. Laminated sails and even fiberglass were sparse. Instead, high-gloss polished wood was all around. In fact, the oldest competing yacht was a gorgeous yawl called *Galatea*, built in 1899.

Antigua Classics is a key global epicenter of varnished teak wood. The yachts are so stunning to watch, and if that isn't enough, as they hoist their sails, they become even more stunning. I had read about it for years and seen hundreds of pictures on social media. Now I was here and could hardly believe it.

Under way to the racecourse, the *New Moon* crew reviewed the rules and the weather forecast, while lamenting the light wind. The start of the race was slow, but we had enough wind to get over the line and begin. As we began the upwind leg, we were just ahead of our closest competitor, *Navasana*, another well-sailed Carriacou sloop.



COURTESY DAN MERTON

By tiller, a West Indies Sailing Heritage Foundation crewmate steers upwind in light airs.

As the first leg wore on, the entire fleet began to slow, fighting forecasted zephyrs. As the wind grew even lighter, the sun felt hotter, and all the boats around us appeared to stand still, as though captured in a photograph. Luckily for us, *New Moon* was one of the lighter and smaller boats in our fleet, giving her an advantage against the heavier boats. As the wind was increasingly nonexistent for the next few hours, it seemed to be solely the crew's determination (and maybe some current) that pushed *New Moon* forward through leg two and into leg three — but not without much complaining about the heat, and some discussion about swimming to cool off. About halfway into leg three, the wind picked up just a bit, which, when combined with good sail trimming, steering, and tactics, was enough to help us sail upwind to a second-place finish!

As *New Moon* made her way from the racecourse back to the dockyard, I took the opportunity to ask about the boat's bright orange decking and accents. In addition to being a playful, if not a downright bold, color choice, there's history behind the orange. Since Carriacou sloops were initially designed as working boats, bold colors such as orange were chosen for reasons including both safety and functionality.

—Continued on next page

Antigua Classic



COURTESY TOBIAS STOERKLE

Antigua Classic Yacht Regatta 2025 Registration Opens

Registration is open for the 36th edition of the Antigua Classic Yacht Regatta, which takes place from April 16 – 21, 2025, in Nelson's Dockyard, Antigua. This year marks the 300th anniversary of the founding of Nelson's Dockyard and celebrations are planned.

Early Bird Discount:

Register before the end of the year to enjoy a 25 percent discount on your registration fees, at https://yachtscoring.com/select_event.cfm?CFID=91190164&CFTOKEN=60267cc4905aadb-4D311C24-E715-8D28-EED7EFD422A86383.

Notice of Race:

For comprehensive details on fees, classes, and everything else you need to know, please refer to the Notice of Race (www.antiguaclassics.com). To find out if your yacht meets the eligibility requirements or if you have any queries, email our regatta coordinator at antiguaclassicsregatta@gmail.com.

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DON'T LEAVE PORT WITHOUT IT

—*Continued from previous page*

Legend has it that if a boat were to get in trouble or be lost at sea, the bright orange color would better contrast with the blue of the sea, and the boat would be easier to spot from the air. Further, as a working boat, an orange deck would get hotter in the sun, and help dry the catch of fresh fish.



COURTESY DAN MERTON

Hanging off the rail, watching the big beauties go by

Throughout the race, aside from a few tactical adjustments from Charlotte, Billy, and me, the teen trainees ran the boat. It was during this time that I observed Billy and Charlotte's commitment to patiently give their trainees detailed instructions, explanations, and, ultimately, a positive experience on the water.

In the end, this was a great day aboard a seriously fun boat with a great mission to change the lives of young adults. We all just wished there had been more wind!

We encourage our readers to please take a closer look at the West Indies Sailing Heritage Foundation and learn about what the group is doing. We found it quite inspiring.

How you can help

Though many admirable foundations are doing excellent work throughout the Caribbean basin, the work of the West Indies Sailing Heritage Foundation is exceptional. Following *New Moon*'s refit in Carriacou, Charlotte and Billy started the foundation in 2019 with the mission of giving back. After spending a generation sailing and working aboard large sailing vessels, gaining thousands of hours of experience and time on the water, the two wanted to parlay their love of sailing into a way to empower kids and young adults (age 12 and older) by teaching them to sail. According to Charlotte and Billy, sailing fosters teamwork, camaraderie, self-reliance, and discipline. Beyond that, sailing is a craft that, once learned, stays with you for a lifetime.

They hope to create an opportunity for young Antiguans to foster a genuine interest in sailing and perhaps even a professional/ career interest in the marine industry (one that is growing in Antigua and throughout the Caribbean). With this goal in mind, the pair set out to find a boat and challenged themselves to change lives for the better the way they knew how — one positive sailing experience at a time. On our way back to the dock, Charlotte and Billy eagerly explained that they hoped their trainees would one day develop the confidence and experience to take *them* out sailing by the end of their training.

One notable success story is that of 17-year-old trainee Nevin, who has sailed with *New Moon* since the start, steered the entire day one race, and also joined *New Moon* at the West Indies Regatta in St. Barts April 26-28, 2024.

The West Indies Sailing Heritage Foundation relies primarily on donations. From my first-hand experience, it is having a positive impact and is making a difference in the lives of some young adults in Antigua. Consider making a donation to The West Indies Sailing Heritage Foundation via Paypal or wire transfer; please visit the website www.caribwish.com/donate. Visit antiguaclassics.com to see more about what makes this regatta so unique.

Blue Bonds Symbolize Belize's Commitment to Ocean Conservation

Story by Chalsey Gill Anthony & Photos from Belize Fund For A Sustainable Future



The Belize Barrier Reef is the second largest coral reef system in the world after the Great Barrier Reef in Australia.

Beyond its undeniable beauty, Belize's ocean space is an important asset for our economic development, contributing to the livelihoods of thousands of Belizeans. But our coastal and marine environments face threats from biodiversity loss, climate change, and pollution — termed the triple planetary crisis. Illegal, unregulated, and unreported fishing, agricultural runoff, and habitat destruction further jeopardize these vital resources.

Almost two and a half years ago, the Belize Fund was set up to help Belize achieve its ambitious goals of protecting its precious marine ecosystems while alleviating national debt, through the Belize Blue Bonds. This wasn't your typical financial instrument; it demonstrated innovation in bridging the gap between ambition and action in ocean conservation.

Joel Verde, one of the Belize Fund's board of directors and executive director for the Sarteneja Alliance for Conservation and Development, emphasized the critical role of this new funding, "This has secured funding that was much needed, and it was urgent. Those that have been involved in protected areas management know how much that has been for us."

Leah Carriere, representing the Belize Blue Investment Company and The Nature Conservancy's Nature Bonds Program, shared her perspective on the journey from concept to reality. "When we closed the historic Belize Blue Bond transaction in November 2021, it felt momentous yet incomplete. It wasn't until I saw the Belize Fund team in action, translating those debt restructuring funds into tangible marine protection initiatives, that I realized the full potential of what we had set in motion."



Illegal, unregulated, and unreported fishing jeopardize the rich natural resources of Belize.

—Continued on next page

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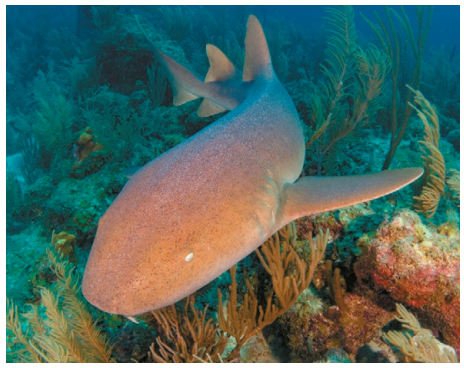
Carriere marvelled at the fund's rapid progress. "In just two years, they've gone from a concept to a fully operational entity, disbursing millions in grants and setting new standards for transparency and effectiveness in conservation finance. The global conservation community is taking notice — Belize is becoming a model for how innovative finance can drive real-world conservation impacts."



Belize Blue Bonds are a vehicle for protecting precious marine ecosystems while alleviating national debt.

The Belize Fund plays a key role in managing this conservation funding. Dr. Leandra Cho-Ricketts, executive director of the Belize Fund, provided insight into the program's significant achievements:

"We're proud to report that in just two years, we've approved a total of BZ$18 million in funding, with BZ$7.3 million already disbursed. This funding has supported 14 crucial projects, benefiting 14 Marine Protected Areas covering over 527,000 hectares. Our reach extends to 40 coastal communities, and we've provided funding to a diverse group of stakeholders, including six government agencies, 11 NGOs, one academic institution, and one community-based organization. Moreover, we've facilitated training for 66 individuals, building local capacity for long-term marine conservation management."



Belize is becoming a model for how innovative finance can have a tangible impact on conservation efforts.



A total of BZ$18 million will aid 14 designated Marine Protected Areas in the country.

Dr. Osmond Martinez, former CEO of the Ministry of Economic Development and member of the Belize Fund's board, contextualized the Blue Bonds program within Belize's broader economic strategy. "This initiative represents a historic merger of traditional economics with Belize's natural wealth. By restructuring our debt through the Blue Bonds, we've not only secured vital funding for conservation — achieving what so many would consider impossible, but also positioned Belize as a leader in sustainable development."

Belize committed to conserving its marine environment by setting its sights on eight important conservation milestones, comprising a progressive expansion of Biodiversity Protection Zones, culminating in 30 percent of Belize's ocean territory being protected by 2026. It also includes developing a Marine Spatial Plan, revising coastal management laws, designating mangrove reserves, and applying for the International Union for Conservation of Nature (IUCN) Green List status for select marine protected areas. Through the Government Strategic Allocation, the Belize Fund has supported the achievement of three of the eight conservation commitments, including the initiation of the process for the development of the marine spatial plan.

As the Belize Fund continues to build credibility and inspire other countries and institutions, its progress towards a sustainable future for Belize's marine biodiversity and blue economy is worth celebrating.

Dr. Cho-Ricketts emphasized the Fund's commitment to inclusivity and effectiveness. "We're continually adapting our grant-making approach to be more responsive and accessible. Our goal is to ensure that all stakeholders, regardless of size, have the opportunity to contribute to our shared marine conservation objectives and development of our blue economy."

The future of Belize is intricately tied to the resilience of its coastal and marine environment. From the food on people's plates to the jobs they hold, from the safety of our homes to the very soul of our nation, healthy ocean space is essential. This isn't just about protecting a pretty picture; rather, we are dedicated to safeguarding the well-being and prosperity of Belize and its people for generations to come.

The author is the communications officer for the Belize Fund for a Sustainable Future.



ECO BRIEFS

Reef Restoration Workshop on Bonaire

The Dutch Caribbean Nature Alliance (DCNA) hosted a reef restoration Workshop on Bonaire in summer 2024, bringing together over 20 experts in coral reef restoration and over 150 participants. Topics ranged from fish reproduction to coral outplanting. Experts from the Reef Renewal Foundation Bonaire, Caribbean Research and Management of Biodiversity (CARMABI) and SECORE International discussed coral restoration methods. The coral spawning lab shared advancements in land-based coral spawning techniques. Participants from Van Hall Larenstein University covered the restoration of native herbivores like sea urchins and snails, which help reduce harmful algae and improve coral survival. Roffareefs, the Caribbean offshoot of Diergaarde Blijdorp, the Rotterdam Zoo, presented novel approaches to herbivorous fish reproduction.

CASPER DOUMA



Hands-on experience at the reef restoration workshop

Roffareefs and Reef Renewal Foundation Bonaire also led practical field activities, where participants engaged in coral fragmentation and micro-propagation techniques, studied fish breeding behaviors, and took part in local reef restoration exercises.

Coral reefs are crucial to the health of the Caribbean, and yet they face threats every day from climate change, invasive species, pollution and overfishing. DCNA urges others across the Caribbean to join this vital initiative to safeguard biodiversity, enhance coastal resilience, and support sustainable livelihoods.

DCNA will publish a special edition of BioNews (http://dcnanaturenews.org/news) featuring articles and recordings of some presentations on workshop topics. For more, contact: research@DCNAnature.org

BUSINESS BRIEFS

AkzoNobel joins Project Perfect Storm

AkzoNobel is partnering with Ocean Craft Marine and Porta Products as part of "Project Perfect Storm," with the goal of perfecting the efficiency and onboard comfort of the 11.5 meter Offshore Interceptor. The concept is to customize every detail to maximize the overall efficiency and ensure the most protective platform for the crew.

Ocean Craft Marine chose Porta Products to completely reimagine the hull design. For a premium coating, Porta Products selected AkzoNobel's Awlgrip® and Sea Hawk® brands to enhance the new strakeless design of the hull.

COURTESY AKZONOBEL



Stage 2 testing of Project Perfect Storm

The Awlgrip range enables applicators to fill, fair and paint vessels. Awlfair® LW, which was applied as part of Phase 2 and contributes to the Porta Products new hull design, is a premium trowelable filler.

Sea Hawk Tuff Stuff Epoxy Primer and Sea Hawk Colorkote Triple Protection Fouling Control were also applied to help enhance performance.

The vessel will be on display and available for demos at several industry events, including IBEX and METS, where AkzoNobel will also exhibit.

Budget Marine Gets New Solar Panels

Budget Marine's St. Maarten store is now stocking the newest Super Lightweight Flexible Solar Panel L-Series. Sized as 50 ,100 ,120 and 200 watts, these solar panels are maintenance-free and 100 percent sea & salt water resistant, and offer 0~3 percent tolerance output power using Mono solar cells or SunPower. They come with an IP67 junction box cable output, sealed and fully waterproof, and 3-meter cables with MC4 connectors. They are also equipped with 304 stainless steel eyelets, with rounded corners and a plastic cover for protection.



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CRUISING BOAT OF THE MONTH

Sea Life

By Todd Duff, photos courtesy Todd Duff

Sea Life is our "new to us" 46-foot Amel Santorin ketch. We've owned her since November 2023.

After over 30 years of active ocean cruising and visits to 38 countries it's amazing how many of us are still out there, clinging to this special lifestyle while the world changes around us. There is nothing else like it. For the last five summers we tried RV camping and covered the US as well as some of Mexico and Canada. But we came to the realization that RV life just isn't all that challenging and not nearly as engaging — and certainly much more regulated than international cruising. So we have the RV up for sale. After another month or two of updates we plan to head back down to the Caribbean and will not return to land travel.

This is our third Amel. Our first was a 53-foot Super Maramu. We sold her back in 2016 as we felt she was just too big for two people. She's now in the South Pacific Ocean with her Dutch family. In 2017 we bought an Amel Maramu, the 46-foot predecessor to the Santorin. That boat was a real find; she was immaculate and was to be our "retirement boat," so we were refitting her for another trip to the South Pacific, but then Hurricane Irma came along and destroyed the boat, my car, and my business, and changed our lives forever.

Since that time we've had several "not quite right" but very nice boats: an Alden 50, Bristol 43.3 and 47.7, and a 42-foot Hallberg Rassy Mk II. None of those were quite right for us so when we found this well-upgraded Amel Santorin, we jumped at it. So far so good.

We named her *Sea Life* for two reasons: Obviously we love all the sea life we encounter and secondly we love the sea life — living on the sea and traveling as we have been since the 1980s.









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Your Route to Closing the Great Caribbean Circle

Earth's ultimate gift to the cruising sailor

Story by Todd Duff, Photos by Gayle Suhich



A quiet summer evening in Gustavia, St. Barts

Across the sometimes-boisterous Anegada passage from the Virgin Islands lie the popular cruising destinations of St. Martin/St. Maarten and the French island of St. Barts, which almost all Caribbean sailors visit at some point. After my boat-parts shopping list has been filled from the excellent chandleries on St. Martin, we usually make way toward our favorite nearby anchorages at Anse De Colombier on St. Barts or in the tiny bay on the southwestern coast of Île Fourchue. A beach landing at either and a scramble to the top of the nearby hills will provide you with a view of your boat that may become a lifetime memory.



Île Fourchue, between St. Martin and St. Barts

Just a day's beam reach to the south of these islands, the less visited nation of St. Kitts and Nevis beckons. While the anchorages there may be a bit rolly in winter months, the authentic island lifestyle, imposing historic fortifications and well-preserved colonial ruins make these islands well worth the visit. And if you're ashore in the evening or early morning, you'll likely encounter at least a few of the island monkeys which live in the interior but come down into the settled areas searching for food. The monkeys on St. Kitts, by some estimates, outnumber the human population!

Tacking upwind, or if you arrived from Europe, you'll find Antigua to be a magnet for some of the world's most beautiful sailing yachts. During the peak season, English Harbour and nearby Falmouth Bay host hundreds of boats from all over the world. Barefoot cruisers abound and chances are you'll run into some old friends there ... or if not, you'll likely make some new ones. From English Harbour, a hike to the top of Shirley Heights is a must-do for a chance to see a green flash sunset and to photograph your boat at anchor far below.

While Guadeloupe offers much to the visiting sailor, the tiny archipelago of Îles Des Saintes, just to the south, is where we always try to stop. With several great anchorages and a quaint and quiet small town, it's a terrific place to unwind and relax before continuing south to another of my favorite island nations, Dominica.

Mountainous and ruggedly beautiful, it hasn't changed much since I first anchored in Prince Rupert Bay in the early nineties. If anything, it's gotten better over the years as nautical tourism has become better understood by the locals. And if you love long, challenging hikes, amazing natural beauty and exploring well-preserved colonial fortifications, this island could become one of your favorites too.

A sometimes-boisterous daysail to the south, the mountainous, well-populated and strikingly beautiful island of Martinique is an imposing landfall. Again, great hikes abound: the most challenging is scaling the summit of Mount Pelée. Perhaps equally well-known for its violent volcanic eruption in 1902 or as the birthplace of Napoleon Bonaparte's Empress Josephine, Martinique also offers superb shopping and provisioning as can only be found in the French islands. There are many great anchorages, and our favorite reprovisioning port in the entire Eastern Caribbean is Le Marin on the southern coast, where you can take your dinghy up to a floating dock behind one of the best grocery stores in the islands and roll your shopping cart right down to the boat. We always stock up on superb French cheeses and decent, inexpensive wine. Getting there from the north usually requires short tacking past the precipitous Diamond Rock, famous for its seizure by British forces during the Napoleonic Wars of the early 1800s. Sailing close by, it is astounding to imagine what it took to scale the heights, drag cannons and munitions to the top and hold out against attack for seventeen months.



St. Lucia – approaching the Pitons from the north

Just a short daysail to the south lies the historically significant and precipitous island of St. Lucia. From its excellent harbors of Rodney Bay in the north, well protected Marigot Bay and the world-famous Pitons anchorage to the south, St. Lucia provides unparalleled photography options and is often the first or second landfall for vessels arriving from Europe. Rodney Bay has one of the best haulout facilities and cruiser friendly marinas in the former English islands, and many cruisers make St. Lucia their base from which to explore farther afield.

Continuing south brings us to St. Vincent and the Grenadines. While the main island of St. Vincent is often bypassed by vessels traversing between St. Lucia and the Grenadines, there are in fact several great anchorages along this oft-forgotten coast. Our favorite is Wallilabou Bay which was the setting for some of the most memorable scenes in the movie *Pirates of the Caribbean*. A stop here can be a lot of fun, especially for the younger members of the crew who may enjoy wandering through the crumbling movie set ashore and imagining themselves as pirates in their own right, back in the day.

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A bit farther to the south is another of my favorite places: Bequia, which was originally settled by the Arawak peoples from South America. With the first French settlers arriving around 1750, Its excellent harbor, fertile volcanic soil, and abundantly prolific fishing allowed Bequia to grow into a successful trading port which ultimately became best known for its whaling and boat building.

Scattered across the next 40 miles to the south are the enchanting islands of the Grenadines. One could easily spend several weeks or more in this area, which is shared with the nation of Grenada. While almost every sailor visiting this group of islands makes a stop in the stunningly beautiful Tobago Cays, we find ourselves gravitating to the islands of Union and Carriacou, which to us offer a much more authentic island experience and provide secluded anchorages. Since the passage of devastating Hurricane Beryl July 1, 2024, which left widespread destruction, Union and Carriacou will remain in stages of rebuild for the foreseeable future, but in an effort to help them regain their footing, stopping by and spending some of your cruising funds there will surely be appreciated. We have always found the lovely people of Union and Carriacou to be among the friendliest in the entire Caribbean.

The Kick-'em-Jenny Passage between the Grenadines and Grenada proper can be a spirited sail, but should you luck upon a gentle period, a day stop at Corn Store Bay on Ronde Island is worth considering. There is decent snorkeling, a couple of trails on shore and a small, seldom visited fishing settlement on the southern end of the island.

Grenada has of course become perhaps the most popular summertime terminus for many Caribbean cruises; and during the peak of hurricane season, the fjord-like bays on the southern coast harbor hundreds of cruising vessels from all over the world. Sometimes affectionately referred to as "Camp Grenada," its anchorages do offer a lot to do, and at times Grenada can indeed take on the feeling of a large summer camp for adults. With several large boatyards and a skilled service industry, many cruisers perform refits on their boats during their summer hiatus.

Trinidad, just ninety miles to the south, was for decades known as *the* place to get major work done on yachts. Although in recent years more facilities have popped up in other relatively hurricane-free areas of the southern Caribbean, Trinidad, with its major yachting center around Chaguaramas, still has a lot to offer with expert services and first-rate boatyard facilities. And the nearby sister island of Tobago is a much less visited sleepy neighbor with miles of pristine beaches and a welcoming, less hurried populace.

Travelling westward, the strikingly beautiful coast of Venezuela may one day again become a safe place to visit, but since our pirate encounter there in 2010, we now leave this country abeam, well offshore.

The Dutch islands of Bonaire, Curacao and Aruba have in recent years become more popular as alternative places for waiting out hurricane season but are also terrific stops in their own right. Bonaire is an enticing island rich in history, but Spanish Waters on Curacao is perhaps the best all-weather harbor in the entire southern Caribbean. Only a two-to-four-day sail from many of the more popular islands to the north, with a hurricane approaching from the east, Spanish Waters has for decades been the "bailout plan" for many crewed charter yacht captains.

Colombia, once on the prohibited list for most insurers has, in recent years, become a much safer and more frequently visited destination for cruisers and with the new yacht harbor at Santa Marta and the popular historic harbor at Cartagena, offers excellent bases from which to explore inland while waiting for the right conditions to pass by the often-boisterous area off the Rio Magdalena when traveling east or west.

Next stop heading west is usually Panama and the remarkable and unique San Blas Islands, which provide the opportunity to immerse yourselves in an entirely different culture. Scattered over ninety miles of its sparsely populated northeastern coast on the Caribbean Sea, dozens of tiny islands, with many areas well within barrier reefs, provide sailors with challenging yet rewarding exploration. Although most cruisers tend to congregate in the western group of islands around the Lemon Cays, Holandes Cays and Coco Banderas, heading farther down east will provide a much more authentic experience by visiting less frequented settlements and isolated anchorages.

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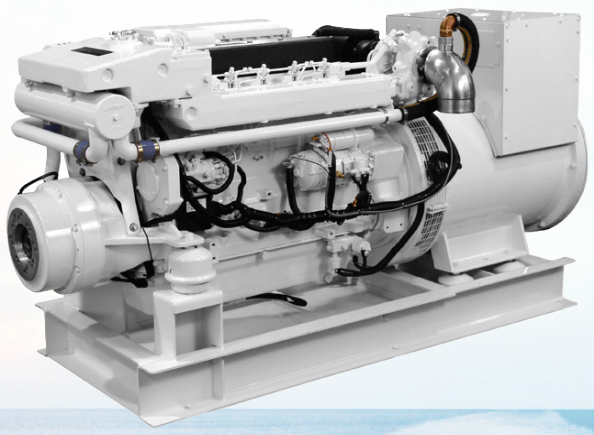
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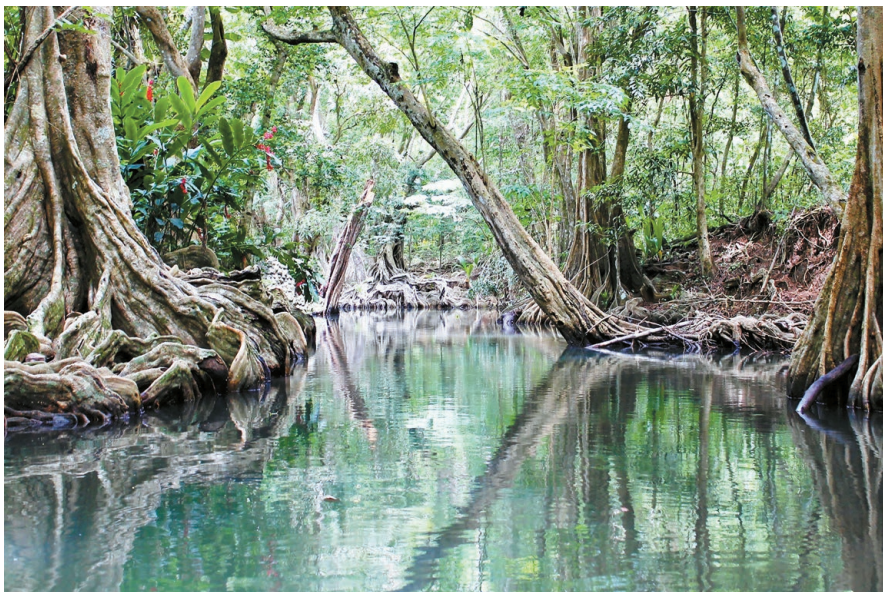
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While many Caribbean cruisers who sail as far as Panama go on to transit the canal and head into the Pacific, some continue west to the Bocas del Toro area which is, year by year, becoming more popular as a cruising ground. From there, heading up to the Colombian islands of San Andreas and Providencia makes it possible to round Nicaragua's somewhat dangerous reef-strewn coast well offshore to make landfall in the Bay Islands of Honduras. Our favorite there has always been Roatan. With its many bays and fantastic reefs, one can easily spend a month or more here, and stopping by Isla De Utila on your way to Guatemala's Rio Dulce is a must do if for no other reason than to sample its funky backpacker bars and exuberant party atmosphere.

"*The Rio*," as this well-traveled fresh-water river is known to cruisers, has become a permanent hangout for many sailors and has dozens of relatively cost-effective options for leaving your boat long term while traveling inland or abroad. And Guatemala, of course, is home to many of the archeological remains of the once vast Mayan civilization with dozens of well-preserved sites and possibly hundreds more yet to be discovered. Just to the north and all within the second largest barrier reef in the world, Belize and the southern areas of Mexico's Yucatan offer an entirely different type of cruising. Easy, short hops and eyeball navigation are the order of the day and of course its offshore atoll-like reefs are unique in the Caribbean basin.



The Indian River on Prince Rupert Bay in Dominica

After transiting the stunning reef-strewn coast of Mexico to the north, many a Caribbean circle cruise ends with a few days of sailing up to Florida. Because they are not on the normal sailing routes when heading either east or west, most cruisers bypass Jamaica and the Cayman Islands — a shame, as both nations are well worth a visit. Grand Cayman has a well-protected all-weather anchorage accessible from its North Sound and has decent shopping and, along with its smaller neighbor islands of Little Cayman and Cayman Brac, offers fantastic diving opportunities. Jamaica, with its nicely spaced harbors along its north coast, offers the possibility of "day hop" cruising while heading to the east or west and is of course a huge island full of historic significance and has perhaps the most archetypical Caribbean culture of all the island nations within the basin.

There are few if any places on earth that offer so much history, cultural diversity, and geographical wonders within relatively short distances of each other all situated in such a perfect area for sailors. Easterly tradewinds blow most of the year and except in the far northwestern areas, winter cold fronts are virtually unknown. Caribbean sailors are, in my opinion, the luckiest cruisers in the world. There is so much to discover, new friends to meet and challenges to be realized that it's no wonder that so many sail into these extraordinary waters and choose to stay, year after year. Pick up your anchor or cast off your docklines and head out. There are infinite possibilities and still untold stories to experience. The Caribbean is Earth's ultimate gift to the cruising sailor.

This is the second part of "The Best of Caribbean Cruising" by the author; find Part One, "The Timeless Destinations of Puerto Rico and the Virgin Islands" in the April 2023 issue of Compass *(caribbeancompass.com/the-best-ofcaribbean-cruising-part-one). Duff is the author of* Bargain Boats and Budget Cruising *and the action adventure* Kidnapped from the Caribbean, *available from www.seaworthy.com or anywhere books are sold.*





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Bequia After Beryl, Part Two

Story and photo by Peter Roren

On Bequia, a dazed and tired population swept and tidied their properties. Everybody seemed to be in a "why worry" mode — it wasn't so bad — it could have been worse. Bequia hasn't been directly hit by a hurricane over the past 100 years; the occasional tropical storm has been the norm, a natural part of life in the tropics. Yes, it could have been worse, and current will soon be back — praise the "electric-city" company!

The older generation was used to cooking outdoors over charcoal and could cope, and had no need for air-conditioning with the return of the gentle tradewinds. Plenty of water had been stored in overhead tanks; no problem there either. The biggest problem, especially for the younger, phone-addicted generation, was that of FOMO (Fear of Missing Out), and the difficulty in charging smart phones with no electricity. There were also problems for quite a few expats in their luxury villas designed by North American and European architects; many were unable to access their copious supplies of fresh water because the houses feature electric pumps as opposed to gravity fed, and some were forced to flush toilets with buckets of swimming pool water until electricity was restored.

I take back all the bad things I have said about VINLEC, our local electricity supplier. An energetic army of men wearing yellow helmets and vests were here, there and everywhere, digging holes for poles and hooking up the fallen grid. Two small supermarkets in the harbor with freezers, air-conditioning and electronic cash registers received a temporary link to the nearby power station so that people could shop for food. During the week after poles had snapped and cables were down, Mount Pleasant miraculously had power; we mountain dwellers were quite surprised to have been given priority, but as the communications towers are at the top of Mount Pleasant it made sense. Three weeks after Beryl the majority of the island's power had been restored, although in some of the more remote areas it's taking longer. There are a few privately-owned generators, but not where it was most needed — at the petrol station!

There was nobody behind the closed doors of Bequia's two telecommunication network offices, and no answers as to when the island's telephone and internet services would be back on track. However, work would evidently start immediately after the carnival celebrations. Yes, you read correctly, Carnival on the mainland had to be celebrated — so be it! Ferry services were up and running as soon the vessels that had fled to safety were back, which meant people could get to work again on the mainland, and, of course, get across the channel to celebrate Carnival!

The Prime Minister, Comrade Ralph, had cancelled carnival during his radio address to the nation, but after a hurricane-of-popular-demand he cancelled the cancellation due to the ongoing arrival of flights filled with Vincentian party animals from Canada, the States and Notting Hill! He added (exact quote!) that the world had to learn that a Vincentian does not allow himself to be broken by headwinds. The party animals had a good time but the Prime Minister was subjected to some harsh criticism; the front page headline of the *Times* read in huge bold lettering: "MAINLAND PARTIES ON WHILE SOUTHERN GRENADINES SUFFER."

In his radio address, the PM thanked all the heroes in the emergency services and finally the Guy Upstairs, who had surely heard the peoples' prayers and had protected them from the worst imaginable.

The extent of damage on Bequia (not to mention the southern Grenadines) is going to cost the already-deprived treasury a fortune. Power lines and broken utility poles ended up as tangled jumbles in the gutters. The main roads from Port Elizabeth to the airport, Spring and Mount Pleasant, resembled a long and narrow garbage dump. This "road of refuse" was covered with galvanized roofing, bits of plywood and lumber, mattresses and miles of snarled fiber-optic cable, along with an interesting mixture of broken personal belongings. It's all been shoveled aside until it can be transported to the real dump, making the good old potholes of Bequia visible once again and the roads passable for vehicles and pedestrians.

During my sightseeing walkabout in Port Elizabeth, I noticed a local pastor hanging out on the steps of his modest house of worship. I know and like the dude, and have had many interesting discussions with him in spite of our different opinions regarding certain issues. Churches are notorious for losing their roofs under stormy conditions, but his looked intact and still operational so I stopped to offer congratulations. The pastor claimed that the reason his fragile building was unscathed was, of course, due to the fact that it had been divinely protected. I couldn't help mentioning that the impressive Catholic church in Kingstown had lost its roof.

I asked, "Why couldn't the Good Lord protect his much grander house in the capital?"

"Maybe it had to do with it being Catholic," answered the Evangelical pastor.

I recalled talking to the same pastor previously about his congregation's habit of praying for incoming hurricanes to go north of the Windwards to the French islands. What about Christian devotion and empathy? Doesn't it read somewhere in the Good Book that Thou Shalt Love Thy Neighbor as Thyself? The answer to my query was the usual platitude — "God's ways are unsearchable."

Due to the threat of a major disaster, the Bequia ferries had evacuated many of Union and Mayreau's inhabitants. A small group of stragglers had stayed on, seeking refuge in the tiny stone church on Mayreau. When the roof went "gone by de wind," when timbers and stones started to fall on the congregation, they panicked and tried desperately to get out, but the door was jammed by debris on the outside.

—Continued on next page

—*Continued from previous page*

The quick-thinking Nigerian pastor managed to calm his flock, then led them through the back door to his tiny and safe dwelling adjacent to the church. His brave action probably saved many lives, but, when a local member of the press reported the story, it was said that the Lord had heard their prayers and protected them. The brave Nigerian pastor who had performed the friggin' miracle wasn't mentioned.

Admiralty Bay was a mess. Six indifferent and currently shipless seafarers had left their yachts for Beryl to deal with. A sloop hugged the sand high up on Tony Gibbon's beach with its sails up, evidently the result of a desperate and optimistic mariner trying to escape the storm's fury at the last moment. Another yacht, wrecked and stripped of its mast and rigging, was beached right outside the Dockside Boat Chandlery. It was befittingly situated a short distance away from a shop selling boat equipment, but unsuitably miles from the insurance companies' boundaries. A Norwegian-owned million-dollar yacht that had been ripped loose from the dock at Bequia Marina drifted off on a "flying Dutchman" voyage, presumably breaking her mooring lines when the dock got "mash up."

A 50-foot ketch lay wrecked halfway up the road outside the marina with major damage, and the final three vessels have disappeared. A reliable witness reported that while looking through a hole in his bedroom wall (which had been a window with shutters before the storm), he saw two yachts pass by sideways with no man at de helm. Looking out to sea half an hour later he said, "De yachts were done gone, as visible as a fart on de horizon." Together with a number of drifting vessels from farther south, an entire unmanned convoy is heading for the Dominican Republic, and, judging by the current and wind conditions, they'll probably end their voyage there if not commandeered during their passage.

Evidently Bequia's Hairoun outlet sustained material damage; rumors were flying around that they might soon run out of beer, a calamity that would pile insult on top of injury. Sailor's Bar, Bequia Marina and the sailmaker's workshop need repairs, as well as a number of homes constructed with plywood and galvanized sheeting. There's work to be done, and it will be a slow and painful process for many.

Twenty years have passed since hurricane Ivan ravaged the region, causing extremely strong tropical storm winds on Bequia. I had taken refuge in a friend's wine cellar when my dinosaur flip-up cell phone rang; the person calling had dialed the wrong number, but took the time to ask where I was and if I was all right. She apologized for having dialed incorrectly, an apology that made my heart go out to her. We talked for nearly an hour about wind, the weather, the meaning of life and so on. We agreed to meet up after the storm, but her credit ran out before we could agree on when or where. The tiny display on my cell phone read "unknown number."

My point in mentioning this single incident is how threats and disasters serve to create an aftermath of bringing people together, changing how we interact in a different and better way. The people of New York changed after the Twin Towers fell, and Norway wasn't the same after a terrorist murdered 69 teenagers. I noticed the change in Grenada after Ivan, and I'm noticing it here on Bequia after Beryl. Strangers to me, people I have never interacted with before, are stopping me on the street to ask if my house is okay, and if I myself am all right. There's a stronger empathetic awareness on the island, a sharing of emotions and ideas rather than selfies and silly video clips, and it's rather heart-warming. Foreign aid has been flowing in, and the PM announced that "his citizens" may receive barrels from overseas duty-free until December 31.

The climate gurus tell us that this year is going to be a record for hurricanes due to ongoing climate change. Therefore, switch to an electric car! No more oil or gas extraction! Let the forests live! Recycle! Eat chicken and fish and forgo red meat! I hope it will be a long time before I have to write more accounts of volcanic eruptions, earthquakes and hurricanes. Beryl was quite the experience and I wouldn't want a repeat performance.

I can only finalize this report by asserting that natural disasters don't necessarily need to be a big deal and the end of the world. The big deal is how great a privilege it is to live on an amazing tropical island — the natural place to be.

Peter Roren is the author of The Art of Getting Wrecked. *Part One of this story ran in the September 2024 issue of Caribbean Compass. Find it online at https://caribbeancompass.com/beryl-comes-to-bequia*





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EAT. DRINK. LIME.

Remembering Don Street

You can't look out beyond the helm of a small boat, stand at the end of a dock and gaze out on a sunny day – or a stormy night – without seeing something that brings to mind that indefatigable sailor, Don Street. And on the sunniest day that might bring forth a tear, and on the stormiest night a smile. And at any time, and in any weather, a story or two.

Here are a couple of memories of Don, passed on to us by our founding editor Sally Erdle, from letters to her (and other friends) from Don. They say laughter can be a special form of prayer, and perhaps the best way to summon up memories of those departed. So here in these notes are some of Don's laughter, and some of his thumbing his nose at convention.

Here's Don answering the question of how he became a writer.

My writing career started when having dinner with a charter party in Caneel Bay, St. John, in the USVI.

John Fearnley, casting director for Rogers and Hammerstein, and Burt Shevelove, who wrote the play "Something Funny Happened on the Way to the Forum," were our hosts. Their other guest was Fearnley's old friend John Steinbeck.

After dinner they started arguing about writing and talent.

Finally Steinbeck said, "Talent? Bullshit. To become a writer it is a case of putting your ass on a hard wooden chair and banging away on a typewriter six hours a day six days a week." Then to me, he said, "Kid, you tell a good story. Why don't you try writing?"

To which I replied, "I cannot spell or do punctuation."

To which Steinbeck replied, "What the hell do you think secretaries and editors are for? Try writing!"

And thus my writing career was launched.

My father had a sequel to that story.

He was at Princeton not only at the same time as F. Scott Fitzgerald, but in some of the same classes.

At a class reunion he said to a classmate who had become a very successful artist, "Bob, you and I were in some English classes with F. Scott Fitzgerald. I thought your writing was as good as or often better than Scott's. Why did you become an artist rather than a writer?"

To which his friend replied, "Don, to become a writer or an artist requires doing the same thing over and over until you get it right. I decided that it was much nicer to stand in front of an easel looking at good-looking naked women than it was to sit in a chair and pound on a typewriter."

I think the friend made the better choice!!!!!

(But he became a writer anyway.)

Someone asked Don if he'd like a Viking funeral, where the deceased is placed on a boat which is turned into a funeral pyre, then launched into open water. Here was his whimsical response.

NO. I do not want a good boat to be lost burying me at sea.

I would like a traditional seaman's burial, sewn up in a CANVAS (not Dacron) sack, weighted with 50 pounds of scrap iron as son Richard says he will not waste 50 pounds of good lead on me, last stitch thru the nose to make sure I am dead, dropped in the sea outside the 100-fathom curve, as bodies dropped overside inside the 100-fathom curve sometimes reappear.

If the body reappears, there are all sorts of difficulties identifying it, and making sure it was buried at sea after a natural death, not as a pay-off in a gang war!!!!!

In the Isle of Wight a few years ago, a couple of bodies turned up and they had the above problem.

On May 1, 2024, Donald MacQueen Street Jr. died at his home in the loving care of his wife and family at Rock Cottage, Glandore, Ireland. He was 94. Funeral services were held at Christ Church of Ireland, Glandore.

Home is the sailor, home from sea,

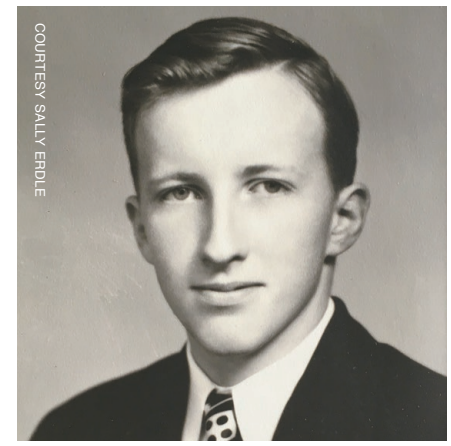
And the hunter home from the hill.


COURTESY SAIL MAGAZINE

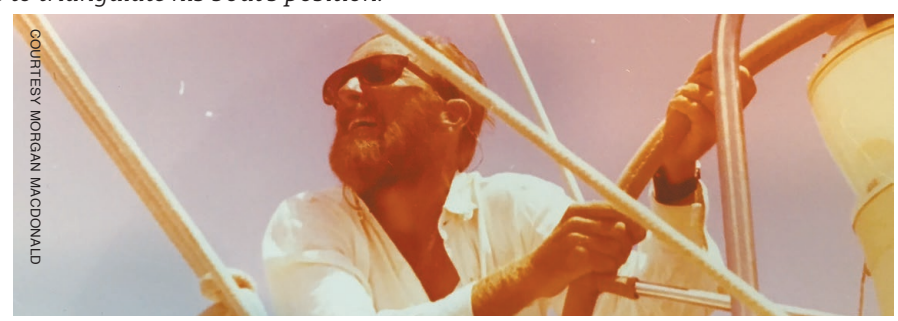
Bearded, youthful, and in his element.



Don uses a hand bearing compass to triangulate his boat's position.


COURTESY SALLY ERDLE

Don Street without a beard? (He was very young)


COURTESY MORGAN MACDONALD

John Steinbeck said, "Kid, you tell a good story. Why don't you try writing?"

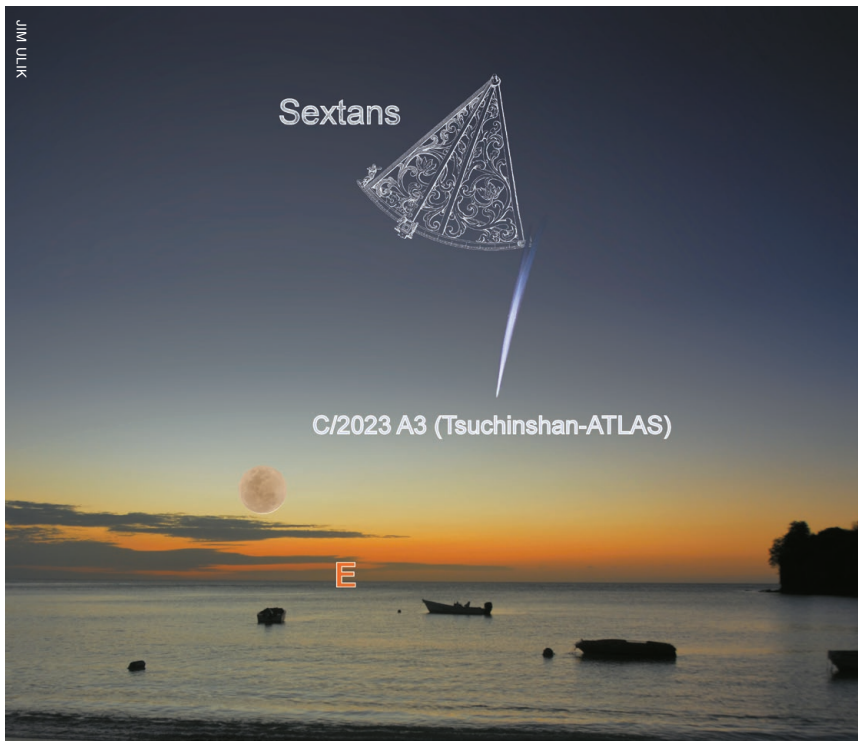

NILES VAN DINTHER

"I do not want a good boat to be lost burying me at sea."

October Sky

By Jim Ulik

A number of celestial events or objects can be seen as you look up into the night sky. October will showcase a rare bright comet and a few meteors passing through the night. On the other hand, sometimes you just have to look down out of the heavens toward Earth. Here comes the Sahara Dust.



The location of C/2023 A3 (Tsuchinshan-ATLAS) on October 01 at 0515h

Tuesday, October 01

Comet C/2023 A3 (Tsuchinshan-ATLAS) will liven up the predawn sky over the next few days. Its tail of dust could extend 20 or more degrees when viewed under dark skies. Under clear conditions the comet should be seen for less than one hour into nautical twilight or about 0600 hours. Nautical twilight is the time period when the center of the sun is six degrees to 12 degrees below the horizon. The sky is not completely dark and brighter stars are still visible. Celestial readings can be made as the horizon comes in view during the morning and before it disappears after sunset.

Wednesday, October 02

This morning will be a better morning to observe the comet because it has gotten slightly brighter and the Moon is now out of the picture. This is the best time of the month to observe faint celestial objects. You may also see reports of a solar eclipse today but it will not be visible in the Caribbean. The eclipse path will begin in the Pacific Ocean off the coast of South America and move across parts of southern Chile and Argentina.

Saturday, October 05

There is an area of sky situated between the Big Dipper and Little Dipper that is a source of the October Camelopardalid meteor shower. It runs for only a couple days, reaching its peak tonight. As usual the best time to see shooting stars is around 0300 when the radiant point is highest in the sky. The best place to look is about 40 degrees away from the radiant point.

As Virgo sinks in the west, the waxing crescent Moon and Venus become bright apparitions in the southwestern sky. Both objects, separated by three degrees, are in the constellation Libra.



A plume of Saharan dust as winds lofted it over the Atlantic Ocean

Monday, October 07

The Moon makes a close approach to the star that is not Mars. Antares or "Ant-Ares" means "like Mars" or rival of Mars, take your pick. Antares received its Greek name, in part, because it is commonly mistaken for the red planet. Ares is the Greek god of war while Mars is the Roman god of war (and agriculture).

Tuesday, October 08

A minor meteor shower may offer up a few shooting stars this evening. The Draconids will radiate out of the northwestern sky but can appear anywhere in the sky. The meteors can be seen early in the evening for a change. The shower is active October 06 – 10.

—Continued on next page

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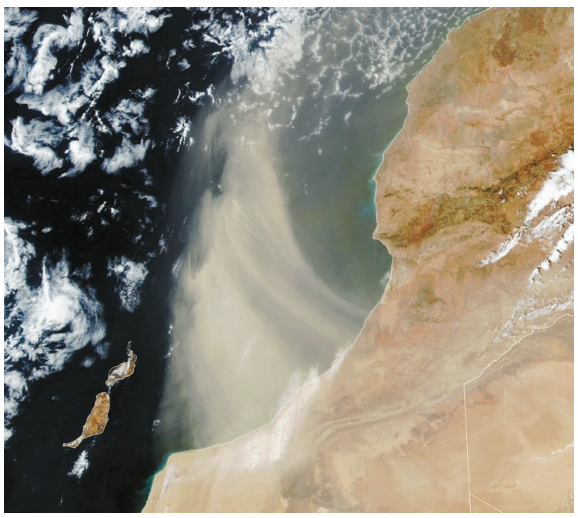
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Friday, October 11

It seems that meteor showers appear long after midnight. That almost holds true for the peak viewing of the delta Aurigids shower. While it is not a major shower, a few meteors may be seen around 2300h. The radiant point of this shower is northeast or left of Jupiter near the bright star Capella. The "little she-goat" Capella is the sixth brightest star in the entire sky and assigned an identification number 12 on the list of navigational stars.

Saturday, October 12

Look toward the west after sunset. Comet C/2023 A3 (Tsuchinshan-ATLAS) transitioned from a morning to an evening apparition north of Venus. It is orbiting away from the Sun so will continue to appear less bright over the next few nights. Today, however, it makes its closest approach to Earth. As you watch it reach the horizon, know that it will set close to 270 degrees. The comet's tail points towards the Sun, which set at 262 degrees.



JIM ULIK

Sahara dust traveled over 2,600 nautical miles to accumulate on running rigging.

Monday, October 14

The Moon and Saturn make a close approach today. This close encounter of the planetary kind takes place every 27 days.

Thursday, October 17

The Moon reached its closest orbital point (perigee) to Earth just before midnight on October 15. The Moon's influence on tidal forces will be at its maximum over the next few days. Tonight the Moon is slowly orbiting farther from Earth but still qualifies as a Supermoon. "Supermoon" isn't an official astronomical term, but typically it's used to describe a full Moon that comes within at least 90 percent of perigee. It will appear about 13 percent larger and 30 percent brighter.

Friday, October 18

There will be a few meteors radiating out of the eastern night sky from an area between Mars and Jupiter. The Moon will block out all but the brightest shooting stars. The epsilon Geminids peaks tonight and is active October 13 – October 27.

Sunday, October 20

After leaving the Seven Sisters behind, tonight's Moon is aligned with its third planet this period. Jupiter and the Moon ride across the sky on the horns of Taurus the bull.

Tuesday, October 22

The peak Orionids meteor shower was last night, but the Moon got in the way. Tonight's Moon rises a bit later so meteors can be seen for a short time before moonrise. Meteors will radiate from the constellation Orion, but can appear anywhere in the sky. Look straight overhead to spot the random meteor streaking across the sky. The Orionids shower is active September 30 – November 07, producing up to 20 meteors per hour.

Wednesday, October 23

The Moon makes a close approach to Mars tonight on its way toward the Beehive Cluster. Mars will rise around 2320h, about 20 minutes before the Moon. Both objects will be on the boundary of the constellation Gemini near the star Pollux.

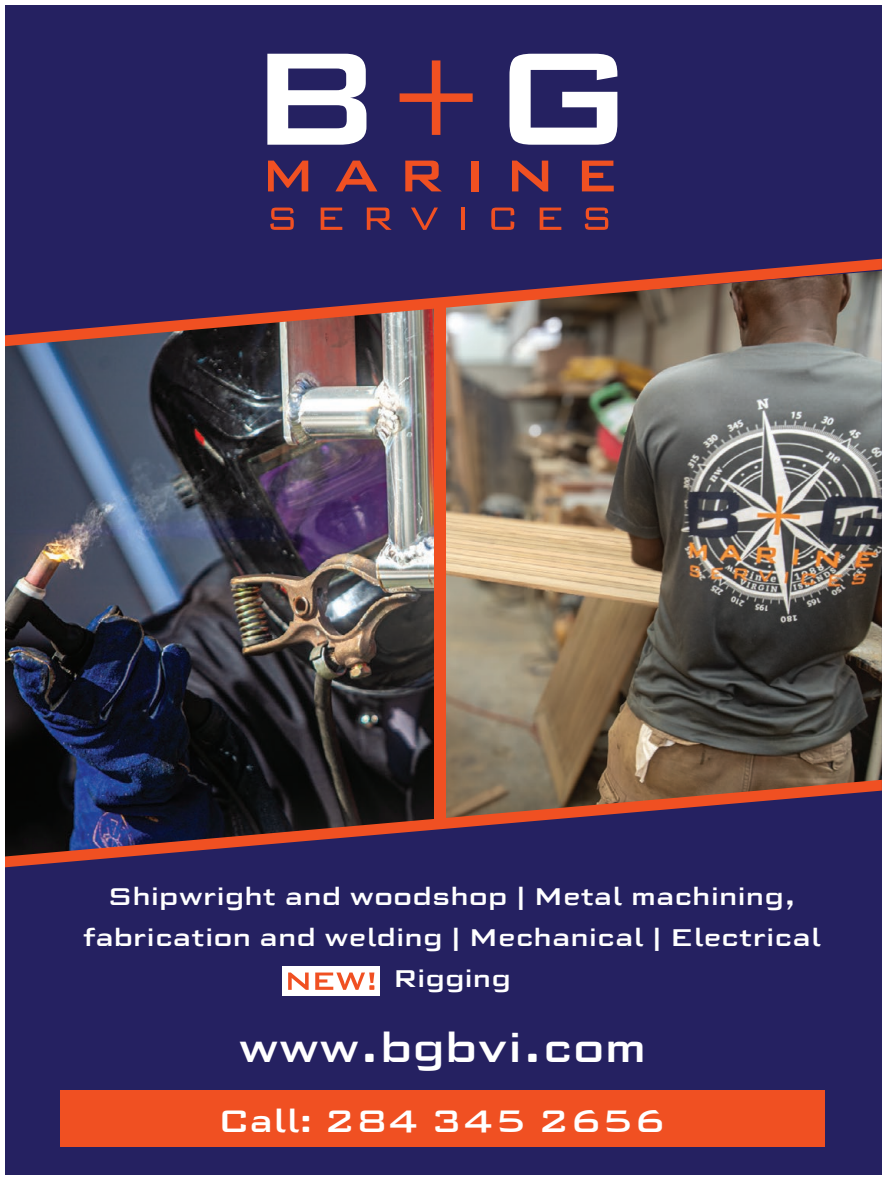
Thursday, October 24

A few hours into October 24 the Moon reaches its third quarter phase. About this time the last meteor shower that reaches its peak in October will make an appearance. The Leonis Minorids is active October 18 – October 27. The occasional meteor can be seen passing through the sky after 0200.

Friday, October 25

Antares has made a close approach to Venus tonight. The pair can be seen in the west southwest immediately after sunset. A clear view of the western horizon may reveal Mercury almost touching the sea. Maybe you can catch another view of the previously mentioned comet about 40 degrees above true west.

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





CALENDAR

October 2024

3	FULL MOON (Super Hunter's Moon)
12	Dia de las Culturas, Limon, Costa Rica. specialplacesofcostarica.com/blog/limon-carnival-everything-to-know/
14	Public holiday in St. Lucia (Thanksgiving Day); in Puerto Rico and USVI (Indigenous Peoples' Day); in the Bahamas (National Heroes' Day)
17	La Marguerite Flower Festival, St. Lucia. stlucia.org/en/events/la-marguerite-flower-festival/
17-20	Barbados Food and Rum Festival, Bridgetown. foodandrum.com
20	Tobago Blue Food Festival. https://tobagofestivalscommission.com
21	Willy T Virgin's Cup Race, BVI. www.royalbviyc.com
25	Public holiday in Grenada (Thanksgiving Day)
25	Creole Day (Jounen Kwéyòl), culmination of Creole Heritage Month, Dominica
25–27	World Creole Music Festival, Roseau, Dominica. discoverdominica.com
25–27	Tobago Carnival. www.welcometobago.com
26-2 Nov	Havana Ballet Festival. www.authenticubatours.com/cuba-festival-tours/cuba-ballet-festival.htm
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
27	Creole Day (Jounen Kwéyòl), culmination of Creole Heritage Month, St. Lucia
28	Foxy's Cat Fight, Jost Van Dyke, BVI. www.westendyachtclubbvi.com
31	Public holiday in Trinidad & Tobago (Divali)

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



Marguerite



MERIDIAN PASSAGE OF THE MOON

OCTOBER – NOVEMBER 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.

OCTOBER 2024

DATE	TIME	
1		1059
2		1137
3	1216	
4	1257	
5	1339	
6	1425	
7	1514	
8	1607	
9	1703	
10	1759	
11	1656	
12	1950	
13	2043	
14	2134	
15	2225	
16	2317	
17	0000	FULL MOON
18	0011	
19	0107	
20	0207	
21	0308	
22	0409	
23	0508	
24	0602	
25	0652	
26	0737	
27	0819	
28	0858	
29	0937	
30	1016	
31	1056	

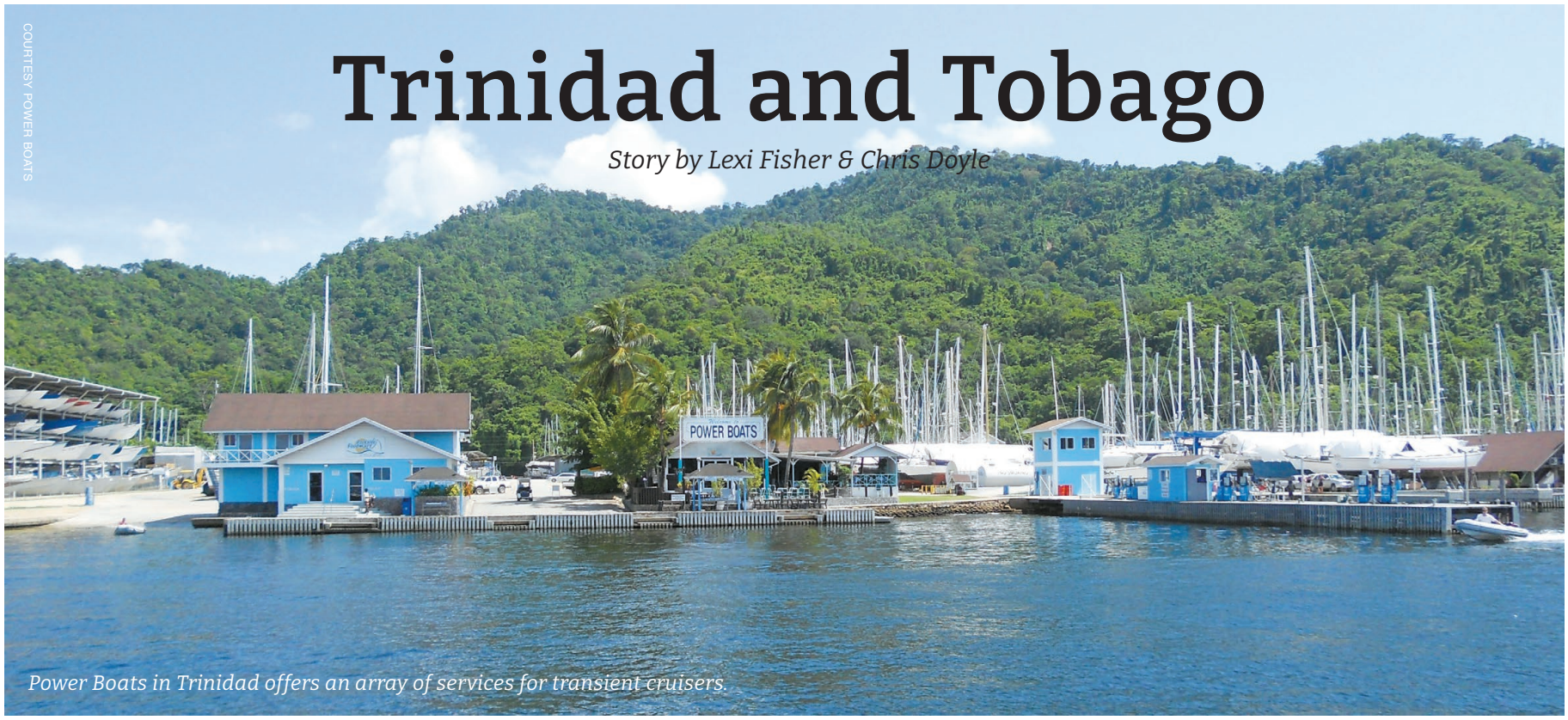
NOVEMBER 2024

DATE	TIME	
1	1138	
2	1223	
3	1311	
4	1403	
5	1458	
6	1554	
7	1649	
8	1743	
9	1834	
10	1924	
11	2013	
12	2102	
13	2154	
14	2248	
15	2346	
16	0000	FULL MOON
17	0048	
18	0151	
19	0253	
20	0351	
21	0444	
22	0532	
23	0615	
24	0656	
25	0735	
26	0814	
27	0853	
28	0935	
29	1019	
30	1106	

Trinidad and Tobago

Story by Lexi Fisher & Chris Doyle

COURTESY POWER BOATS



Power Boats in Trinidad offers an array of services for transient cruisers.

For many years Trinidad has been one of the less-frequented yachting destinations of the Eastern Caribbean. Its proximity to South America and the piracy concerns exacerbated by Venezuela's political turmoil discouraged many sailors. Sailing at night, as part of a convoy, and filing a float plan with the Coast Guard and North Post Radio, which monitors VHF 16, mitigated the risk. Still, Trinidad's cumbersome customs and immigration procedures were, for a time, further complicated by Covid.

Luckily the country has eased back to its pre-covid level of inconvenience, and without any recent incidents of piracy, things have been looking up for the yachting industry. This is especially true in the wake of Hurricane Beryl, which passed directly over Carriacou, much farther south than the traditional hurricane belt. Trinidad graciously opened its borders to those fleeing from the impact zone, and it would be no surprise if haulout wait times continued to increase as sailors began considering the threat of hurricanes a greater risk than that of piracy and tiresome paperwork.

Trinidad was geographically part of South America as recently as 10,000 years ago and more closely resembles Venezuela than the rest of the Caribbean. While it lacks those perfectly peaceful anchorages backed by powdery palm-fringed beaches that typify the other islands, it offers a rich cultural heritage and an amazing wealth of natural wildlife unseen in the islands to the north. Tobago, by contrast, is a typically idyllic Caribbean island that runs at a gentle pace under swaying palms, with the added bonus of less tourism and a much larger diversity of birds than can be found in most islands to the north.

Thirty years ago, yachts rarely visited these islands. It was felt that Tobago was too far to the east and hard to get to, and most yachtspeople thought there was nothing for them in Trinidad.

Attitudes began to change when Don Stollmeyer, the managing director of a yard called Power Boats, decided to invest in a used 50-ton travel lift. The only way to justify it was to expand into hauling visiting yachts. His success was quickly emulated by others and within 12 years this had grown into a thriving industry of yacht services involving well over a hundred businesses and thousands of people.

It also put Trinidad and Tobago on the map for cruising folk who came to haul out and have work done but stayed to discover another side of Trinidad; an island whose exotic and flamboyant nature includes rain forests and swamps with monkeys, parrots, macaws, manatees and giant leatherback turtles. They fell in love with Scotland Bay where you can wake to the sounds of howler monkeys and parrots. They discovered some of the most fun-loving and hospitable people in the Caribbean, people who invented steel pan and calypso and whose Carnival is considered by many to be the best in the world. When the fun got to be too much, they found, as Trinidadians have long known, that a week or two in Tobago is the perfect way to relax.

South American Indians inhabited Trinidad when Columbus arrived in 1498. The early Spanish colonization in 1776 was not successful, as the Spanish were too busy plundering South America to settle in Trinidad. Governor Chacon then offered free land to all comers, and the colonization of Trinidad got underway with help from many French settlers. Port of Spain became the main town.

COURTESY POWER BOATS



An Oram 44 sailing catamaran is hauled out at Power Boats yard.

The British captured Trinidad and Tobago in 1797 and held the two islands until independence. In the early days Trinidad had a flourishing plantation economy based on sugar. The plantocracy found itself short of labor after the abolition of slavery, when former slaves quite naturally wanted no part of working on the plantations. The landowners' solution to the problem was to import some 150,000 indentured servants from India. Today, Trinidad's population is a blend of Indians, Africans, and Europeans, a mix that has generated some exceptionally good-looking people. Trinidad has a population of 1.5 million, about 545,000 of whom live in Port of Spain. Trinidad and Tobago became an independent twin-island state in 1962, a democracy in the British tradition.

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JEAN-MARC/JO BELO/JHON-JOHN FROM CARACAS, VENEZUELA

Carnival in Trinidad

Trinidad has large deposits of oil and natural gas, and a pitch lake. As a result it is more industrialized than the rest of the Caribbean. It has large shopping malls, similar to those in the USA, good roads and excellent repair and service facilities for yachts and super-yachts. Many yachtspeople enjoy spending part or all of the hurricane season here. The sightseeing is good, the hospitality great, and Port of Spain is a thriving, bustling town where something is always happening. It is a great place to overhaul your yacht and enjoy yourself at the same time, and a secure place to leave your boat in dry storage.

Trinidad also has several out-of-the-way anchorages which make perfect getaways for a few days of peace and quiet. Many of these offer great hiking for the adventurous.

Tobago is even farther out of the mainstream of the other Caribbean Islands. Too far to sail in a day and too often a struggle against wind and current, it is less popular than the islands to the north. However, for the adventurous sailor, the extra effort required is amply rewarded by a visit to one of the last unspoiled Caribbean islands.

This small (116 sq. miles), mountainous island has lovely beaches and green hills. With a population of only 60,000, it does not feel in the least bit crowded. Long used as a holiday place for Trinidadians, Tobago has a low-key but expanding tourist industry. Fishing is important, and much of the catch comes from seine netting. When anchoring in Tobago, you need to consider the needs of the fishermen.

Tobago has changed hands more times than any other Caribbean island — between Dutch, English, Courlanders, and French — and the count is sometimes 24 times, sometimes as high as 31 times. This figure is vague, because for many years no country had a firm grip on Tobago and a change in administration was hardly noticeable. (Who's counting?) Possibly spotted by Columbus in 1498, there was no permanent settlement for over 150 years.

Today tourism is an important industry, but even so Tobago is not what you would call a touristy island. Businesses that cater to visitors are very individualistic, and sometimes charmingly quirky, and it provides the perfect reprieve for those tired of dusty haulout yards.

Dusty as they may be, Trinidad's haulouts and yacht services, all centralized in Chaguaramas, provide excellent quality of work at reasonable prices. The yards are well-equipped and there isn't much you can't get done. With the added bonus of some great wildlife and sightseeing, Trinidad is likely to continue to rise in the ranks of hurricane haulout and major refit destinations.

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



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Trinidad & Tobago Entry & Exit Procedures

Ports of Entry:
Yachts heading to Trinidad should clear in at Chaguaramas [https://www.noonsite.com/place/trinidad-Tobago/trinidad/chaguaramas/view/clearance/] while yachts heading direct to Tobago can clear in at Scarborough in the south [https://www.noonsite.com/place/trinidad-tobago/tobago/trinidad-tobago-scarborough/view/clearance/] or Charlotteville in the north of the island. [https://www.noonsite.com/place/trinidad-tobago/tobago/charlotteville/view/clearance/]

Advance Paperwork:
All vessels arriving from international waters should file a Float Plan which must be emailed in advance to various authorities notifying them of your impending arrival. If you have a pet on board — dog or cat — you must apply for and receive an import permit in advance. Visiting yacht crew are normally granted a visa-waiver three-month stay, depending on nationality.

Entry Process:
Expect more paperwork than in most other Caribbean islands. Clear in immediately on arrival. Vessels arriving from international waters must get port health clearance first, before all crew can disembark to proceed with immigration and customs clearance. Be aware of opening times and overtime charges and allow plenty of time to complete formalities. Dress smartly for check-in, particularly if checking in downtown Trinidad, where you will be turned away without long pants and a shirt.

Yachts are required to check in/out when moving between ports in T&T, visiting both immigration and customs. It should also be noted that Tobago is divided into two parts, with Charlotteville having jurisdiction over the northern part of Tobago and Scarborough over the rest of the island. Permits are required to visit bays in each jurisdiction.

Exit Process:
Yachts must clear out with customs, immigration and port authority and notify them of the next port of call. There are fees to pay on departure. Immigration grants yachts up to four hours to depart (24 hours if clearing domestically). If departing for Grenada, it is possible to file a passage plan with the coast guard.

Rates:
There are immigration visa waiver fees and a port authority navigation fee to pay on arrival. Departure tax (if more than two crew on board) and navigation fees, based on how much time you have been in T&T, are due on departure. Overtime fees are payable on both arrival and departure outside of normal operating hours.

Approximate clearance costs for a double-handed yacht staying up to 30 days in T&T (excluding overtime charges) is TT$900 (US$133). All fees must be paid in cash (local TT$).

See https://www.noonsite.com/place/trinidad-tobago/view/fees/ for more info.

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/trinidad-tobago/view/clearance/ for full details and updates.

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by Jim Hutchinson



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— Thanks,
"One Man" Hutch

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