CARIBBEAN COMPASS
On-line
AUGUST 2021 NO. 311
The Caribbean's Monthly Look at Sea & Shore

International Optis in St. Thomas

Story on page 12

MATIAS CAPIZZANO

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COMPASS
The Caribbean's Monthly Look at Sea & Shore
AUGUST 2021 • ISSUE 311



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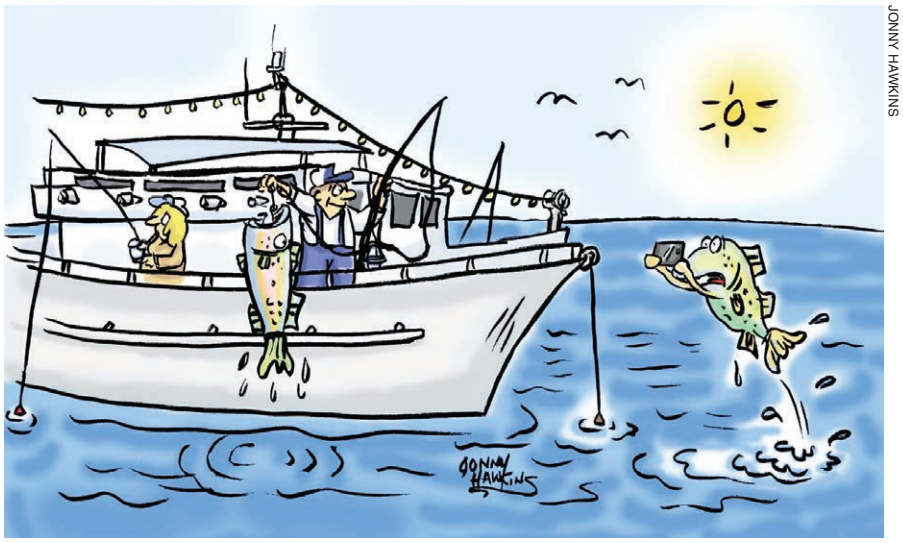

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On the cover: Photographer Matias Capizzano covered the fleet at the 28th International Optimist Regatta, held in St. Thomas, USVI.
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***COMPASS* COVERS THE CARIBBEAN!**
From Cuba to Trinidad, from Panama to Barbuda, we've got the news and views that sailors can use. We're the Caribbean's monthly look at sea and shore.



'I always am very pleased when my copy of the *Compass* shows up in my in-box!'
— *Captain Dan Moreland, Barque* Picton Castle

CARIBBEAN COMPASS

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This paradise is worth defending.

The Nature Conservancy works throughout the Caribbean to protect the ocean, coasts and coral reefs on which we all depend. We need your support to create a bright, resilient future for nature and communities.

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To learn more about our work and make a lasting impact on conservation, visit **nature.org/caribbean**.

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The Nature Conservancy

Info & Updates

Trinidad borders reopen

The long-awaited reopening of Trinidad & Tobago's air- and seaports occurred on July 17th. The borders have been closed since March 22nd, 2020.



CANARY JON

The 16-month closure was a blow to the approximately 180 companies in Trinidad that cater to the yacht service industry, which once employed some 1,700 persons full time. The reopening offers a ray of hope that at least some yachts will return this summer to what was formerly a popular hurricane season destination. The Yacht Services Association of Trinidad and Tobago (YSATT) says the fact that vaccinated yachters can now enter "comes as desperately needed news" for workers in the sector. It also comes as welcome news to those who left their boats there "temporarily" in early 2020 and were unable to retrieve them for a year and a half.

Now, arriving visitors must be fully vaccinated with a World Health Organization-approved vaccine administered at least two weeks before entry. They must also present negative PCR test results not older than 72 hours before arrival. Visitors who are not vaccinated are not allowed entry. Fully vaccinated persons will not be required to quarantine on arrival.

Before entry, fill out the required forms including the Float Plan form and the Marine Health Declaration (downloadable at ysatt.com) and send as jpg or pdf files by email to YSATT at info@ysatt.com, who will notify other agencies. Also apply for a Travel Pass prior to arrival at www.TTravelPass.gov.tt.

Radio North Post Radio (VHF 16 or SSB 2182kHz, or phone (868) 637-9023) on approach to Trinidad & Tobago to inform of your arrival. Also radio TT Coast Guard upon approach. On arrival in Chaguaramas, remain in the anchorage with the Q flag up until checked by Port Health (this may take up to 48 hours), and then proceed to Customs and Immigration. You must clear into Trinidad first before going to Tobago.

Covid is on the rise in T&T, so abide by Covid safety measures: wear a mask, sanitize hands, practice social distancing, and avoid groups larger than five persons.

Visit http://ysatt.com/yacht_entry.php and https://health.gov.tt/health-guidelines-for-travel for more information and www.membersonlymaxitaxi.com for updates.

More new rules

• BVI

As of July 2nd, the rules for private vessels under 78 feet state that all adults aboard must be fully vaccinated. Obtain an rt-PCR test or rapid antigen test three to five days prior to your intended travel date. Each crewmember must register on the Gateway Travel Application Portal https://bvigateway.bviaa.com, uploading required details including proof of vaccination and negative test results, and paying the Gateway Fee.

The following should then be submitted to immigrationinfo@gov.vg and gromney@gov.vg 72 hours ahead of desired entry date: vaccination cards for each person, crew list, intended arrival date and port of entry, Maritime Health Declaration, boat registration, and Portal Approval PDF from the site for each person on board.

Wait for a response email giving you permission to enter your intended port. If your email is not answered when your Covid test expiry is nearing, inquire directly.

At the port of entry have copies of standard BVI Customs and Immigration entrance papers (can be obtained on arrival), vaccination cards for each person, Covid test results taken within five days of arrival, boat registration, Maritime Health Declaration, and Portal approval PDF copies. A Covid rapid test will be done on arrival for every person over five years of age.

Covid is on the rise in the BVI; all precautions must be taken.

Direct questions to https://bvigateway.bviaa.com

• SVG

As of July 9th, no quarantine or further testing is required from fully vaccinated visitors arriving by yacht as long as there is no evidence of onboard exposure and nobody aboard is in a high-risk occupation. However, fully vaccinated visitors arriving from very high risk countries must be re-tested on arrival for Covid-19 (rt-PCR) and be quarantined until cleared with a negative result.

All arrivals must depart from port of origin with a negative result of a Covid-19 (rt-PCR) test done within 72 hours or three days of departure, with direct travel to St. Vincent & the Grenadines. According to the Ministry of Health's website, ports of entry currently accessible are Blue Lagoon, Wallilabou, Union and Port Kingstown.

Fully vaccinated persons are those for whom 14 days have passed since their second Covid vaccine or in the case of Johnson & Johnson, 14 days after the single dose. Vaccines approved are: AstraZeneca (Covishield, Oxford), Sputnik-V, Pfizer BioNTech, Moderna, Johnson & Johnson.

All arriving yachts must request permission for entry in advance, by email to svgarrivals@gmail.com, and must submit a Request for Entry Form and copies of vaccine certificates. At least 24 hours before arrival, send pre-entry negative PCR test results and estimated time of arrival to svgarrivals@gmail.com. Also complete a Pre-Arrival Form https://stv.servicedx.com/travelform for each passenger.

See the revised protocol for the entry of travelers to SVG via yacht (with lists of risk categories) at http://health.gov.vc/health/images/PDF/stories/YACHT_Protocol_for_Entry_to_StVincent_and_the_Grenadines.pdf

• GRENADA

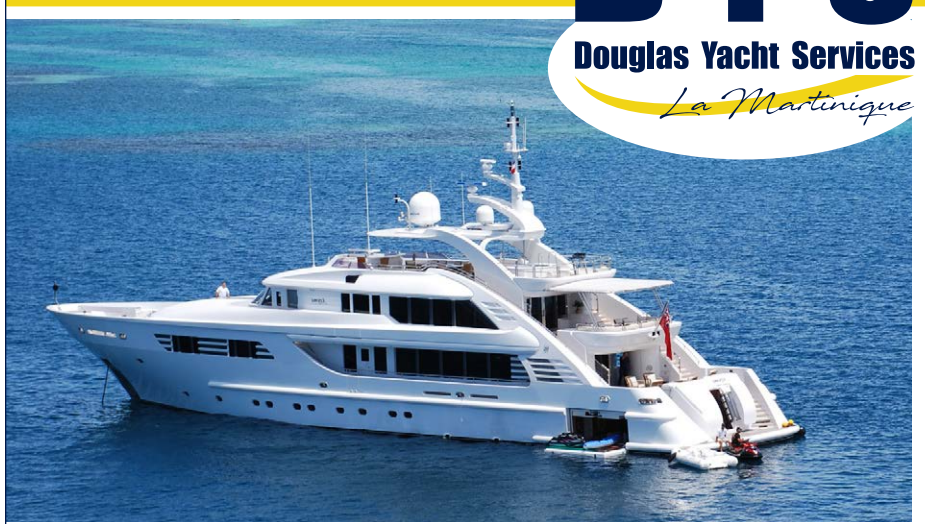
As of July 31st, visitors will be allowed entry into Grenada only if fully vaccinated. Children who are 13 years and under, traveling with fully vaccinated relatives, will be treated as fully vaccinated. All travelers over the age of five are required to have a negative PCR test taken within three days (72 hours) of travel.

Persons providing proof of full vaccination will only be required to quarantine for up to 48 hours, pending a negative result from a PCR test administered on entry and paid for in advance at pay.gov.gd (EC$410).

If arriving in Grenada by yacht you must pre-register with Sailclear at https://sailclear.com.

See details at https://covid19.gov.gd/vaccinated-travelers.

—Continued on next page



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• HONDURAS

Bill and JoAnne Harris report: The Bay Islands of Honduras's maritime borders have finally opened. At this time, private yachts may now enter the Bay Islands of Honduras as it was in the past; no agent for a Sinager Letter is required.

You must still have negative Covid test results in hand to check in. Go to Immigration and to the Port Captain. You may check in at Roatan, Utila or Guanaja, and receive a visa for 90 days without an agent.

In Roatan, anchor in French Cay and go to the Arch Dinghy Dock & Cruisers' Palapa. From there you can get a lift to Immigration and the Port Captain to check in.

• NOTE: The rules above can change at any time.

For regular updates on changing yacht entry rules in the Caribbean and around the world, visit www.noonsite.com.

Eight Bells

* PETER HARRISON

As reported at www.antiguanice.com: Sir Peter Harrison, owner of *Sojana*, the three-time winner of the Lord Nelson Trophy for top boat at Antigua Sailing Week, died on June 21st. He sailed in Antigua for nearly 30 years and through the Peter Harrison Foundation donated significantly to the building of the marine industry in Antigua & Barbuda.



ANTIGUANICE.COM

In 2009 his new Farr-designed 110-foot ketch, *Sojana*, set a record for the monohull elapsed time in the Round Antigua Race, which remained unbroken until 2018. In 2011 *Sojana* won her first Lord Nelson Trophy. Sir Peter celebrated by assisting with a significant project for National Parks and almost single-handedly funded the restoration of Clarence House. He then supported the funding of the new superyacht dock within Nelson's Dockyard, which became the new address for *Sojana* while in Antigua.

In 2014 the Peter Harrison Foundation bought the Antigua & Barbuda National Sailing Academy its first bus, which enabled children to attend the afternoon school programme, thus allowing the impact of the academy to grow. The foundation also purchased two RS Venture Connect boats, which provide sailing lessons and experiences for differently abled children and adults of Antigua.

Sojana won the Lord Nelson Trophy again in 2018 and 2019.

President of Antigua Sailing Week Alison Sly-Adams says, "Sir Peter was such a great character. He was always competitive and loved to win and always acted in a sportsmanlike and gentlemanly way. His financial impact was huge on our sport and industry in Antigua but what is even more impactful is the legacy he left with so many people."

• PAUL JOHNSON


TOR PINNEY

Boatbuilder, yacht designer and artist Paul Johnson died in Carriacou on June 28th, at the age of 83. His designs, often named after planets, are seen throughout the Caribbean and around the world.

As John Everton wrote in the October 2020 issue of *Compass*: Paul was born in England in 1938 and lived with his parents and siblings on the Hamble River aboard *Escape*, a Colin Archer gaff ketch. In 1947 *Escape* was the first yacht allowed to cruise from England to Europe after World War II. Paul fulfilled his military obligations in Shetland, where he bought an 18-foot fishing boat for £50, decked her over, built a cabin and gave her a rig. Paul had numerous adventures cruising British and European waters with this, the first of his *Venuses*.

He eventually set out for the West Indies on her. Since then he reckoned he'd done 40 Atlantic crossings in one or another of his vessels.

He sailed as far as Australia before being shipwrecked on his 42-foot *Venus* in the Torres Strait. In recent years Paul settled aboard *Cherub*, another of his designs, in Carriacou.

We'll have more about Paul in next month's *Compass*.

Enhanced MVP Program for USVI Students

Carol Bareuther reports: Strong sponsor support enabled the USVI Marine Vocational Program (MVP) to enhance its ability to teach students marine skills such as sailing with the donation of six sailboats. The vessels, one Flying Scot and five Optimist dinghies, are key craft in teaching ten- to 18-year-old students all points of sail, enabling them to learn to sail the craft themselves. The donation of these sailboats proved the successful outcome of a six-month campaign.

The six-month fundraising, vessel acquisition and ultimately instructional campaign, named the Happy Island Sailing Club, kicked off in January when sponsors Heavy Materials, the Lana Vento Charitable Trust, the Prior Foundation, the Community Foundation of the Virgin Islands, Seven Seas Water and Ken Morton sponsored the purchase of a 19-foot Flying Scot, named *Melody*, and its shipment to St. Thomas from Miami in February.

—*Continued on next page*



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The design was chosen since it can easily be sailed by two to six students, its shallow draft is ideal for the MVP's training venue in the mangrove lagoon, and can be sailed with a spinnaker, giving students another level of education in the craft. The design, which was inducted into the American Sailboat Hall of Fame, is supported by a strong class association with nearly 120 fleets throughout the US.



MVP PROGRAM

MVP Students, parents and instructors speak with St. Thomian Olympic sailor, USCG Lt. Nikki Barnes, via Zoom.

In April, Dr. Henry Smith, a longtime member of the faculty of the University of the Virgin Islands and a Flying Scot owner himself, came aboard as the volunteer Flying Scot instructor. After-school sailing lessons were added on Thursdays, in addition to the MVP's Saturday classes.

April also kicked off the Happy Island Sailing Club's "Name Your Boat" campaign. This offered sponsors the chance to purchase one of the nearly new eight-foot Optimist dinghies the US builder transported to St. Thomas in June for charter for the St. Thomas Yacht Club's International Optimist Regatta. Five donors, Blumenfield, IGY American Yacht Harbor, IGY Yacht Haven Grande, XO Bistro and Sudi's at Sapphire Village, stepped up to provide the MVP Program and its students a fleet of five vessels.

The MVP took delivery of the five Optimist dinghies on June 26th. That same day, students had a one-on-one opportunity via Zoom to talk with and ask questions of St. Thomas native US Coast Guard Lt. Nikki Barnes, who got her start in the Optimist and is representing Team USA in the Women's 470 at the Olympics in Tokyo.

Visit www.mvp.vi for more information about the MVP.

Mermaid of Carriacou Lost

As this issue of *Compass* goes to press we've received news that the iconic sloop *Mermaid of Carriacou* sank on July 17th after leaving the boatyard at La Ceiba, Honduras. All crew were rescued. We'll follow up in next month's *Compass*.

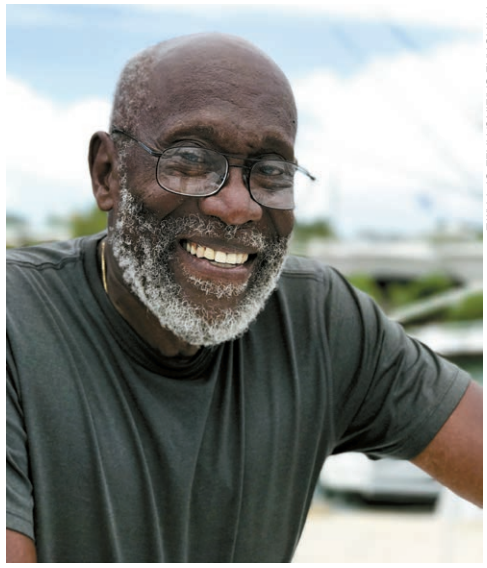
SSCA Cruisers' Conference next month

Joan Conover reports: Caribbean bound this fall? Join SSCA members at Maryland Yacht Club, Pasadena, Maryland, from September 24th through 26th for a weekend Cruisers' Conference. Attend presentations by expert mariners on key topics of interest for coastal, near-shore, and offshore topics. Enjoy meeting our keynote speaker, Bob Bitchin of *Lats and Atts* magazine. And join the SSCA at the Annapolis Boat Show, October 14th to 18th, where our booth volunteers wait to say hi.

Visit www.ssca.org for more information.

Pinkney to Sailing Hall of Fame

Bill Pinkney has been inducted into the US Sailing Hall of fame. He is the first Black American to sail around the world alone. A current resident of Puerto Rico, he learned to sail there in the 1960s. In an interview with *Soundings Online* magazine (www.soundingsonline.com/features/inspired-by-the-sea), he said he was inspired by the small, local inter-island cargo vessels. "I was so fascinated by these guys who had a little compass and three lanterns — red, green and white — and that was it. And they'd take off at night and end up the next morning in St. Thomas or St. Croix."



NATIONAL SAILING HALL OF FAME

His yacht for the circumnavigation was the 47-foot Valiant sloop *Commitment*. Starting on August 5th, 1990, his 27,000-mile circumnavigation via the great capes ended on June 9th, 1992. Throughout the trip Pinkney sent video footage back to Globe TV and communicated with some 30,000 schoolchildren. The finished production, titled "The Incredible Voyage of Bill Pinkney," won the George Foster Peabody Award for excellence in children's television programming.

In 1997 Steven Spielberg directed the film *Amistad*, a harrowing story of a slave transport vessel. The film inspired the restoration of a replica of the 1839 vessel at Mystic Seaport Museum. Pinkney was named the captain of *Amistad* in 2000 for the first two years after it was launched. He took *Amistad* on an expedition to West Africa and South America with nine teachers aboard. Their mission was to develop a curriculum on the Atlantic slave trade for the University of Nebraska.

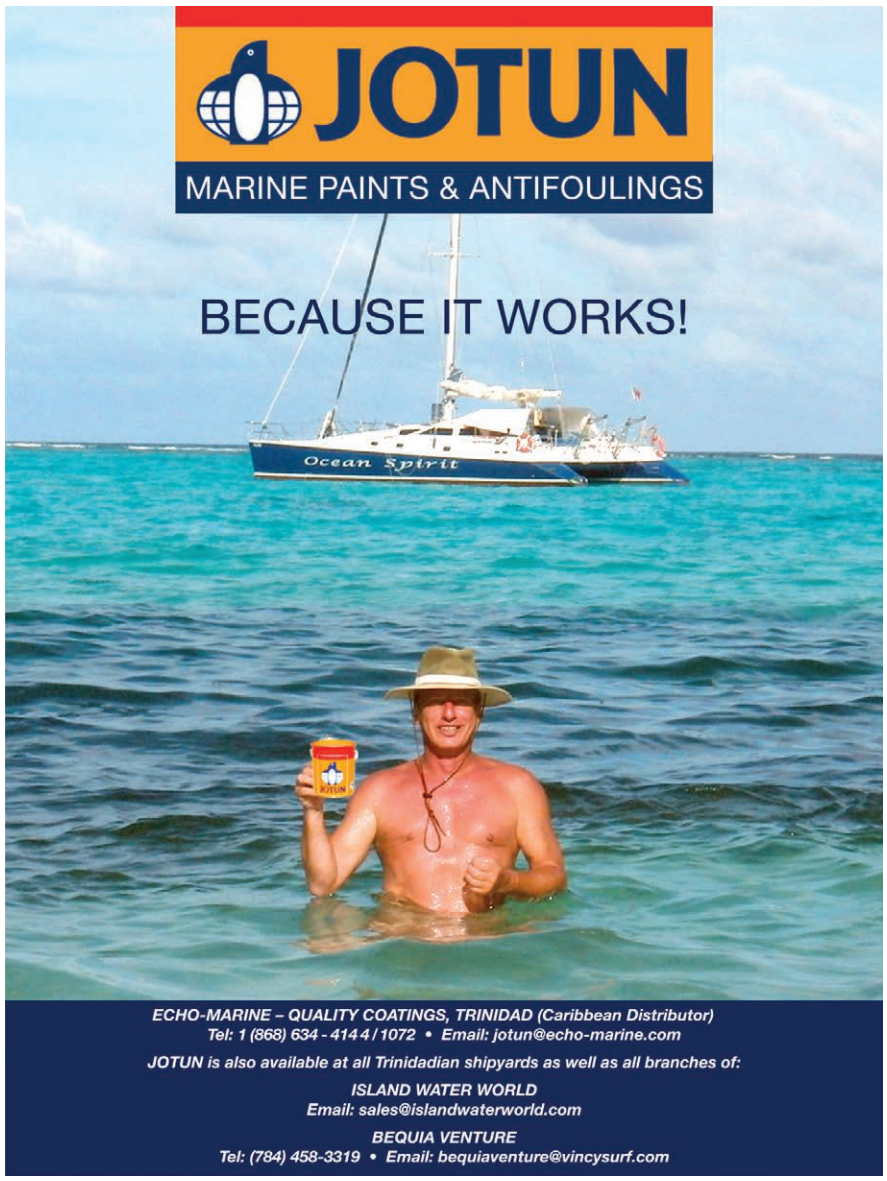
Asked by the *Chicago Sun-Times* if one thing in his life stood out, Pinkney responded, "No. It is a progression, never knowing what the next step is going to be, but being willing to do it when the possibility presents itself."

Read more at https://nshof.org/inductees/pinkney-william.

Welcome aboard!

In this issue of *Caribbean Compass* we welcome new advertiser Club de Pesca marina of Cartagena, Colombia, on page 28.

Good to have you with us!





BUSINESS BRIEFS

Carib Marine Boats now at Budget Marine

Thierry Vigneron reports: Budget Marine now has new Carib Marine fiberglass boats. Four models — from 14 to 25 feet — are available.



The Carib Marine Dorado fiberglass utility craft's large interior space and stable design makes it safe and comfortable. The Dorado utility craft series, designed for coastal areas, provides an excellent price-benefit choice that adapts to most tasks required by the users, with loading capacity from 400 up to 1400 kilos. These boats require relatively little engine power because of the excellent hull designs.

The boats can be customized with lots of options, such as flooring, consoles and leaning posts, or be used as is.

Budget Marine is the exclusive distributor of all Carib Marine products.

Visit https://caribmarine.com/index.php/fiberglass-boats for more information on Carib Marine boats.

For more information on Budget Marine see ad on page 2.

Yacht transportation enquiries soar as hurricane season descends

Karen Bartlett reports: With the official Caribbean sailing season now at an end, many year-round cruisers will have already departed for their chosen destinations for the Northern Hemisphere summer months. The global spread of Covid-19 has impacted the cruising plans of a significant number of others who would have normally left their Caribbean base, but they have been hindered further by the arrival of hurricane season.



The first Category One hurricane of the year, Elsa, swept through the Caribbean and US Eastern Seaboards in July. Although some yacht owners will have already decided to stay put and lay up in the Caribbean, many others will be keen to move onwards to their next chosen cruising grounds as quickly as possible, for vacations and longer-term cruising.

Matt Penfold, Peters & May US Managing Director says, "We are well prepared for the higher number of boat movements from the Caribbean at this time of year as hurricane season begins. This year, however, there is the added layer of varying Covid restrictions in different ports and countries, so we are seeing more owners choosing to transport their yachts onwards rather than sailing them."

As one of the world's longest established and most experienced yacht transport providers, Peters & May offers a full transportation schedule from the Caribbean to Europe via the USA, supported by a dedicated US based team who deliver professional advice on every aspect of the yacht's journey from due diligence to customs documentation.

For more information visit www.petersandmay.com/en/contact-us/usa and see ad on page 11.

Caribbean Charter Yacht Show in St. Thomas

Kay Mellinger reports: The 2021 Caribbean Charter Yacht Show will be held from December 9th through 12th at Yacht Haven Grande Marina in St. Thomas, USVI.



The Caribbean Charter Yacht Show is a private show dedicated to charter yacht brokers and vessels. New and streamlined processes are being implemented to make it easy for brokers to freely access the docks while ensuring compliance with all US Coast Guard and ISPS Protocols. Unlimited dock access will be granted to brokers during show hours. Badges will be color coded with QR codes and checked at the dock entry gates by the marina security team. There will be a limited number of passes for vendors and sponsors, allowing dock access during a specific time frame.

Shuttle services will be arranged for transportation between hotels and the marina.

We are currently working with the applicable Governmental agencies regarding visas and will provide updated information as it comes available.

Visit www.CaribbeanCharterYS.com for more information. Registrations for brokers and yachts can be easily submitted. Register yachts early to lock in discounted dockage rates!

Peake Yacht Services says 'Welcome back!'

From July 17th, Trinidad & Tobago borders have been open to fully vaccinated visitors with negative results from a PCR test taken within 72 hours.

WINDWARD VOYAGE



If you need repairs, antifouling, a paint job, or simply want to secure your boat for hurricane season, Peake Yacht Services has you covered.

For more information contact (868) 634-4420 or reservations@ peakeyachts.com, or visit http://www.peakeyachts.com.

Power Boats says 'Come on down!'

From July 17th, Trinidad & Tobago borders have been open to fully vaccinated visitors with negative results from a PCR test taken within 72 hours.



That means you can haul your boat with Power Boats again. Come repair and paint your boat! And keep your boat protected from hurricanes!

For more information, contact (868) 634-4303, (868) 327-4654 (whatsapp) or pbmfl@ powerboats.co.tt, visit www.powerboats.co.tt, or see ad in the market Place section, pages 36 and 37.

Pettit Marine's effective new antifouling

Tom Maellaro reports: Pettit Paint's Odyssey Triton delivers exceptional, multi-season, tri-biocide performance by combining the proven reliability of copper thiocyanate, the impressive strength of Econea, and the versatile organic biocide zinc omadine. The combination of three biocides makes Odyssey Triton effective against all types of fouling found in the harshest of marine environments, preventing build-up and keeping underwater surfaces smooth.



Odyssey Triton offers fast dry technology, VOC compliance, low odor and effective multi-season protection in all waters. It is available in gallons of black, blue, red, green and white. Application can easily be performed with a brush, roller, or spray.

Visit www.pettitpaint.com/triton for more information.

Caribbean ECO-News

Clean Regattas Program celebrates 15 years

Sailors for the Sea Powered by Oceana celebrates a milestone this summer with the 15-year anniversary of the Clean Regattas program. Clean Regattas is the world's leading sustainability certification for water-based events. Since the program's inception in 2006, more than 2,800 events and 750,000 sailors have helped protect our oceans and waterways by participating in Clean Regattas.

The Clean Regattas program provides event organizers with a framework of 20 best practices that will protect and restore the health of our waters, including engaging the local community, reducing pollution, protecting sensitive habitats, and limiting single-use plastics.

Sailors for the Sea Program Manager Paige Myatt says, "We've worked with sailors ranging from professional sailors circumnavigating the globe to youth sailors competing in an Opti regatta on a small lake, and what they all have in common is a passion for protecting our waters."

Over the last 15 years, thousands of events hosted in 49 countries around the world have achieved Clean Regattas status. Sailors for the Sea updates Clean Regattas certification standards each year to reflect current best practices, new technologies, and input from participants.

World Sailing now mandates that all sanctioned events — which include the 2024 Olympic Games — achieve Sailors for the Sea's Platinum Level Clean Regattas status, the highest certification level.

Visit www.sailorsforthesea.org for more information.

'A need to save Barbados's reefs'

According to a June 16th report by Dana Niland at www.caribjournal.com, a rescue mission is underway to save Barbados's coral reefs.

Recent studies conducted by the Coastal Zone Management Unit and Barbados's Centre for Resource Management and Environmental Studies (CERMES) reveal that 75 percent of the island's near-shore reefs are in very poor condition, while 40 percent of the bank reefs are stressed. "There are no areas of very good reef — none," said Minister of Maritime Affairs Kirk Humphrey. "All around Barbados you cannot find a spot with very good reef. There is a need to do something."

The Ministry of Maritime Affairs and the Blue Economy are working to correct these issues. The Ministry has participated in an initiative to plant 50 staghorn corals at Carlisle Bay, which involved the CZMU, officials from Barbados Blue, divers, fishermen and marine biologists. The 14-member team replanted coral there for the first time in the island's history.

Studies carried out on the reefs, however, indicate that it would take more than replanting coral to save them. Minister Humphrey and a team of officials including Director of the CZMU Dr. Leo Brewster, Acting Chief Fisheries Officer Joyce Leslie, and the Director of CERMES Dr. Patrick McConney, have outlined a series of initiatives designed to save the coral reefs and protect them from further damage.

These initiatives, once implemented, will change the way fisherfolk and other users of the marine space operate within that environment. One change is that cruise ships will no longer be permitted to anchor on the west coast. However, at Carlisle Bay, known as a traditional anchorage, cruise vessels will be allowed to anchor in "exceptional circumstances," following consultation with authorities. Cruise ships using a dynamic positioning system, which allows them to remain stable without dropping anchor, will be allowed to go to the west coast.

In addition, the CZMU has developed a flyer to give guidance on clearance procedures and anchorage areas for all vessels arriving in Carlisle Bay.

Barbados is also about to embark on a $4.5 million marine spatial plan through ongoing work with the Nature Conservancy. "That would allow us to plan out the marine space, in terms of timing and what happens where, and allows us to make proper use of the space," Humphrey said, noting that Barbados would be the first country in the region to do such a plan.

Read the full story at www.caribjournal.com/2021/06/16/barbados-coral-reefs-saving

New Blue Communities in Yucatán

As reported by Shannon Collins at https://mexiconewsdaily.com, three Yucatán organizations — The Akumal Ecological Center in Akumal, Saving Our Sharks in Playa del Carmen, and Flora, Fauna y Cultura de México in Quintana Roo — have been named Blue Communities in a collaborative network of organizations working to improve waterways and mitigate human damage.

The Akumal Ecological Center was created in 1993 for the protection of marine and coastal life through three key areas: research, education, and outreach to promote the protection of marine biological diversity. Saving Our Sharks in Playa del Carmen engages in the study and conservation of sharks, as well as protecting aquatic flora and fauna through research and environmental education. Flora, Fauna y Cultura de México's approach to the protection of Mexico's marine life includes the conservation of sea turtles and the conservation and reforestation of mangroves and coastal dunes, while at the same time protecting the welfare of coastal communities. Covering 120 kilometers of coastline from Canakihuic, south of Xcaret, to the Sian Ka'an Biosphere Reserve and 14 nesting beaches, theirs is the largest turtle conservation program of its kind in the country.

Blue Communities are selected based on numerous criteria, including trying to solve plastic pollution or other sustainability issues with efforts driven by local stakeholders that best understand the local cultural, economic and environmental dynamics. A Blue Community is a shared coastal geographic region of any kind or size (village, town, city, province) whose local culture and economy are driven by the waterways they inhabit, whether it's an ocean, sea, lake or river.

Visit https://plasticoceans.org/bluecommunities for more information.

Rat eradication on Green & Smith Islands

The Environmental Awareness Group (EAG) of Antigua & Barbuda is focusing on removing invasive rats to conserve threatened habitats and safeguard native wildlife populations of Green and Smith Islands. "… rats are known to have a devastating impact on native wildlife by preying on native and endemic species, who evolved without natural defenses to them. This results in lower numbers and diversity of our species and negatively impacts these ecosystems," explains Invasive Species Officer Nathan Wilson.



JEREMY HOLDEN

Tahambay Smith and Sean Lee lead the rat eradication program on Smith Island, Antigua.

The eradication program, which began in early July and will continue until the end of August, includes cutting trails and careful dispersal of bait followed by an intensive monitoring period. A track record of invasive alien species removal by the Offshore Islands Conservation Programme on Antigua & Barbuda's offshore islands has prepared the EAG for the task. Since 1995, the OICP has removed rats and other invasive pests from 16 islets within the North East Marine Management Area. Thriving offshore island ecosystems like Great Bird Island are demonstrations of the success of such efforts.

Green Island contains nationally rare and vulnerable forest habitats and plants, and is a crucial refuge for native and migratory birds such as the Red-billed Tropicbird and the vulnerable West Indian Whistling Duck. The island supports the world's greatest population of critically endangered Antiguan Racer (a snake).

Green Island has been declared rat-free three times in the past (2001, 2006, 2012) without being able to withstand the test of time. The proximity of these islands, both to each other and the mainland, as well as their frequent visitation by tourists and locals alike, makes maintaining an "invasive mammal-free" status challenging but not impossible.

The eradication team largely consists of Antiguans: half of the team stationed on Green Island is Antiguan, with technical support from international expert Robert Williams. Local experts Tahambay Smith and Sean Lee, who have worked for years to keep invasives from Antigua's offshore islands, are leading the eradication on Smith Island. Having the expertise on-island to remove invasive species is critical to building local capacity for identifying signs of reinvasions and being able to address those signs.

"The eradication will be mutually beneficial as it ensures continued survival of endangered species and threatened habitats, while simultaneously building capacity among young Antiguans and Barbudans. EAG's local volunteers will continue to maintain the invasive mammal-free status of 12 offshore islands of global conservation importance," says Shanna Challenger, OICP Coordinator. "This adds to the aesthetic and ecological value of our offshore islands and their surrounding seas, and locals, tour operators and visitors alike who spend time on the offshore islands mutually benefit by having use of a rat-free environment."

A Reinvasion Prevention Plan will strengthen biosecurity measures and engage island users who benefit from the rat-free ecosystems. The EAG will be training staff at the Mill Reef Club, tour operators, fishers and boat owners in invasive species detection measures.

For more information contact the Environmental Awareness Group at eagantigua@gmail.com.

Introduced mammals threaten Grenadines' biodiversity

A team of local field researchers and technicians has concluded surveys to assess the diversity of species found on uninhabited islands of the Grenadines while also detecting non-native mammals. The effort is a partnership between Environmental Protection in the Caribbean (EPIC), Ocean Spirits, Kipaji Development Initiative, and the Grenadines Seabird Guardians, which aims to protect threatened and declining species such as native reptiles and seabirds.

EPIC and Ocean Spirits have analyzed extensive video footage recorded by motion-activated cameras that were placed on six islands in April. Non-native mammals found include dogs, goats, sheep, rats, mice, and manicou. These animals can eat or trample wildlife that evolved over thousands of years without their presence. Grazing animals also destroy vegetation, so that rains wash soil into the sea, harming coral reefs and fisheries.

The information collected is crucial for prioritizing conservation actions to protect habitats, a goal of the Grenadines Seabird Conservation Management Plan Working Group. "This stakeholder group needs data to determine which islands have the greatest conservation value and also face threats which can be addressed," noted EPIC Program Director Natalia Collier.

Surveys over the past year have filled in numerous gaps in the data. Tombolo Maps and Design created maps of non-native mammal distribution so that the threats could easily be referenced. These results were recently presented at the Citizen Science Association Virtual conference by Project Coordinator Juliana Coffey, and further detailed in a peer-reviewed journal article in the *Journal of Caribbean Ornithology*. The results show a clear conclusion — that biodiversity at offshore islands in the Grenadines is highly threatened by introduced mammal species.

While laws prohibit domestic animals on Crown Land and in protected areas within Grenada and St. Vincent & the Grenadines, the public is encouraged to limit the spread of non-native mammals on all islands in order to protect native wildlife, for example by not bringing grazing animals or dogs onto uninhabited islands. Many of these sites are regionally or globally important for nesting seabirds and also host endemic and endangered reptiles, such as sea turtles and anoles. The general public is therefore discouraged from taking any actions that could cause unintentional harm to native species at these sites.

Visit www.epicislands.org for more information.

REGATTA NEWS

SVG participates in Global Women's Sailing Festival

Jenny Trumble reports: On May 22nd at Blue Lagoon, St. Vincent, over 30 women and girls, some experienced sailors and some first timers, enjoyed a day's sailing to show SVG's support of World Sailing's Global Women's Sailing Initiative. Supported by the International Olympic Committee Development Fund, this initiative aims to introduce women and girls across the globe to the sport of sailing. Two separate events in the Northern and Southern Hemispheres brought together sailing communities from all backgrounds, cultures and nations at the same time.



STEPHAN HORNSEY

Experienced sailors and first timers alike hit the water in SVG's celebration of World Sailing's Global Women's Sailing Initiative.

For most, it was a fun day on the water, but there were also races for the more competitive with Rohanna Warren, Scarlett Hadley and Louise Mitchell taking the honours.

Anna Tunnicliffe, Olympic Sailing Gold medalist, Rolex Yachtswoman of the Year 2009-2011 and niece of SVG Sailing Association President Jenny Trumble, said: "As a strong advocate of women's sailing, I think it's awesome to see SVG, a nation with a proud sailing heritage, participating in the Global Women's Festival. I hope this encourages more women and girls to take up sailing for fun or competition. Who knows? We may discover a new Olympic champion. Way to go Auntie Jenny!"

David Graham, World Sailing CEO, said, "Growing female participation in sailing is a key part of delivering against the International Olympic Committee's Agenda and we are committed to ensuring women and girls around the world have sufficient access to our sport."

Visit www.facebook.com/SVGSailingAssociation for more information on the SVG Sailing Association.

Team CRYC Spectra: 2021 TOTE Team Racing Champs

Carol Bareuther reports: Strong starts, staying focused and sailing fast proved the secrets to success for Team CRYC Spectra, who won the TOTE Team Racing Championships on June 17th. The Championships were one of a trio of events sailed that week out of the St. Thomas Yacht Club: they were prefaced by the three-day TOTE Clinic and followed by the 28th International Optimist Regatta.

Sixteen teams of five sailors each participated in the TOTE Team Racing Championships. In exciting racing, the champion title came down to a competition between Team Puerto Rico and CRYC (Coral Reef Yacht Club of Florida) Spectra. Team CRYC Spectra, all 14 years old, proved triumphant at staying the course, especially in windy squalls, by scoring first, second and third in the final race. Team members are Alfonso Lanseros (Miami, FL), Sophie De Leon Urban (Miami, FL), Will Barnhart (Miami, FL), Sebastian Johan van de Kreeke (Miami, FL) and Tanner Krygsveld (St. Thomas, USVI).

"Good communication and staying level-headed rather than stressed" were strategies that helped Team CRYC Spectra win the TOTE Team Race, according to Krygsveld.

"I was at the boat end at the start, saw who was over at the start and the starboard advantage," adds van de Kreeke, regarding his contribution to the team's success.

Eight- to 15-year-old sailors representing six nations and territories — Antigua, Canada, the Cayman Islands, Puerto Rico, the USA, and all three US Virgin Islands — started the week by training in the three-day TOTE Clinic held June 14th to 16th and run by top local and international coaches. "Learning how to sail in unstable winds is what I learned most in the Clinic," says De Leon Urban.

For Barnhart, the clinic was an opportunity to get used to the conditions in St. Thomas. "I've never raced here before, but my friends have, and that made me want to come."

The TOTE Clinic concluded with a Volvo Ocean-style race, where sailors completed four legs around the east end of St. Thomas. "It was very cool," says Lanseros. "It was around the islands and what I learned is that the closer to the land I got, the more the wind died down."

Visit https://stthomasyachtclub.org/sailing/regattas/international-optimist-regatta for full results and more information.

PCYC holds two-day J/24 regatta

David Schiever reports: Petite Calivigny Yacht Club in Grenada held its second J/24 regatta for 2021 on June 12th and 13th. The two-day open event hosted 14 teams that competed in a four-boat round robin format.

Conditions in Clarkes Court Bay on Saturday were picture perfect with breezes holding steady between 12 and 15 knots and a slight chop throughout the bay. Day Two provided slightly less predictable winds that at times became light and variable, challenging racers' patience and light-air skills.

After four rounds of racing, the podium saw some new as well as some familiar faces. Visiting team Danish Vikings skippered by Andre Ostergard took four bullets to claim first place overall. Robbie Yearwood (Team Die Hard) and Rob McLean (Team Spider Pig) took second and third respectively.

Ties for sixth, eighth and tenth places showed how close the racing was.

A special thanks to Clarkes Court Marina and Cruisers Galley for hosting the event.

Visit Petite Calivigny Yacht Club's Facebook page for more information.

'Terrific' 7th edition of Lagoonies Regatta

Wet and windy conditions on June 26th did not stop 12 registered teams from sailing in the seventh edition of the Lagoonies Regatta in St. Maarten. This year the event included Laser and RS Quest classes, in addition to the popular Sunfast 20 class. A total of 11 races were sailed and although the rain stopped in the afternoon, the wind remained gusty, making for challenging conditions.





MATIAS CAPIZZANO

Above: Team Maritime School of the West Indies took third place overall in the Sunfast 20 class, despite retiring after Race 7 with a broken boom.

Left: Team CRYC Spectra, all 14 years old, were triumphant.

Six Sunfast 20s, three Lasers and three RS Quests sailed five races in the morning. The race committee set mainly windward-leeward courses, with one longer race towards the St. Maarten Yacht Club. A particularly large squall caused a brief postponement as the wind was too shifty to start again.

Race Officer Garth Steyn says, "This year we saw a terrific group of sailors on the water. True veterans like Frits Bus, Ernst Looser and Simon Manley took on less experienced teams like the all-women's team Maritime School of the West Indies, with Jessica Sweeney at the helm, and Team Lagoonies in the Sunfast 20s. In the Laser class we saw regulars like Justin Pieterse and Kai Henriquez sail against their instructor Sam Peeks. And the RS Quests saw many of our youth sailors having a great time out on the water. Experienced or not, all teams challenged each other.

—Continued on next page

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I was especially impressed with Veronica Destin helming one of the RS Quests, with Melina de Vries as her crew, as they got over the start line ahead of the others most of the time."

After lunch the teams went out again to sail another six races. In the Sunfast 20 class Team Friendly Sailors continued their winning spree, with four bullets back-to-back. Team Island Water World also got a bunch of energy after lunch and was found in the top three of the fleet for most of the afternoon, battling it out with Team Han and Team Scubashop. Unfortunately, Team Maritime School of the West Indies had to retire from racing due to a broken boom after Race 7. Overall results in the Sunfast 20 class saw Team Maritime School of the West Indies in third place, Team Scubashop in second place and Team Friendly Sailors took the overall win.

In the RS Quest class Lucas Disch and Francener Faustin scored bullets the entire afternoon. They were chased around the course by Veronica Destin and Melina de Vries, who had a weight disadvantage in the windy conditions. Father and son John and Henry Darling only recently started sailing the RS Quest together, but you could hardly tell when looking at the results. In the end Veronica and Melina took third place, the Darlings second place and Lucas and Francener first place.

Some of the closest racing took place in the Laser Class, often with mere seconds between competitors. Kai Henriquez in a Standard came really close to a win against the two Radial sailors, Justin Pieterse and Sam Peeks, but ended up in third place overall. Sam and Justin fought it out as they switched between first and second place throughout the day, in the end Justin came in second with only one point difference behind Sam in first place.

Lagoonies hosted prize giving, with prizes donated by Budget Marine and Mount Gay Rum. Next year's event will go back to its original concept, with a rotation schedule, allowing more participants in the Sunfast 20s. Organizers are also looking forward to grow the RS Quest and Laser fleet.

Visit www.smyc.com/lagooniesregatta for more information.

ON THE HORIZON

Full scale Caribbean Multihull Challenge is back

Stephen Burzon reports: Planning is now underway for the fourth running of the unique Caribbean Multihull Challenge. St. Maarten Yacht Club staff, volunteers, CMC competitors, CMC sponsors, CMC press affiliates, and SXM tourist operations are gearing up for CMC IV, to be held February 4th through 6th, 2022.

From its inception in 2019, this multihulls-only sailing and social event has been a delight for all fans of sailboat racing in general but especially for sailors who have given up dragging a heavy single keel in favor of carrying less draft and having infinitely more speed available in yachts with two or three hulls.

While the Covid pandemic dinged the steadily upward progress of this event in terms of numbers of entries and the variety of great regatta parties, for 2022 the island countries of St. Maarten and St. Martin expect to see new records achieved for participation and fun.

Stay tuned for more information and for the 2022 Notice of Race and entry forms.

Contact manager@smyc.com for more information.

Record ARC 2021 on course

The annual Atlantic Rally for Cruisers, better known as the ARC, is on course to take a record number of boats across the Atlantic in November.

Despite the ongoing pandemic, sailors are keen to "get away from it all" and will gather in Las Palmas de Gran Canaria in November for the annual migration rally to the Caribbean.



CHRIS KESSELL

Above: St. Lucia's Rodney Bay Marina is the traditional direct destination in what is expected to be a record-breaking ARC 2021.

Below: The fourth Caribbean Multihull Challenge will be held February 4th through 6th, 2022.



The November rally offers two routes: ARC+ Cape Verde, which offers a pit stop in Cape Verde before crossing to Grenada, and the traditional direct ARC, leaving in late November and crossing non-stop to St. Lucia.

Those keen for an even later crossing, when tradewinds are more established, can join the new ARC January route, direct from Gran Canaria to St. Lucia in early 2022.

In total, around 350 boats are expected to sail with the ARC this season, giving a welcome boost to many marine businesses in Gran Canaria, Cape Verde, and the Caribbean.

However, due to uncertainty about global Covid levels and changing restrictions around the world, World Cruising Club has announced that the 2022 edition of the World ARC round-the-world sailing rally, scheduled to start from St. Lucia in January 2022, has been cancelled. The next planned start of the World ARC will now be in January 2023.

Visit www.worldcruising.com for more information.

Stay tuned for Caribbean Olympians

Enrique Figueroa and Gretchen Ortiz of Puerto Rico, Andrew Lewis of Trinidad & Tobago, Nikki Barnes of the USVI, Stephanie Devaux-Lovell (a 2016 Olympian in Women's Laser Radial) and Luc Chevrier of St. Lucia, and Jalese Gordon of Antigua & Barbuda will be sailing in the XXXII Olympiad in Tokyo.

We hope to have good news in next month's issue!

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USVI'S Krygsveld Wins 28th International Optimist Regatta

by Carol Bareuther

Fourteen-year-old Tanner Krygsveld focused on maintaining his lead as he started the third and final day of racing in the 28th International Optimist Regatta (IOR), hosted at St. Thomas Yacht Club, June 18th to 20th. The St. Thomas, US Virgin Islands, sailor led the event from the first day, and despite a strong field of fellow competitors representing six nations and territories — Antigua, Canada, the Cayman Islands, Puerto Rico, the US, and all three US Virgin Islands — and winds of 15 to 18 knots, Krygsveld finished the day's first race in second place and ultimately won the ten-race regatta by 16 points. This makes Krygsveld the third US Virgin Islander in the IOR's nearly three-decade history to champion the event, with Cy Thompson, Teddy Nicolosi and Mia Nicolosi having done so in 2000, 2015 and 2016 respectively.

"Congratulations to the winning skipper of this year's International Optimist Regatta," said USVI Commissioner of Tourism Joseph Boschulte, adding, "These young sailors are the future of the sport, and I am proud to celebrate and support their accomplishments. I also commend the St. Thomas Yacht Club for another seamless sailing event and for ensuring that public health protocols were followed. We look forward to welcoming participants and visitors to the regattas and marine events for the remainder of the year,"

Krygsveld's first place also put him at the top of the Red Fleet for 13- to 15-year-old sailors. He commented, "The thought I had going into [the last day] was to maintain my lead. There were two races left, so I thought if I could lead the first one, I could relax on the second and that's what happened. I actually finished 19th in the last race after I fouled another sailor at the start and to take a 720-penalty turn."

Krygsveld is the only sailor in this event's history to win the IOR, the TOTE Team Race (see this month's Regatta News), and the Volvo Race held after the TOTE Clinic held earlier in the week.

Fellow Red Fleet sailor, 14-year-old Sophia De Leon Urban, from Florida's Coral Reef Yacht Club, earned the Top Female award. De Leon Urban finished seventh in Red Fleet and tenth overall. "I try not to think I'm sailing against the boys, but that they are just other competitors. It's getting past that and sailing fast," she says.

In the age 11- to 12-year-old Blue Fleet, 12-year-old Alfonso Lanseros, also from the Coral Reef Yacht Club, finished first in Red Fleet and third overall. He notes, "This was the second time I've sailed in St. Thomas. That experience helped me to know the conditions and what to do in the waves, winds and currents."

Rounding out the Championship Fleet, ten-year-old William Michael from Texas, who sails with the Lakewood Yacht Club, topped the age ten and under White Fleet. "I've experienced this much wind before, but not this big of waves," says Michael, speaking of the four- to six-foot seas off the south side of St. Thomas. "In the clinic, I learned to hold my spot on the line in a lot of wind, and that helped during the regatta."

Twelve-year-old Juan Gonzalez, from Salinas, Puerto Rico, sailing for Club Náutico de San Juan, won the Green Fleet for beginners after a total of 18 races. "It was very windy, and the winds varied a lot. I liked it. My goal was to start between the middle and the pin end of the line because that's where there was the most wind," he says.

In other awards, Florida's Isabel Veiga from Lauderdale Yacht Club earned the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water. Connecticut's Avery Beck, from Indian Harbor Yacht Club, earned the Chuck Fuller Sportsmanship Award.

The IOR was organized under the authority of the Virgin Islands Sailing Association, and it is a Caribbean Sailing Association-sanctioned event.

This year's event followed an eco-friendly theme. Sailors were encouraged to recycle all plastic water bottles, use the reusable water bottle in the goodie bag throughout the regatta, keep all lunch bags and wrapping out of the water, pick up any trash on shore and accept drinks without straws.

The IOR is sponsored by the US Virgin Islands Department of Tourism, TOTE Maritime, K3 and MSI.

Visit stthomasyachtclub.org/sailing/regattas/international-optimist-regatta for more information.

MATIAS CAPIZZANO



Tanner Krygsveld is the only sailor in this event's history to win the IOR, the TOTE Team Race, and the Volvo Race held after the TOTE Clinic.

IOR 2021 Fleet Winners

Red Fleet
1) Tanner Krygsveld, St. Thomas, USVI (26)
2) Richard Sykes, CT, USA (42)
3) Will Barnhart, FL, USA (54)

Blue Fleet
1) Alfonso Lanseros, FL, USA (51)
2) Beck Brill, FL, USA (91)
3) Emilio Bocanegra, FL, USA (101)

White Fleet
1) William Michael, TX, USA (319)
2) Patrick McNamara, TX, USA (410)
3) Miles Gordon, CA, USA (482)

Green Fleet
1) Juan Gonzalez, Puerto Rico (79)
2) Diego Sepulveda, Puerto Rico (82)
3) Diego Rivera Hermida, Puerto Rico (108)

Full results are available at www.regattanetwork.com/event/21742

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New Name, New Sailors:

NEVIS AQUATIC & SAILING CENTER

Youth2Adult — Y2A — is a series of articles celebrating sailing's role in youth development for Caribbean children.

"We have had fantastic turnaround of our sailing program with new leadership, a rebranding, stellar participation considering our island population size and a pandemic year," says instructor Mark Theron.



"We changed the name of the club from Nevis Yacht Club to Nevis Aquatic and Sailing Center. This was done to create a sense of inclusion towards the local community in particular as the connotation of 'yacht club' implies a whites-only and a membership-orientated place. I personally feel this has made a difference in perception and participation at our events. We were able to remain active during 2020 as the only sport offered operated under government Covid restrictions," he adds.

With 23 regular sailors each week currently, Nevis Aquatic and Sailing Center's youth program continues to grow. Eleven adults are also learning to sail. Located on Oualie Beach in the northwestern corner of Nevis, there is a shady spot for practical and theory studies, and a storage yard for boats and equipment.

Boats are rolled a very short distance to the shallow bay making it easy and comfortable for the beginning sailors. Just outside of the bay, the Narrows, a channel between the islands of St. Kitts and Nevis, offers consistent Atlantic northeast winds.

"We have a small fleet that we are hoping to build," says NASC chairperson Danielle Connor. "This consists of seven Optimists, one RS Feva, two Lasers, one Sunfish, and two Hobie Wave catamarans that are used for both our youth and adult sail programs and holiday camps. Last year we were able to purchase a new dinghy for instruction as well as safety. We obtained the Hobie Waves from nearby resort rental operations. We coordinate with our sister club in St. Kitts — the St. Kitts Yacht Club — to share equipment where possible."

Above: Nevis Aquatic and Sailing Center's youth program continues to grow.

Top right: Fun on a Hobie Wave catamaran.

Right: NASC has introduced many newcomers to the sport of sailing.

Danielle talks about one of the newer students: "After a spring stuck at home due to the pandemic, this bright-eyed nine-year-old boy came to Summer Camp bouncing with energy. Living in the same village as one of our volunteers, he came along to see what we were all about. Day One included some evaluations to understand each child's level, confidence and ability. We discovered immediately there were challenges to overcome. Even wearing a lifejacket, he feared floating in the water, let alone jumping off the nearby jetty. After a few days extending extra love, patience and guidance toward him, he showed us how fast attitudes can change and fears can be erased. By Day Three he jumped from the swimming platform. Day Four he got in an Optimist. Day Five he sailed up and down the bay like he had been doing this his whole life.

"The last day of camp ends as a party with barbecue and celebrations. He begged, 'Please, can we still go sailing?' His thirst for the sport was obvious. Of course, we let him sail! Now, almost a year later, he is doing amazingly and proving his love for the sport with each class," Danielle concludes.

Sail & Aquatic Holiday Camps with over 30 children run 13 days in summer; there is also a nine-day Easter Camp. A full curriculum includes sailing





classes, swimming lessons, safety and rescue classes, marine biology, marine conservation, snorkeling, kayaks, a catamaran sail and snorkel trip, and sailing aboard a yacht. The aim is to give children a full marine experience. This expanded curriculum has been successful introducing many to the sport of sailing who might otherwise not have gained the experience. Each camp identifies the talented children who then enter the youth sailing program.

Recognizing NSAC's success, the St. Kitts & Nevis National Olympic Committee is assisting with a small grant to form the first official SKN National Sailing Team. Comprised of eight sailors, they'll focus on race training. The nation's two sailing centers, St. Kitts Yacht Club and NASC, will rotate hosting trainings and regattas to build the experience that, as Danielle Connor says, "will get SKN National Sailing Team recognized regionally and beyond as a team to beat!"

Since 2014, Ellen Birrell & Captain Jim Hutchins have hosted 68 six-day High Adventure Scouting USA charters including STEM citizen science turtle counts and benthic surveys for Scouts onboard their S/V Boldly Go.



Honduras's



WORTH REVISITING TWICE!

by JoAnne and Bill Harris

The two of us have celebrated 25 years since the first day we met aboard *Ultra* in 1996. Currently we are cruising in the Bay Islands of Honduras.

We recently formed a mini-flotilla of four boats — *Chat-Eau, Coragem, Magic Badger* and our *Ultra* — to sail from Roatan to the spectacular Cayos Cochinos (Pig Cays), only 26 miles away.



Cayos Cochinos National Park consists of the two small islands of Cayo Mayor and Cayo Menor, plus 13 cays that are part of the MesoAmerican Reef Region that runs along the coasts of Mexico, Belize, Guatemala and Honduras. It is part of the largest barrier reef in the Western Hemisphere and the flora and fauna of this area are all in a protected park.

It had been almost eight years since *Ultra* had last been there and we were delighted to discover little change. These islands are home to the wonderful Garifuna people who take pride in preserving their traditional culture as well as their everyday way of life of fishing, tourism and raising their families.

Note: We never saw any pigs on any of the islands we visited.

A great sail

Coragem and *Magic Badger* were delayed, so we sailed *Ultra* along with Paul and Sabina of *Chat-Eau*, a grouping we dubbed our "Quaranteam" since we have been together since the pandemic began. The four of us were super excited to be on the move again. We all had worked hard on local *Ultra* Community Projects for more than a year and it was time to celebrate and go explore more of these brilliant Bay Islands.

Under full sail and with motor running, it took us almost five hours to get to Cayo Mayor. Upon arrival, we discovered there was only one mooring ball installed in the entire harbor. *Chat-Eau* had picked it up, so we dropped our trusty 40-kilo Rocna in ten feet of water with 170 feet of chain out, since the random wind gusts coming down the mountain can be wicked crazy. We soon met the Park Ranger, José Luís, and his colleagues Jazelle and Mario, when they rafted up to *Ultra*. The entry cost was US$92 for *Ultra* and her crew for one month.

Chat-Eau invited us over for a yummy dinner and drinks — a great ending to the day.



Time to explore

We met the Cayo Mayor park guide, Luís, and he took us for a hike to the lighthouse and to see the endemic pink boa constrictor and a variety of birds. A large furry tarantula soon became part of the tour when JoAnne discovered him living inside an old termite nest that she had flipped over. After hiking around the island, the four of us returned for dinner and drinks aboard *Ultra*.

The following day, after yoga, we visited the eco-resort on the east end of Cayo Mayor to have lunch and to explore more of the islands by dinghy. We had a wonderful time meeting the families that live there. There are only 20 people living in the quaint village. They told us they are allowed to live there for 18 years and then must return to the mainland of Honduras, which is around 22 miles away.

Upon our return from the east end, we were pleased to see that the rest of our flotilla — Ana and her son, Pedro, of *Coragem* and Rui of *Magic Badger* — had arrived and were anchored.

—Continued on next page

Above: At Cayo Mayor we anchored in ten feet of water — with 170 feet of chain out, since the random wind gusts coming down the mountain can be wicked crazy.

Left: We began to see some familiar sights. It was the set of the Survivor *show.*

Below: These islands are home to Garifuna people who take pride in preserving their traditional culture.

Inset: Near Isla Culebra we snorkeled in a tremendous garden of sea fans and brain corals.



—Continued from previous page

The next day we headed out in the dinghies with Paul and Sabina to explore even further. We'd been told by José Luís that we could pass between the islands where they were wrapping up the filming of the *Survivor* TV show for Italy and Spain, so we did. We were in search of more cays and a great snorkeling place.

Where we ended up on the other side of Cayo Menor was simply stunning. We dropped the dinghy anchor in sand near Isla Culebra (yep… translates to Snake Island). We saw a few Nurse Sharks, an enormous and fearless Hog Snapper, a tremendous garden of sea fans and brain corals, and schools of brightly colored reef fish. It is an amazing place since they continue to try to preserve it for future generations. (However, we must share with you that the very best snorkeling we have



seen in the Bay Islands is in the French Cay Reef Area of Roatan, which includes the Arch Marine Park that is protected, preserved and patrolled by Mister Sherman Arch and his family. (See article on page 20 at www.caribbeancompass.com/online/may21compass_online.pdf)

After the snorkeling adventure we dinghied through the swells down to the cayos of Timon, Zacate and Arena. At Cayo Timon, we beached the dinghies for a picnic and to chill out on the breezy white beach. The wind was picking up quite a bit and it was going to be a rough brisk ride home, but well worth it.

Against the waves and swells the two dinghies and crews ventured upwind for a super wild ride. We went past the *Survivor* set that was both in and out of the water, the *lanchas* that transported the crew, and of course the helicopter transporting the VIPs from the mainland and getting aerial footage.

That evening the entire flotilla group got together for dinner aboard *Ultra* and the next morning, we had a great brunch together of *Ultra* Eggs Benedict and a toast to



Above: Fishing boats old and new.
Left: Bill, JoAnne, Sabina and Paul — the "Quaranteam."

fun times with some bubbly. We then all headed out with dinghies to the explore Cayo Chachahuate, where numerous Garifuna families live and have preserved their beautiful culture and way of life.

Upon arrival, we were greeted by two 15 year olds, Ramon and Devin, who guided us through the friendly village. We enjoyed our tour and began to see some familiar sights. It was the set of the *Survivor* show — all along the beachfront and even inside the homes. It was being broken down with the wood and nails being recycled for home and boat repairs.

Let's go back again!

After a fun-filled week, we sailed back to Roatan to complete another *Ultra* Community Project by distributing 100 additional food bags to families in need in French Cay and French Harbour.

And then, after reprovisioning and visiting with the Mister Sherman Arch family and other local friends, we sailed back to Cayos Cochinos to enjoy it for a couple more weeks.

Bill and JoAnne Harris are the SSCA Cruising Hosts and OCC Port Officers for Honduras and The Bay Islands, with cruising station based at Arch's Dinghy Dock & Cruisers' Palapa, 16.21.390N, 086.26.488W. If you wish to participate in their Ultra Community Projects of giving back to the environment and families in need, contact them at bjharrisultra@gmail.com. You may also contribute at www.paypal.me/svultraharris



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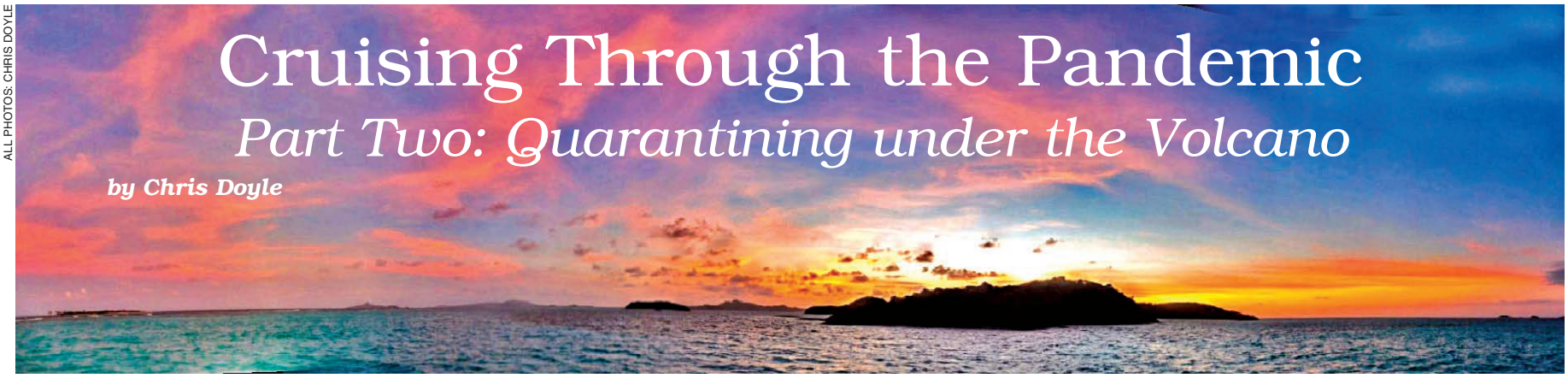
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ALL PHOTOS: CHRIS DOYLE

Cruising Through the Pandemic

Part Two: Quarantining under the Volcano

by Chris Doyle



In Part One last month, I noted that rather than my usual winter cruise covering myriad islands, I only sailed from Grenada as far north as St. Lucia before turning back. But the restricted cruise provided some special moments.

IN St. Lucia, my friend Anne left *Ti Kanot* and returned to her apartment. Our original plan had been that we would sail together for a week or so to Martinique, but Martinique, suffering from a Covid spike, had nixed all non-EU visitors. Thanks to Brexit, as English people we were no longer part of the EU, so not welcome. I had to strike Martinique off the agenda.



St. Lucia was fun

Despite Covid, St. Lucia was fun to visit. A nighttime curfew was in effect, which meant the island was wonderfully quiet and the anchorage free of loud music blaring through the night. Shops and restaurants were mainly open again. In trying to bring in tourists, but at the same time to protect the mainly unvaccinated population, the St. Lucia government devised a protocol to try to keep visitors and locals apart. So



hotels with overseas guests could not accept local customers, but they could offer takeout meals. A restaurant could serve lunch for overseas visitors and dinner for locals or vice versa. Ti Kaye, in Anse Cochon, had overseas guests, so we could not go ashore, but they could provide take-out. So, when Anne and I took a day sail there with some friends, we gave the system a try and ordered pizza over the phone; they signaled to us when it was ready, and we went into the dinghy dock and collected it. It worked like a charm. Sometimes the barrier seemed a tad porous, as when Anne took me to the lovely Fish Net restaurant in Cap Estate. Seemed to me there was a big mix of everyone, but it was all outside in the breeze and people were fairly well spaced, so it did not seem threatening.

Above: The day's big surprise came with an unbelievable sunset in the Tobago Cays: bright ever-changing color right through 360 degrees.

Below left: I looked behind me, and — holy macaroni — the volcano had blown.

On a drive down the west coast with Anne, I was delighted to see the new Cacao Sainte Lucie building nearing completion. Lina Maria Jackson started this facility about ten years ago as an efficient but small operation on a back road above Canaries. She told me at the time she needed a better location to market her excellent local chocolate and high-end delights such as truffles and chocolate-coated nuts. It has taken time, but the new building is right on the main road between Canaries and the town of Soufrière (not to be confused with the volcano of the same name), with a view into the mountains and rainforest.

By this time in early April Soufrière, St. Vincent's volcano, was acting up. It was going to blow soon and could complicate my return. I remembered that it had chosen to erupt on a Friday in 1979, so I made the irrational decision to sail down on Thursday just in case.

Getting ready, I found that the closest Covid test station was in easy walking distance of the Rodney Bay Marina, so getting the mandatory test was easy. The results came back in less than 24 hours.

Scrutinizing Soufrière

I had a good solo sail down to Young Island Cut where I was due for a two-week quarantine. As I sailed past Soufrière there was evidence of the volcano getting ready. Noxious gases had killed significant amounts of vegetation below the summit and spirals of white smoke puffed up from around the crater.

I was not too worried about quarantining in an island where the volcano would blow, because I had, by chance, witnessed Soufrière's two previous eruptions, the first in 1972. I had arrived in the Caribbean fairly recently and didn't fully understand that there were active volcanoes. I was single-handing my 30-foot *Rustler of Arne* approaching Bequia, when I saw the most amazing sight, a swirling, seething mass of dense cloud shooting upwards and looking just like the mushroom cloud of an atomic bomb. It was magnificent and beautiful, though in a sinister way. My thought at the time was that dropping a nuke in the Caribbean was a really odd thing to do. However, since no shockwave hit, I sailed into Bequia and received an education about Soufrière.



Above: Sitting in Young Island Cut I wondered if I would be here for the volcano's latest eruption.

Left: In St. Lucia, restaurant protocols kept groups of diners distanced.

The bigger eruption was in 1979. By then I had graduated to *Helos*, one of the unsinkable original CSY bareboats. Musician and author Bob Berlinghof and his wife Maranne had an identical boat and were also anchored in Blue Lagoon at this time. The south end of St. Vincent was full of refugees who had evacuated the north end of the island. I remember watching the volcano from the shore. We could see the amazing cloud swirl up upwards and were close enough to see lightning flashing from within it. When it reached towering heights, it was time to return to our boats and batten all the hatches against the falling dust.

Sitting in Young Island Cut in quarantine this time I wondered if I would be here for the next blast. In the meantime, quarantine time slipped away fast as I did some boat maintenance, and five days after I arrived, I went in for a Covid test. When that came back negative two days later, I was told I could do the second week of my quarantine on a special mooring in Bequia if I wished. So, on Friday I set out for Bequia. It took a little while to get the sails properly trimmed and the autopilot to hold course. With that accomplished I looked behind me, and — holy macaroni — the volcano had blown, on a Friday, too. A huge dense volcanic cloud was rising to the heavens and that first explosion, we would subsequently hear, had pulverized a small mountainous dome, at least 13 million cubic meters of it. The devastation in the north of the islands was terrible, and thousands had to flee their homes, their temporary housing complicated by Covid. Thanks to modern media we could follow all this, and even send contributions, all online.

—Continued on next page

—*Continued from previous page*

Online accounts also showed why, for at least a day after the first big eruption, there was not much volcanic ash in Bequia. We could see graphics of the huge cloud going up into the jet stream and heading east to Barbados, where it fell from the sky and covered that island. Once it got below the jet stream the regular tradewinds brought it back, and soon fine ash covered my decks, and at least a sprinkling of ash made it all the way to Grenada.

More good times in Bequia

Most yachts fled south. The quarantine people offered to let me escape to Canouan for a few days, but I was looking forward to my Bequia visit and stayed. You can sweep dust off the decks, or sloosh it off with buckets of water. (The latter is not the best when dust is still falling, as then you have mud instead.) I felt sorry for those on shore. You can batten a boat down tightly; but most Caribbean houses are built to let air through. I was later told the ash was so invasive that it got between the bedsheets.

At the end of my quarantine, I moved from the quarantine mooring and anchored off the Fig Tree restaurant; dust was minor by now. I had a good time in Bequia: coffee with friends at the Gingerbread in the morning, the occasional game of Scrabble with Dive Bob, biking in the afternoon all over the island. I needed a second vaccine shot, and when I looked at my card, I realized that they had me slated for a Sunday morning, which seemed an unlikely rendezvous, so I wandered down to the hospital to see if I could get it changed. It seems that the nurse on duty had vaccine left from the others getting shots and said, "I can do it now." Second shot done, give it a couple of weeks, and I could count myself as fully vaccinated.



Quarantine regulations meant I had to think about the steps ahead. Some Bequia friends had mentioned they needed a break from volcanic ash and would love a little island sailing jaunt. This would work out well as I was heading to Union and then on to Grenada; we could spend a few days sailing down through the southern Grenadines and they could take the ferry from Union back to Bequia. So late one morning I set out with a new crew of old friends: Maranne (of Maranne's Ice Cream), who is a former charter cook; Betsy, an experienced sailor and close friend of Maranne's; and artist Anna Landry, a keen fledgling sailor.

Catching up in Canouan

I had figured a nice easy first day sail to Rameau Bay, Canouan. This is a peaceful and scenic anchorage, with good snorkeling (you sometimes see eagle rays here), and we had it to ourselves.

The next morning, we motored the short distance to Charlestown Bay. For the moment Canouan has no dinghy dock you can easily use, so we beached the dinghy between the two main docks. With three strong women as crew, it was no problem to carry it up the beach. We took a taxi over to Sandy Bay Yacht Club and Residences to meet Lavinia, a friend from St. Vincent who was staying there to escape the ash fall, which gave everyone a chance to check out the new marina and shop. Lavinia returned with us to Phil and Nicola's Canouan Tourist Center for lunch. It is always fun to catch up with Phil and Nicola, former charter operators who love running their little coffee shop, are friends with everyone and have a menagerie of friendly critters, including a donkey. After having a great sandwich with them, we set out for the Tobago Cays.

Tobago Cays were special

We knew the Tobago Cays would be special. The winds were gentle, the weather clear and sunny, and the night we arrived was going to be full moon. We arranged for Romeo and Juliet to cook us a lobster dinner (the lobster season was just about to end) on the beach. We took a mooring right off the beach and what a great feast it was. A bonus came when, in the last of the daylight, Romeo threw all the lobster shells and bits into the sea, and two eagle rays came right up to the beach to enjoy their share. We watched the sun set, walked over to the windward side to see the moon rise, and took many pictures.



Above: The new marina in Canouan, looking more European than Caribbean.

Left: Romeo and Juliet cooked us a lobster dinner, and what a feast it was.

The good stuff was not quite over yet, as we decided to spend another day in the Cays and snorkel on the reef and among the turtles. To do this we anchored out near the reef and *Ti Kanot* was the only boat out there. That was all fun, but the big surprise came in the evening with an unbelievable sunset: there was bright ever-changing color right through 360 degrees, east, west, north and south. We just sat and watched in awe.

Back to Grenada and looking ahead

The next day we headed for Union. By now some good news had come in: Grenada had changed their quarantine regulations so that fully vaccinated people (that is me!) only had to quarantine for 48 hours instead of a week. Soon my friends boarded the ferry back to Bequia and I sailed on to Grenada to a lovely welcome from the health officials when I got ashore.

It was a strange sailing season. In a little over six months, rather than sailing all of the Windwards or the Leewards as usual, I only sailed from Grenada to St. Lucia and back, and well over a month of that was spent in quarantine or quarantine-related activities.

For years I have campaigned for easier formalities for cruisers moving from one island to the next. And governments have made a lot of progress in this. Covid necessarily set this way back and made movement much harder, with more paperwork and many tests, and much additional expense. The results in the 2020-2021 sailing season were obvious: most boats hardly moved, and the local charter trade was moribund. Grenada was doing reasonably well, as a huge fleet of cruisers just hung out there and did not venture north. Both St. Vincent and St. Lucia were getting far fewer yachting visitors overall. St. Vincent & the Grenadines made up for this to some extent by making it easy for superyacht owners to come and go, and they had a good year for these big boats, but that did not help many local businesses that depend more on the charter and cruising yacht trade. Things could get back to normal rapidly if there were a high vaccination rate. But the reluctance of many to vaccinate makes me think it may be a slow process.

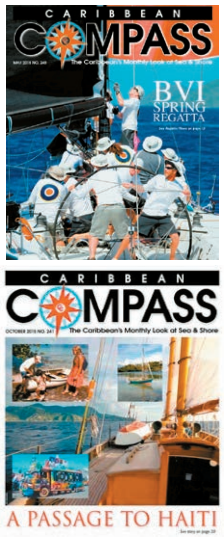
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SAILING DIRECTIONS

The Spanish Virgins to the US Virgins

by Don Street

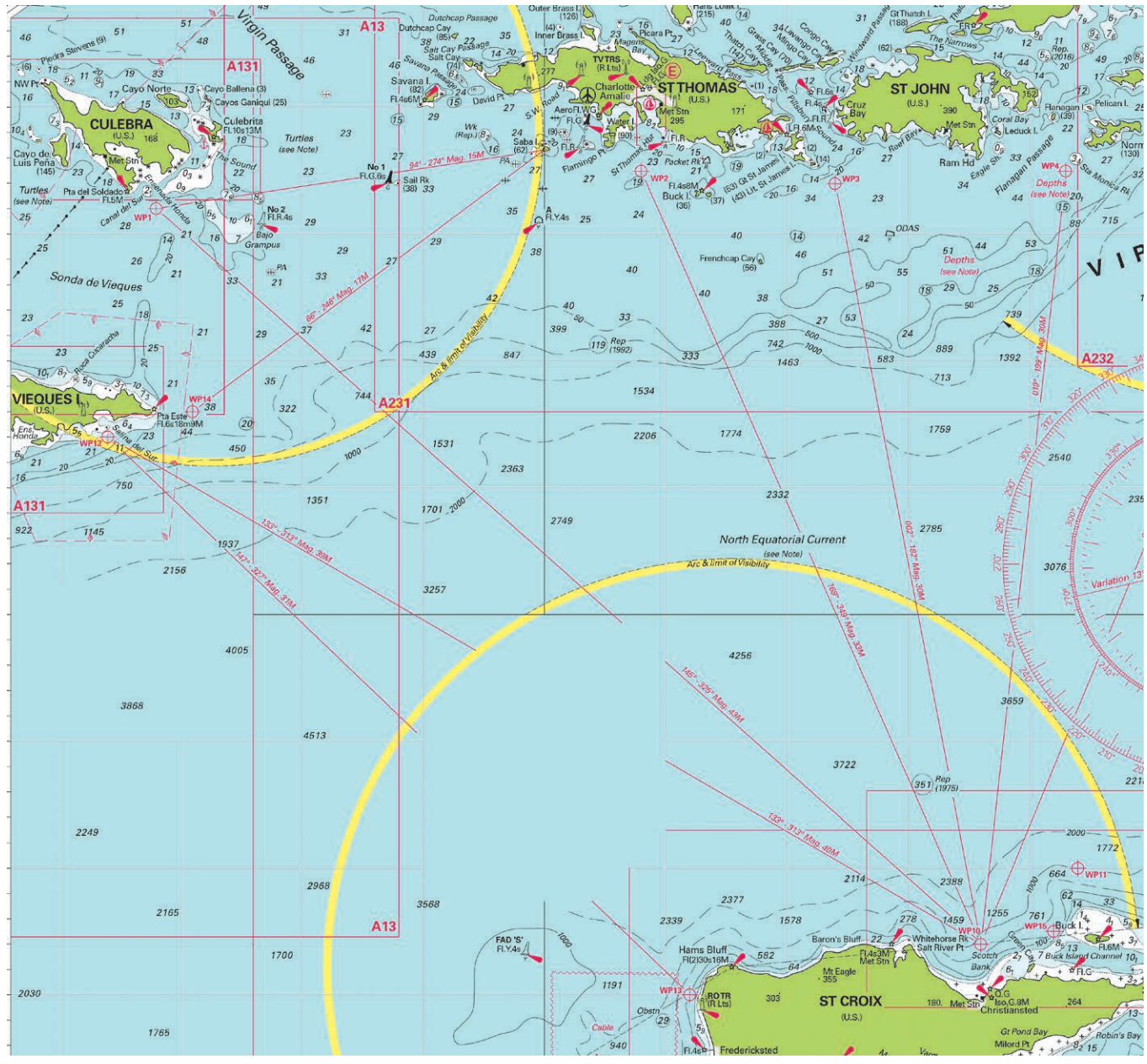
Are you among the sailors who plan to come from the east coast of North America to the Caribbean in the fall via the "Thornless Path" rather than sailing offshore directly to the Lesser Antilles? See my article "Sailing Eastward Along Puerto Rico's South Coast: Puerto Real to Vieques" in last month's Compass *and follow up with this!*

Resources

I recommend using Imray Iolaire chart A23 for overall navigation from the Spanish to the US Virgin Islands. A234 is detailed chart of St. Croix from Salt River to East End. A231 covers the northern US Virgins and the western half of the British Virgins.

For detailed piloting and sailing directions, my *Street's Guide to Puerto Rico and the Spanish, US and British Virgin Islands* is available from iUniverse.com and Amazon.

For up-to-date information on the US and British Virgin Islands use *Cruising Guide to the Virgin Islands* by Nancy and Simon Scott, available locally in all marine hardware stores, at www.cruisingguides.com, and at Amazon.



Spanish Virgins to St. Croix

If the wind is east or north of east head from the Spanish Virgins to Christiansted, St. Croix. The course from the eastern end of Vieques is 133° magnetic, 40 miles. From Culebra the course is 145° magnetic, 43 miles. The course from Culebra gives a much better sailing angle.

Make sure you leave Vieques or Culebra to arrive at Christiansted by 1500. Christiansted Harbor should not be entered except in daylight.

If the wind is well in the north it will be a glorious reach. If it is slightly north of east, a tight reach, and if in the east you will be hard on it, so do a little cheating. Start the engine, put it in gear, and run it about 1200 to 1500 RPM — but continue to sail as if the engine was not on. The fact that the engine is on gives a little push, which will mean you can head a little bit higher than if sailing with no engine on. If the helmsman hits a wave slightly wrong, instead of stopping the boat will continue on.

If the wind is south of east forget about St. Croix, head for St. Thomas and St. John, and visit St. Croix from the eastern end of St. John. Doing this will guarantee a good fast 30-mile reach to St. Croix. Details on that route follow later in this article.

If you are hard on the wind do not be tempted to head to the western end of St. Croix, planning to spend the night anchored in Frederiksted and then sail to Christiansted the next day. The beat to windward of 12 miles from Hams Bluff to Christiansted is very tough, so avoid it.

As you approach Christiansted note that the entrance channel is well to the east of town. Once you pick up the sea buoy, set a course of 164° magnetic, which will lead you up the channel. The radio mast indicated on chart A234 is no longer there but Fort Louise Augusta is still there. Note that the soundings are in fathoms and feet NOT metres.

Follow the buoyed schooner channel, round up and anchor right off the beach in the northeast corner of the harbor; there are six to eight feet of water two boat lengths off the beach. Or continue on in and anchor off St. Croix Marine. Do not think of sailing between Protestant Cay and town and anchoring west of Protestant Cay. That area is filled with local boats on moorings and is subject to a strong reversing current.

Also note that in periods of heavy weather, water piles in over the top of the reef and exits to the east of the reef. In periods of heavy weather there can be a strong northerly current in the entrance channel that can make things very choppy. It also creates crazy currents in the harbor, so it is advisable to use a Bahamian moor.

St. Croix to St. Thomas or St. John

After a couple of days in Christiansted it's time to move on. Sail out of the channel and head east inside Scotch Bank. Use eyeball navigation, favoring the shore. Work your way eastwards to Green Cay. If you draw six feet or less and are good at eyeball navigation, it is possible to sail between Green Cay and St. Croix. Boats drawing over six feet pass north of Green Cay.

You can anchor off the southwest end of Buck Island. There is deep water close to shore; anchor bow and stern. Hop in the dinghy, head east and find a gap in the reef. Pass into the deep water inside the reef, anchor the dinghy and follow the named underwater snorkeling trail. Those that like to hike can follow the trails on Buck Island up to the lighthouse and enjoy the magnificent view.

From Buck Island there are various routes to get inside the reef that runs alongside the northeast coast of St. Croix. All routes are clearly shown on chart A234. The barrier reef produces four miles of relatively calm water. The reef breaks the ocean swell, so all one encounters inside the reef is a small wind chop. This is a great area to get away from other boats, just work your way eastwards to Knight or Cotton Garden Bay and you will be clear of any anchored boats.

When the time comes to head onward, check the wind. If it is east or south of east head for the eastern end of St. John, to either Coral Harbor or Salt Pond Bay on a course of approximately 020° magnetic, 30 miles. This normally gives you a glorious reach.

From the eastern end of St. John you have two choices: clear Customs and explore St. John, working your way westwards to St. Thomas, or do a short sail to Road Town, clear Customs and cruise the British Virgins.

[*Editor's note: As this issue of* Compass *goes to press, rules for yacht entry into the BVI are changing and might require advance notification. See https://bvigateway.bviaa.com for the latest information. Also, the BVI is experiencing a major surge in Covid positive cases with the number of cases expected to rise, according to the BVI Acting Chief Medical Officer.*]

If the wind is north of east forget about St. John and had direct to St. Thomas, course approximately 350° magnetic, 33 miles. Again, usually a glorious reach. From St. Thomas you can work your way eastwards to St. John.

Spanish Virgins to St. Thomas

If the wind is east or south of east, rather than fighting your way pretty much hard on the wind to St. Croix, head to St. Thomas — but do not fight your way all the way into Charlotte Amalie; rather anchor in the lee of Saba Island or in Brewer's Bay just north of the airport runway.

From Culebra it is a dead beat 18 miles due east. From Vieques, the course is approximately 065° magnetic, 17 miles — a long starboard tack and a short port tack. If the wind is south of east you may be able to lay the course.

Saba Island (not to be confused with Saba Rock in the BVI, or the Dutch island in the Leewards) has a good anchorage in the lee.

Brewer's Bay is a good anchorage off a mile-long white sand beach lined with sea grape trees to give shade while you consume excellent hamburgers and really cold Heineken produced from a van that parks on the road that parallels the beach.

After a day at either anchorage, sail, motorsail, or motor through West Gregorie Channel to Crown Bay Marina, or on through East Gregorie Channel and pass between Hassel Island and Frenchtown; the depth in the channel is nine feet. Once through the channel, you tie up at Frenchtown Marina or IGY Yacht Haven Grande, or anchor among the yachts in the harbor.

After a few days in St. Thomas work your way east, visiting anchorages in St. John until you get to Salt Pond Bay or Coral Harbor. These are excellent jump-off points to head south on a course of approximately 200° magnetic, 30 miles, to Christiansted and explore St. Croix if you haven't been there yet.

It Ain't Over Till the Fat Lady Sinks

by Ruth Chesman

WE were sailing our Morgan 41, *Sea Dream I*, from Grenada to Antigua. The Christmas Winds had arrived early and were in force. We'd had a truly awful night sailing from Carriacou to St. Lucia — black as the inside of an elephant with winds that never dropped below 30 knots, plus hourly squalls of 40 to 45 knots.

In spite of all that, my husband, Vern, and I weren't expecting what hit us just north of Martinique: a squall with 55-knot winds and gusts to 60. It lasted only ten minutes, but felt like ten hours as we clung grimly to the wheel.

The main blew out and then, once the winds calmed down to only 40 knots, Vern noticed a line trailing along the lee side of the boat. I was upset to realize that it was all that was left of our Fortress anchor. We had lost 100 feet of chain and 200 feet of rode. A lot of water must have come over the bow during the squall, with enough force to lift the pawl off the windlass gypsy and let the anchor run.

With the main blown, we needed the engine and didn't want any lines tangling in the prop. Vern said, "*Be very, very careful!*" as I went out on deck and up forward to haul the line in.

I was sitting on the foredeck with the windlass between my knees and one hand on the windward lifeline — and then suddenly I wasn't! *Sea Dream* and I had parted company. It's a distressing sensation being run over by your home, but somehow I managed to kick out from under the hull before I got aft to the propeller.

Vern brought the boat around immediately and I was expecting to be run down again, but managed to grab the trailing anchor rode, which immediately pulled me underneath the boat again. Even with the engine out of gear and a blown-out main, 40 knots of wind and six- to eight-foot seas push a boat along at a fair clip and I couldn't hang on without being dragged under. The next time Vern came for me he threw the jib sheet over the side. That was better, as I could let myself trail aft of the boat and not be sucked under the hull.

The next thing I remember was trying to climb aboard using the rudder extension for the wind-vane oar. I still had the figure-eight stop knot of the jib sheet tight in my right fist. Vern was standing at the stern knotting a line to hand to me. I got as far as standing on the rudder with both hands on the rubrail, moved one hand to grip anything that wasn't slippery with salt and away I went again. Seconds later Vern had the line ready to throw — and couldn't see me.



Vern and Ruth Chesman. 'We weren't expecting what hit us just north of Martinique.'

By this time it was 0900 hours, which meant we were 12 or 15 miles north of St. Pierre, which we'd left at 0600. Vern put out a "Mayday" on VHF channel 16, which was heard by at least two sailboats and the girls at the reception desk of the Anchorage Hotel in Dominica. But two other sailboats that were close to us heard nothing. (When they saw our sailboat going in circles didn't they wonder if there was a problem? At least with the seamanship?) The two boats sailed serenely past, without changing course for a closer look.

It occurred to me that I'd be more visible waving a flag, and I tried waving my T-shirt. It's a knee-length red beach cover-up and, dry, would make an excellent signaling device. Wet, not so great. Try some time waving a soaking wet T-shirt overhead while swimming in six- to eight-foot seas! It's heavy, for a start.

I stretched it out between my hands and threw it into the air as I reached the top of a wave, but I didn't have much hope. A successful sighting would have required me being on top of a wave, *Sea Dream* being on the top of a wave and Vern looking in exactly the right direction, all at the same time. It didn't work. I decided to put the shirt back on for modesty's sake.

Vern circled for an hour, searching for me. It didn't take me long to find out that with the wind pushing it, *Sea Dream* was drifting off faster than I could follow, so I stopped trying. We'd joked once that if I fell overboard he should just carry on to the next island and I'd swim in, so I headed for Dominica. I'd lost my glasses in the fall overboard but could see Dominica. Martinique was lost in squalls and rain. I turned my back to the wind and swam.

Vern, meanwhile, was having a perfectly awful day. For one thing, it was the first time he'd singlehanded in the nearly 12 years since we retired aboard. At least the winds hadn't piped up to 55 knots again, but with the blown sail down to the reef point and having to stand on the cockpit coaming to reach the reefing lines Vern didn't have much to hang onto. He was nearly overboard himself more than once. (Which would have been a real disaster as he has negative buoyancy, as do about three percent of all people. Unlike me, he carries no built-in flotation.) At last he controlled the sail and headed north (in Dominica they speak English) to organize a search. But all the way, he was trying to work out how to break the news to my family that I had drowned.

It took *Sea Dream* until nearly 1700 to get close to Roseau, when three local men in a boat came out almost a mile to welcome Vern to the island and offer help. He certainly needed it! In moments Brian, James and Darryl were aboard. Brian was on the radio to the Coast Guard to report my loss, since Vern doesn't hear well and couldn't understand the questions they asked. Darryl was right inside the chain locker reeving the second anchor chain through the primary hawse so the boat could be anchored, and James was on the stern preparing lines to carry ashore to a palm tree.

My day was much easier. I knew I was fine, and could tell that Vern was still aboard and coping because the boat was under control.

The funniest things go through your head when you're swimming alone between islands. Mostly I was furious for making whatever elementary mistake let me fall overboard in the first place. All kinds of thoughts went through my head: *"I guess I'll never get those Christmas cards written after all"* and *"Don't start throwing away my business-card collection, Vern, because I'll be back!"* and *"I suppose he'll be spending our life savings on a helicopter search..."*

A jellyfish tentacle wrapped around my arm and I picked it off and said, *"Not now, I haven't the time!"* right out loud. A dolphin swam by 30 or 40 feet away and that was a thrill, finally to swim with a dolphin, even if it was only for a second or two. A small container ship came past about a quarter of mile away, heading west, then changed course to the north, going around me exactly as if I were a pivot.

Of all possible ways to die, drowning would be my least favorite, so I didn't. Besides, Vern had his first wife for 32 years and I could scarcely demand equal time if I weren't around. It was necessary to stay afloat.

I thought of all the things that I'd be leaving unfinished, and shrugged. There were no regrets except for the stack of unanswered letters; some we'd even taken to Canada with us and brought back still unanswered. I was glad I hadn't skimped on telling family and friends I love them. I was glad I hadn't been tethered to the boat, as I'd have been battered on the way over the side or dragged under the hull until I drowned. I'd taken on quite enough water just trying to hang on by the broken anchor rode.

Just at noon, I saw a sailboat heading my way and thought, *"Can't be Vern; he doesn't have a jib out."* Soon the boat was so close that if a wave hadn't smacked the bow aside I'd have been run over again!

I yelled *"Hey, can you see me?"* but they already had. Anthony said, *"There's someone in the water!"* and Justin had looked around to see who was missing. From there, the rescue was textbook perfect. Anthony never took his eyes off me as Justin managed the jib and brought *Enchantress* around to circle me. Her dinghy was out on a very long painter and they maneuvered it around so I could grab hold. I told them I was very tired, which was not strictly true, and would need a ladder to get aboard, which was true. I've never been able to climb out of the sea into an inflatable dinghy, so I just clung on to theirs until they put a ladder down. Then they towed the dinghy in, threw me a line to knot around my chest and towed me to the foot of the ladder. I was soon aboard and provided with a dry towel that was colour-coordinated to my red T-shirt.

Enchantress had a touchy transmit button on the VHF radio and so used a hand-held unit to tell their companion boat, *Natasha*, that they'd picked up a hitchhiker. On *Natasha*, Federica passed messages on to anyone who would take them — to let Vern know I was fine, to stop him initiating an expensive search, and to get him some help securing the boat in harbour. The message went through to *Sudiki*, a Gulfstar 50 sistership to *Enchantress.* (While Federica was on the radio, a female French voice broke in to tell her to get off channel 16 as it is for emergency and rescue! When I met James and Federica later, I asked her what she had said in reply and got a flood of Italian. Though I didn't understand, I suspect there is a Frenchwoman around with a blistered ear.)

Enchantress and *Natasha* were headed for Fort-de-France. I badly wanted to go to Dominica and nearly asked to be thrown back in, but common sense prevailed. As soon as we arrived, Justin took me ashore to ask about ferry times. No luck, as the depot was closed tight. Next it was back to the dock nearest the anchorage. He went off to find a policeman to report me to, and I went to Customs on the off chance that it might be open.

A lovely young bride was posing for photographs in the garden as I trudged through, barefoot, blowsy, tousled, salty and myopic — with luck I walked behind all the family cameras. Customs was shut, and I spent a frustrating quarter-hour with the French phone system, discovering that it's impossible to find an operator. The only toll-free number to answer yielded a fireman who listened to my tale of woe politely in spite of my terrible French, and assured me he knew of no way to call an operator either.

Back I went through the wedding party, now photographing bride and groom with their youngest attendants. Soon Justin and a pair of police officers arrived; my final view of the bride was as she picked her way to her car, blocked in by the police vehicles, and past my disreputable-looking self being grilled by the gendarmes. The police left us with names and phone numbers to show Customs we'd spoken to them and assured us that someone would call Dominica's Coast Guard and abort any search plans.

My rescuers fed me, put me to bed, and lent me the fare to Dominica. The next morning I got the sixth-last seat on a 350-passenger ferry.

Meanwhile, Vern was still having adventures. Just at dark, he finally learned I'd been rescued, when Chris and Duff of *Sudiki* came by and told him the news. Later they collected him, fed him, let him talk and wind down, put a call through to *Enchantress* via cell phone, CROSMA and VHF radio, and generally made it possible for Vern to sleep that night.

Next morning early, Brian and James, who had welcomed *Sea Dream* to Dominica, were back to check up on Vern and help him move the boat to a mooring since it was gradually dragging ashore, when the Dominican Coast Guard came alongside with three officers aboard. One stayed in the bow with a 12-gauge riot gun pointing at Vern, one managed their boat with an automatic rifle across its seat, and the third came aboard *Sea Dream* and got Vern's attention by taking him firmly by the arm.

"You are under arrest," he said. *"Pack a bag and lock the boat. You may be away for some time."* Vern faced three charges, in this order of importance: allowing Dominican nationals aboard before clearing Customs, not clearing Customs immediately upon arrival, and doing away with his wife.

Once Vern was in the police boat there was no further chat. He was taken to the head office of the Coast Guard, which is also the police force, and helped ashore since the landing is difficult. It took some time to produce a statement. Part way through, the atmosphere became much more civil.

Afterwards, one officer kindly pointed out a bakery where Vern could buy a much-belated breakfast. Then Vern was bundled back into the boat and taken to the ferry dock, where he cleared in through Customs and Immigration. Without pausing to think, he put my name on the crew list. The Immigration officer crossed it off with a scowl, saying, *"We'll clear her in if she arrives."* IF!

Vern was still waiting on the dock when the ferry decanted me at four o'clock that afternoon — and I was very pleased to see him.

We've proved it again: it ain't over till the fat lady SINKS!

This article first appeared in the April 1999 issue of Caribbean Compass.

THE LUCKIEST BOAT ON THE PLANET

by Jan Hein

Leo Sampson didn't set out to alter the world of wooden boat building, but during the past four years, each filled with random risk and challenge, he grew into a legend of the craft, thanks to skill and social media.

Sampson acquired an array of talent while chasing life in a series of adventures. In his early 20s he talked his way into a boatyard job in Bristol, England, working to learn and learning for the chance to get on the water. Pay was knowledge, which gave him the confidence to purchase *Lorema*, a 25-foot wooden Folkboat. That little beauty, once restored, carried him across the Atlantic in 2015, engineless, solo, and sans GPS.



JAN HEIN



JAN HEIN

Clockwise from top:
After a landfall in Martinique, Leo and crew on Lorema *ultimately made their way to Antigua for the Classic Yacht Regatta.*

Tally Ho, *a 48-foot, gaff-rigged cutter built in 1910, had been waiting for a savior.*

Tally Ho *before renovation.*

The question of whether to renovate Tally Ho *or rebuild her was quickly answered.*

After a landfall in Martinique, Leo and *Lorema* ultimately made their way to Antigua for the Classic Yacht Regatta. In a fleet that included J Boats and the 142-foot schooner *Columbia*, the Folkboat was dwarfed on the water, but a giant on the prizegiving stage. She earned first in class and her proud owner was named Best Young Skipper of the Year.

Doors open for extraordinary people, so it's no surprise that Sampson's next opportunity was at the helm of *Sincerity*, a 90-foot wooden ketch built in the 1920s. He sailed the boat and crew from the West Indies to Europe, then flew back to the Caribbean where he signed on as bosun aboard the 65-ton, three-masted schooner *Adix*.

Classic Boat magazine took note of his many accomplishments, awarding him the title of 2016 Yachtsman of the Year.

Life aboard *Adix* captured Sampson's attention until he heard about an old boat in serious disrepair. *Tally Ho*, a 48-foot, gaff-rigged cutter designed by Albert Strange, was in a boatyard on the Oregon coast, waiting for a savior. The designer's boats have a cult following, officially known



JAN HEIN

as the Albert Strange Society. Members had been seriously searching for the perfect person to lay down US$1 for the chance to save their winner of the 1927 Fastnet Race. Nothing but the hull and deck, built in 1910, was included in the price. Damage from age, rot, and too many alterations destined the boat for a bonfire — until Leo Sampson journeyed to Oregon and met his future.

He handed over $1 and Albert Strange Society members pitched in to move *Tally Ho* to Washington State. It traveled by truck to a farm area in Sequim, Washington, taking up residency beside a house and workshop. The landowners, who have their own connections with the Caribbean, are extraordinary hosts. They offered Leo use of the shop and everything in it — a boatbuilder's dream of tools and space. He immediately got to work, cleaning, organizing, and figuring out how to record the story he was about to create.



JAN HEIN



JAN HEIN

Clockwise from top:

Leo reporting from the bow of Adix *during a near miss with* Columbia *during the Antigua Classic Yacht Regatta.*

A (young) lifetime of woodworking skill on display.

Leo is hands on.

The first Sampson Boat Company YouTube video, launched in June, 2017, is short and sweet. In it, Leo travels to Brookings, Oregon, with a family friend to survey the boat and seal the deal. That four-minute video became Episode One in a series that is now coveted and frequently binged. Filming was arty, the content captivating, and viewers couldn't wait to see Episode Two. One *Tally Ho* follower left this comment after Episode One: "WARNING!!! You are about to enter into something truly addictive! Great story, great cinematography, great music, great people and a really cool macaw. I bumped into this this morning, and all plans for the foreseeable future have been abandoned. Approach with care…"

Another viewer wrote, "Stumbled onto a Sampson clip by accident and it's done me in. I've been binge-watching episode after episode for three days! My family hasn't seen me all weekend. They think I've left town. I'm hooked!" The videos have grown in length, each multiplying the *Tally Ho* fanbase. Leo ends each segment thanking a growing list of people who have donated money, materials, and time.



COURTESY LEO SAMPSON

As Episode 100 nears completion, there are over 300,000 subscribers to the Sampson Boat Company YouTube channel, www.youtube.com/channel/UCg-_lYeV8hBnDSay7nmphUA. Views often top half a million, and fans wait anxiously for each to premiere. To add to the frenzy, the Sampson Boatbuilding Facebook page, with over 16,000 followers, launches impromptu debates on every intricate move Leo makes. Topics range from wood choice, fastening options, technique choice, and textbook theories on the art and religion of boatbuilding. The shop's macaw is a hot topic, as is the revolving cast of crewmembers that join the rebuild team.

The loudest audience frenzy happened this year (Episode 92) when the local county government threatened to shut the project down. Leo's announcement of the news on Facebook and YouTube unleashed the flying monkeys, resulting in a show of arms fit for a small country. Supporters rallied with legal advice, donations, letters to the county, all in an effort to leave *Tally Ho* in place until the bitter end. Ultimately, Leo took command, and the high road, and struck a deal with the county. The boat would remain in place until properly prepped for a truck ride to nearby Port Townsend to be finished and launched.

Every captivating episode has a plot, a problem to solve, lessons and guidance on the art of woodworking and boat construction. In early 2018 (Episode 19) Leo journeyed to the Deep South to select white oak and lend a hand milling it. Later, he encountered issues with the outdoor shed, requiring intervention from engineers and designers. In Episode 41, we celebrate a new US visa, relieving Leo of the need to frequently visit the UK or Canada. New tools come on the set; large objects, like the purpleheart keel, are cut and miraculously moved. The videos, which are filmed, produced and launched on a bi-monthly schedule, feature a running cast of characters. They range from solo volunteers to small crews who show up for mentoring and the chance to learn from the master Leo has become. A few, like Pete the Enigma, have earned rockstar status, while others star in small but important cameo roles.

The *Tally Ho* team is in high gear, prepping the boat for the big parade to Port Townsend. Once installed there, the interior will be built, engine installed, systems, gear, and sails completed. And then what?

Chances are, it will be one of the most famous boats on the planet, worth a fortune in time, materials, and inspiration. Leo's skill and talent will be highly sought by boatyards and schools around the world. His dream, however, is to sail it back to the UK to repeat history with a Fastnet win. Will he return to the Caribbean, too? Stay tuned…



COURTESY LEO SAMPSON

DOMINIQUE AND GENEVIEVE

by Jim Hutchinson

IN 1978, Genevieve, one of three women sailing students, and her instructor sailed a small sloop from Ile d'Ouessant, mainland France's westernmost island, to Brest, arriving around midnight, as dictated by the tide. They wandered the dock and, in the fishing boat section of the harbor, met Dominique and went aboard *Lambic*, his eight-metre sloop, for wine. The next day Genevieve returned. Just as well, Dominique was a shy man — competent and confident but shy. Thus begins the story of Dominique and Genevieve.

Dominique Weber came down to the sea from the rolling hills and vineyards of the Champagne region to join the French Navy at the age of 16. He was looking for education and opportunity and already knew that he liked the sea. He chose sailing over the war fleet and served aboard le grand voilier Français *La Belle Poule*, a grand topsail schooner.

Then he and a friend built *Lambic*, a steel sloop. That's when he learned to weld.

Dominique and Genevieve made their departure from Brest, France, in 1981. They sailed via Spain, Portugal, Madeira, the Canaries, Mauritania and Senegal to the Cape Verde Islands. They lingered some months in the Cape Verdes then began their Atlantic crossing, prudently, in April.

I asked how the Atlantic crossing had been ("Very nice") and what authentic cruising adventures she recalled. Not much: heaving to for rough weather in the Bay of Biscay (not unusual for the Bay of Biscay), and arriving off a strange and hazardous channel as night fell, and short-tacking in (many of us have such tales), which she characterized as "suspense." "Dominique was a good sailor," as might be expected of one trained in the French Navy, "calm and methodical," Genevieve says. She tells of dismasting at night in later years while returning from Cumaná, Venezuela. They built a jury-rig, made a sail to fit and sailed on.

Their May '82 arrival at Martinique had been in classic cruising style: they were short on money. So they fixed and cleaned returning bareboats for a charter company until its annual September shutdown, then sailed south to Union Island, SVG, having lined up a job chartering an 18-metre wooden schooner, *Thamilla*, as skipper and hostess. They crewed *Thamilla* for two years then bought her and continued as owners for another two years. *Thamilla* was old, a 1923 wooden boat, so Dominique worked on her a lot.

Then south to Carriacou, where Dominique rented land behind the Slipway shipyard on which to build aluminum dinghies. A second shed was built for the sewing machine. Thus, Genevieve was at hand to stand on an aluminum panel, clamping it in place as Dominique welded. They were still living aboard *Lambic*.

Dominique built more than a hundred aluminum dinghies. Most were Opti-types but also "V" hulls and "W" hulls, some with false bottoms for use as lifeboats. And when someone came in with their own plan, he built that. If you're cruising the Windward Islands you've seen some of Dominique's dinghies — aluminum dinghies last until you lose them.

In '96, Dominique bought a used-up trimaran, the *Sea Rose*, and converted her into a floating metal shop. Vessels needing work could raft alongside, which has serious advantages.

If it had to do with stainless steel or aluminum, Dominique was the man. If it didn't, he knew who to refer you to — he was known for that. *Sea Rose* became a destination, Dominique was a mark.

Meanwhile, Genevieve was doing sewing and massage. Genevieve has become known for her massage. She studies it and knows what she is doing.

They cast their lot in Carriacou, becoming Grenadian citizens in '94.

In '93 they adopted Michel. *Lambic* was too small, so they bought a family boat, *Sanctus*, a 47-foot sloop. They sailed *Sanctus* to Belem, Brazil, and spent seven months going through the adoption process. The passage down had been 11 days, the return five days — current. *Sanctus* had given Michel, just a baby, his first passage and was now home.

Dominique was an enthusiastic father. I remember a look of pure pleasure when he told me about the first time he took young Michel scuba diving, just sitting on the bottom near *Sea Rose* with Michel on his knee. And, of course, Michel had his own aluminum sailing dinghy.

Michel became a hot sailor… and a hot-dogger as well. And, whereas some might take their dog or even cat for a dinghy sail, Michel sometimes took a goat. He seemed to have a special affinity for nature. I once saw him carrying an injured bird that he was trying to help, and he had a pet iguana aboard *Sanctus*. (Now 28, Michel lives in Martinique, where he became a charter boat captain.)

I reckon that Genevieve planted the seed for the Tyrrel Bay kids sailing program in '02 when she organized an all-comers dinghy race for Michel to sail in. It was well attended and a fun event. Everybody won a prize, which was a candy bar.

In addition to his work for yachts and local fishing boats, Dominique came to be in charge of hull maintenance for the country's two high-speed aluminum ferries, the *Small Osprey* and the *Big Osprey*.

He also conceived and built many arches for mounting solar panels, wind generators, antennas and fishing gear, for both yachts and fishing boats.

Work for me included the repair of my broken mast and a stern rail I am particularly fond of. When I lost a winch at sea, Dominique gave me a small winch off the *Sea Rose*.

Over the years, Dominique employed three workers in his shop, Johnson, Chris and Noland, all local men, each lasting five years. Noland, still on Carriacou, became highly skilled in yacht maintenance and does the best high-tech paint jobs I have seen.

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LORRAINE SEATLE







Clockwise from left: *As hostess and skipper aboard the 18-metre wooden schooner* Thamilla *in '82.*

'Stick with the woman you found, who also found you, for the rest of your life.'

In '96, Dominique bought a used-up trimaran, the Sea Rose, *and converted her into a floating metal shop.*

—Continued from previous page

For many years, *Sea Rose* was the bay's early warning during hurricane season. When the *Sea Rose* went into the mangroves, it was time to check the weather. *Sea Rose* had a special spot that she claimed early. We knew it was her spot and wished her well — some of us might need her services after a hit. The end for *Sea Rose* came in the winds of Tropical Storm Karen in '19. TS Karen wasn't actually expected to be a problem. Those who went in did so as a precaution. I stayed out in the bay — boy, did I get my butt kicked! The lurching rock and roll was brutal. The wind came from strange directions with powerful gusts. When it was over, the metal shop on *Sea Rose* had been blown apart. Many friends rallied to clean up the mess and fish tools off the bottom with magnets. It is good to have friends — Dominique had friends.

It was over for *Sea Rose* but not for Dominique. He moved his tools and stock to his shop ashore, at home, and worked on.



Genevieve, their son Michel and Dominique.

"Dominique has a straight life," Genevieve says, "as straight as it gets, as straight as he was: neat, precise, always finding the most adequate solution to suit its work."

Straight. Stick with the woman you found, who also found you, for the rest of your life. Work until the day before you drop. Earn a reputation for being honest, reliable, steadfast and of generous nature and good cheer. Does some of that sound a bit old fashioned? Dominique was a remarkable man in a quiet manner.

Dominique demonstrated that straight doesn't preclude imaginative, innovative or individual. Witness the home they made for themselves ashore.

I walk up the seldom-used dirt road beside their lot, past the clever three-part door of Dominique's shop and past a wall of vegetation inside the fence, to the clever gate with its bell, framed by two tall, flowering oleanders. I ring the bell and am called in. I am on time but Genevieve is doing an emergency massage on a local man in back pain. So I browse the house and grounds again.

Dominique began with a raw-block shell already on the lot, the core of the house to be. He finished it to his standards then wrapped the seaward and leeward sides with a broad veranda, which, functionally, is the living room. The house is full of invention and craft. The more you look, the more you see. The corner posts of the veranda are stout sections of mast from a large yacht, obviously recycled — such masts cost a fortune. The long table and its benches are also stepped atop mast sections. Genevieve's massage table is around the corner on the lee side. A line of laundry dries under the lee eve.

The outer wall of the veranda is open floor to ceiling except for a handrail. The distinction between inside and outside is weather dependent. Most of the time it is inside. A heavy, gusty rain will reach the table's outer bench. The inner wall of the veranda, the outer wall of the house, is deemed safe for framed pictures and mementos. One of the models along the wall is a metre-high sailboat, which reportedly sails very well. There are two model ships, radio controlled power vessels. Michel's radio controlled model airplane, a single engine Cessna, hangs high in an corner close under the ceiling, swaying lightly in eddies of breeze. There is a wall of shelving with things to be kept close at hand along the lee side, covered with a curtain against stray mist, dust and eyes.

Within the core of the house, proof against heavy weather, are the kitchen, separate shower and toilet, two bedrooms, and the books, including atlases and broad-ranging navigation books.

Many sailors dream of their eventual retirement place ashore — this will do nicely. But life ashore offers far more than a spacious house that doesn't rock and roll or drag its anchor. On land, you can grow things! Both ornamental and edible! There are many shrubs and flowering plants on the grounds. Of food, there are three bearing mango trees in the front yard. One, grown from a seed, now has branches nearly touching the eves of the house. And there are a couple of stately coconut palms. In the side and back yards will be found soursop, avocado, rose apple and a shady neem tree. There are also rows of waist-high planters, about 50 metres of them, and a black tank on the upper corner to water them. Collectively, the house cistern and black tanks, fed by substantial roof catchments, hold well over 6,000 gallons of water, 25 thousand liters. Genevieve says they never buy water. There is a small chicken pen. And the bay is close at hand for fishing.

What more could one ask for? The pandemic has reminded us: the pleasant company of our good fellows. Dominique and Genevieve have never been wanting in that regard. They are French Grenadian and became a kind of hub for French and European yachties. In addition to the table for 13, the roomy veranda has many stools of various design to accommodate overflow. Holidays and the completion of projects are cause for celebration. Time was, *Sea Rose* would be cleaned and decorated for such gatherings.

"Dominique got the death he wanted," Genevieve tells me, "quick." He was working to the end. He was an active person and didn't want to be handicapped. Genevieve, returning from a visit to their son and two grandsons in Martinique, finished her Covid quarantine on the day Dominique went to the hospital. He died the same day, without suffering. Genevieve was at his bedside.

'Fair Wind in your new life, Dominic... I believe there is another life after this one.'
— Genevy

Jim Hutchinson is the author of One Man's Sampler, *a collection of minor Caribbean adventures. Hutch has been cruising aboard his 24-foot sloop,* Ambia, *since '84, mostly in the Caribbean.*



Above: Dominique built many arches for mounting solar panels, wind generators, antennas and fishing gear, for both yachts and fishing boats.

Below: Many sailors dream of their eventual retirement place ashore — this will do nicely.



LORRAINE SEATLE

Photography on Boats:

ALL PHOTOS: DAVID H. LYMAN



A storefront in Ste. Anne, Martinique. Find a colorful, geometric stage set and wait for the actors to arrive.

Look for diagonals and trapped space. They draw the eye.

CAPTURING YOUR OWN VISION

by David H. Lyman

"I'm thinking of upgrading my camera," a friend says. "Which camera would you suggest?"

I've made a living as a photojournalist, someone who tells stories with pictures and words, and I've been teaching photography, leading and organizing workshops for years.

You might think I'd know a thing or two about photography.

Well, I don't. There's too much to know. But I've learned one thing I can pass along. I've learned how photographers learn, how they master their craft, develop their vision, and find their own, inner, artistic voice. So, if you have a few minutes, I'll share a few things that might help you become a better photographer, someone who sees the world as a photographer.

"The best camera to have," I told my friend, "is the one you have in your hand. Not the one in your camera bag or on the store shelf." She looked puzzled.

"It's like anchoring. It's less about the anchor and more the technique. If you are a photographer, you can make great photos with any camera, even your iPhone. Just learn its limits, and use them creatively."

Your camera doesn't make photographs. You do.

It's you who needs to get better, not the gear.

We live and cruise in one of the world's most beautiful places — the Caribbean. Lush tropical rainforests, cascading waterfalls, green islands floating on an azure sea, white sails dotting the horizon and sunsets that are a visual symphony. How can you not make great photographs?

To make a photograph, as opposed to a snapshot my mother could take with her Instamatic, requires a few more things than point and shoot. It requires an understanding of what the camera can do and not do. Your camera is like a guitar to a musician. It's a tool that can help you see the world and capture those moments you see. And perhaps share. Like a musician, you'll do a lot of this privately, while you are alone with your music, your images. It is during this alone time, listening to your guitar, looking at your images, that you begin to see what you're doing wrong, where the creative process is taking you.

To be a photographer, any artist, is to first develop an appreciation for the art form: music, painting, dance, sculpture, photography. And you can do this even without a guitar or camera. Look at monographs and books by famous photographers to see how other photographers see, and use the frame, the lens and the shutter. Go to museums and galleries to see what's on the walls. Photographers can learn a great deal from studying the paintings of the masters. Look at photographs in magazines. Look closely at the underlying structure of each image, where each artist has placed the subject, the quality of lighting. Where's the horizon line? What's lurking, unseen, just outside the edge of the frame? What's the relationship of fore-, middle- and background, the geometry of lines, shapes and spaces within the frame?

Next, Look at your own work. But if you've been idle, there's very little to look at, so you'll have to go out and make more photographs. What are you waiting for?

Fieldwork

Take your camera out for a walk, along the beach, through an island village, a hike into the hills, along a river. See what you see. What makes you stop, raise the camera to your eye, frame a face, a flower, the curve of a beach, and press the shutter? You'll see if what you saw is a photograph when you get back and look at it. Don't look now, just keep walking and seeing.

Have fun. Kids nearly always like to have their photos taken. They are eager to be subjects. Show them what you've made on the camera screen. They may ask if you could photograph their grandfather. Follow the kids home. Your camera and your photography have opened a door to an unexpected adventure. You now have the opportunity to make some truly meaningful images of the West Indian island culture. This is what *National Geographic* photographers do. Photographing the private lives of an island family has led you to a cultural discovery few ever experience. And now you have a record if it.

Now you have some work to look at in the privacy of your cabin.

The selection process

Back aboard, download the SD card into a file on your hard drive, and begin to look at what you've captured.

First, look at the "take" all at once, 50 images at time.

Get a sense of what it was you experienced. Select frames that stand out, copy them to a Prime Folder. Keep the original file in time sequence, as you may be back.

From the Prime Folder, scroll through individual images to find those that could use some "enhancement." I use Lightroom for most of my post-production work. I also find the editing options on my iPhone and on my iPad Pro are often more than adequate. I shoot both JPEG and RAW, and the purist may be aghast when I admit that I work mostly with JPEGs. They are easier to deal with and are more than adequate for magazine reproduction and on websites. Photoshop is for serious manipulation that can move the original image from a true photograph to an illustration.

If you spend time looking at and studying your work, it may begin to speak to you. But if you don't create enough work, there'll be nothing your work will have to say. Look at your photographs in the sequence you made them. And look at them as if someone else created them. That way, your ego won't get upset. Look at each frame and ask yourself: what would make this better? What did I do wrong, or right? What could I have done, that I will do next time?

Your work may say, "You idiot! How could you have missed that one? What were you thinking? I know. Your trouble was you were thinking. Stop thinking. Thinking only slows you down. You are too impatient. Why didn't you wait until that corner there was in shadows? Next time, hold the camera steady. And, here — this frame should be vertical. Why didn't you shoot it both ways?"

It's hard to edit our own work. Emotions, ego, the intellect — all get into a turf war and creativity stops. All of us artists have to deal with this internal conflict.

Ernst Haas told his students at my summer school in Maine, "You make photographs with your stomach, not your mind. Pressing the shutter button is a visceral response to what you see, experience. There is no time to think, to consider. If you pause to think, you've missed the moment."

A photographer works intuitively, not intellectually. The time for the intellect to come into play is in the editing process. In the field, your intuition is what should be framing the scene, moving you to a better position, pressing the shutter at the moment of a critical gesture.

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An artist's intuition is developed over time, through experience. Once the tools, camera and lenses, are mastered, skills acquired, a vision developed, the photographer has only to respond and the rest of the field process comes naturally, automatically. It's fun.

So, how do I get to work intuitively? Simple: Work. Go out a make photographs every day. It was hard and expensive when I was learning. Film cost a lot, and there were only 36 exposures on a roll of 35mm film, requiring me to change film constantly. Today, with digital cameras and a re-useable SD card, to press the shutter release costs nothing.

Here are the tools you need to master photography:

- The camera
- Lenses
- The shutter
- The frame
- The light
- Composition
- The process
- Post production
- Some software

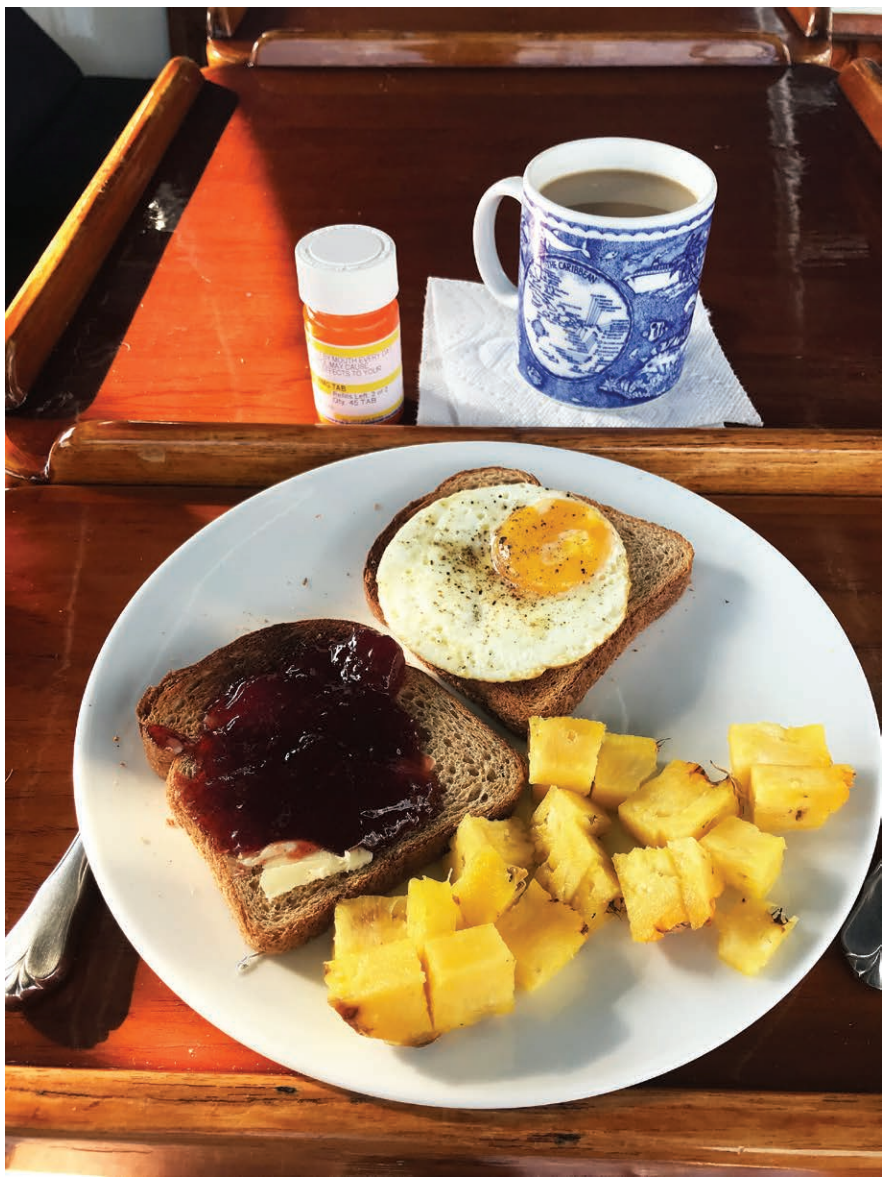
The camera

I've used 8x10-inch, 4x5-inch view cameras, 6x6mm and 35mm film cameras. I've had a string of digital DSLR cameras. I have two GoPros, a mini drone, and my iPhone 7, which I am about to upgrade to an iPhone 12, along with various video cameras.

You will need, at some point, a camera that can accept various focal-length lenses. The camera functions can be daunting, so just keep the camera on "P" for program, or "A" for automatic. Those settings will handle most situations. As you advance, you'll want to understand the other functions, but don't get bogged down with the options. They can stand in the way of going out and making more photos.

Lenses

Lenses have characteristics that distort reality, but used creatively can result in a better picture. Telephoto lenses compress reality. Wide-angle lenses expand the fore-, middle- and background relationships. They also distort lines and faces within the frame.



Telephoto lenses have a much-shortened depth of field, great for isolating a subject from the blurred, out-of-focus backgrounds, but they require critical focusing. Wide-angle lenses have a wide depth of field — great when you want most everything in focus.

Learning the artistic capabilities of each focal-length lens will take a few years, but once you have mastered this, it'll become the way you see.

The shutter

The shutter, even in digital cameras, slices time up into small frames, some only a one-thousandth of a second — great for sports and action. Or, it can expand time from a few seconds, minutes, to hours — great for time-lapse photography, waves and waterfalls.

The frame

The frame includes as well as excludes objects. The frame can isolate a subject from a cluttered background. The edge of a frame is a critical element in every photo. Make sure nothing is sticking into your frame, or sticking out. Clean up the frame.

The light

This is where a photo is made or ruined — the quality of light. Bill Allard, one of the most renowned photographers at the *National Geographic,* tells his students, "Okay, now that you've photographed the sunset, turn around and photograph what the sunset is illuminating." This warm, dramatic light from the setting sun casts long shadows, great for hiding clutter and separating the subject from the background. Bill was a master at shadows.

One more tip about sunsets. Wait. Half an hour to 45 minutes after the sunset drops below the horizon, the real show begins, but it lasts less than ten minutes. It's when the sun, now below the horizon, illuminates the high clouds above you, turning the sky from pink to crimson-red to deep gray-purple. Stay on deck or atop Shirley Heights for the "afterglow."



Create a frame-within-a-frame. Make use of the foreground to create a sense of depth.

Left: Photograph each meal. Play with the shapes and colors. These are then a record of your days at sea or ashore at those special beachside fish shacks.

Composition

Where do you place the subject and all the other elements within the frame? For me, this is fun. I love playing with compositions. Where is the center of attention? When should I use The Rule of Thirds and when is it a cliché? Nothing in the middle, symmetry, negative space, trapped space, triangles, the horizon line, a diagonal — these and other elements are options to consider in composing a frame.

The photographic process

There is a sequence to how we as photographers work. We think about our work, what we want to photograph next, a sporting event, cityscape, land or seascape, a person, a sequence, a process. We consider what gear we need. The less the better. It forces us to be creative.

Fieldwork is followed by housekeeping, downloading, storing and backing up our fieldwork. Then comes editing, selecting those frames we want to move to the next stage. In Lightroom or other image-processing software, we make corrections to the horizon, exposure, shadow detail, white balance, color saturation. Out of this work will come a sequence of photos that beg to be together, even if shot over a dozen years.

Your portfolio

If you are a serious photographer, you have a portfolio, maybe a dozen. These are collections of images that hang together: landscapes, portraits, sailing shots, Antigua, Grenada, still lives. These portfolios are constantly changing as new images are added and others removed.

How many images in a portfolio? Twenty is a good number, but you can start with five and build from there.

Take a look at my friend Justyna's portfolios at www.justynakramer.myportfolio.com. Look at her presentations, then look at her individual images. Building a portfolio is a great tool to help you grow as a photographer. (She's Chief Mate on *The Dove*, Larry Tyler's 54-foot sloop you may have seen: he's been chartering in the Caribbean for 30 years. *Compass* ran my story on Justyna's photography in the May 2021 issue together with a selection of her work.)

How long will it take?

I've asked many of today's most accomplished photographers how many years it took them before they considered they had "arrived." Ten years, they tell me. I can believe them. It takes ten years to become a doctor or a lawyer, so, why not a photographer? In watching my students develop I see their progress. They learn the basic tools and work habits in the first four years. It'll take them a lifetime to master those skills, but over the next six years, they begin to see the world with their own eyes. They begin to develop their own artistic voice.

I can add one more suggestion. Attend a one-week resident workshop. I led and organized hundreds of them when I was the Director at The Maine Photographic Workshops, now Maine Media, based in Rockport Harbor, Maine. Getting together with a dozen other photographers who are at the same point in their careers and with a leading professional can be magic. It can be life changing. I've been talking to Libby Nicholson at Pineapple House, a West Indian cottage hostelry above English Harbour in Antigua, about leading a series of workshops there this coming winter. You'll hear about it here in *Caribbean Compass*!

Now, go out and make a whole bunch of new photos.

See David's article on caring for your camera aboard on page 24 at www.caribbeancompass.com/online/july21compass_online.pdf

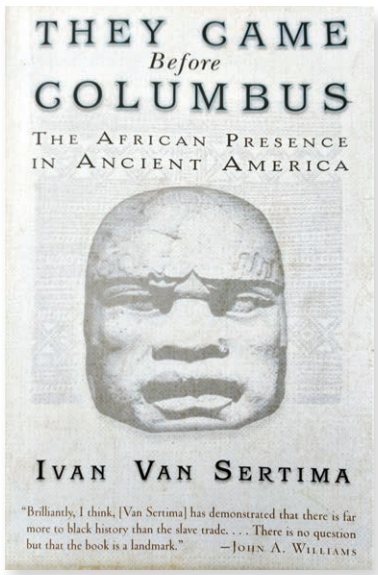


SAILORS' BOOKSHELF

Three Books Give Insight into Caribbean History

by John Everton

***They Came Before Columbus: The African Presence in Ancient America**, by Ivan Van Sertima. Random House Trade Paperbacks, 1976*



The author is a world-renowned linguist and anthropologist who taught Afro-American Studies at Rutgers University. This book makes a compelling case for African presence and influences in the Americas well before Columbus — in some cases several centuries before. He cites physical anthropological evidence including numerous artifacts, eight- to nine-foot high stone heads with Negroid features in Mexico, Negroid skeletons and more. Sites with such evidence have been excavated in locations including Mexico, Peru, Panama, Haiti and the US Virgin Islands.

The "accidental drift" theory of small but seaworthy boats fishing off the coast of Africa and ending up in the Americas, taken by currents, is indeed logical.

Chapters in the book include The Secret Route from Guinea, The Visible Witness, The Mariner Prince of Mali, Africans Across the Sea, Among the Quetzalcoatls, Mandingo Traders in Medieval Mexico, Black Africa and Egypt, The Black Kings of the 25th Dynasty, African-Egyptian Presence in Ancient America, and The Mystery of Mu-lan-pi.

Far from being a dry scholarly read, the writer's style enables the reader to enter into the fascinating historical anecdotes that move this history along. Truly an informative, inspirational read.

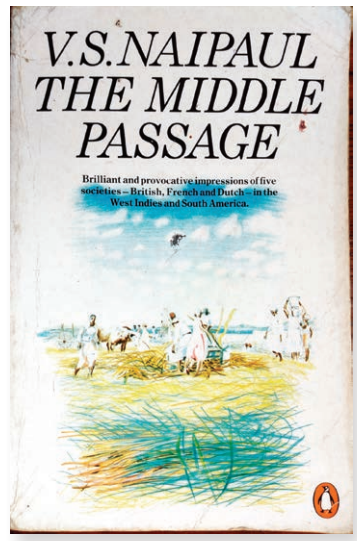
***The Middle Passage,** by V.S. Naipaul. Penguin Books, 1962*

This book by the well-known West Indian author offers insights into the culture, political problems, race issues and history of five Caribbean territories — Trinidad, British Guiana, Surinam, Martinique and Jamaica — that he visited in 1962. This was in the days when the region was still dealing with colonialism or the vestiges of it.

The author has an unusual perspective in that he was born in Trinidad in 1932 and moved to England in 1950 to study English at Oxford University after winning a Trinidadian Government scholarship. After graduating in 1954 he began to write in London, and continued to write for the rest of his life.

In the chapter on Trinidad Naipaul writes that its race problem is not a Negro-white problem, as in so many places; it is a Negro-Indian rivalry (Negro being the term commonly used on the island at that time). He also writes of the influence of American radio programmes and commercials advertising American products, which Trinidadians came to prefer to their own. American movies were also preferred. But the steel drums remain a uniquely Trinadadian part of the culture.

Traveling from Trinidad to British Guiana Naipaul takes the reader along to witness his experiences and attendant observations. He writes, "In 1953, when the British Guiana Constitution was suspended and British troops went into the country the Jagans were the pariahs of the West Indies." He is referring to Cheddi and Janet Jagan, the leaders of the local political party then in power. This party "which had come to power so completely in 1953 split in 1955 along racial lines, Indians on one side, Negroes on the other." The author gets to tour around the country with both Jagans, attending political rallies. Naipaul observes, "In Trinidad there is no memory of slavery; in British Guiana it is hard to forget it. The very word 'Negro' because of its association with slavery is resented by many black Guianese; the preferred word is 'African,' which will cause deep offense in Trinidad."



From British Guiana Naipaul moves on to Surinam. Of Surinam Naipaul writes, "In 1667, by the Treaty of Breda the Dutch had surrendered New York to the British and taken Surinam in exchange. The Dutch thought then they had got the better part of the bargain, and think so still as Dutch school children are taught the British have lost New York while the Dutch still have Surinam." Naipaul observes that Holland became far more important to Surinam than England is to Trinidad or British Guiana. He also writes that "there is none of the racial resentment which the British West Indian brings back from England. The atmosphere is relaxing. With Negroes, East Indians, Dutch, Chinese and Javanese, Surinam has a population more mixed than that of British Guiana or Trinidad." (Naipaul does note that there is some racial tension between the Negroes and the East Indians, the two largest groups). "Since 1955 Surinam has been virtually independent, an equal partner with the Netherland Antilles… and Holland itself."

From Surinam Naipaul moves to Martinique, the subject of a relatively short chapter. While in Martinique he observes how French the island is. The local people, most of whom are black, are Frenchmen, as the island is an overseas department of France. Naipaul writes, "More than England to the British West Indian, or even Holland to the Surinamer, France is the mother country to the Martiniquan."

In one last short chapter Naipaul carries us on to Jamaica. While there he compares the tourists, who stay on the north coast and whose only contact with Jamaicans is through servers in the hotels, with the middle class Jamaicans who live and travel from suburb to suburb attending dinner parties, clubs, cocktail bars, etcetera. Neither group ever has to see the "other" Jamaica, best personified by the slums of Kingston and the abject filth Naipaul found the people here living in.

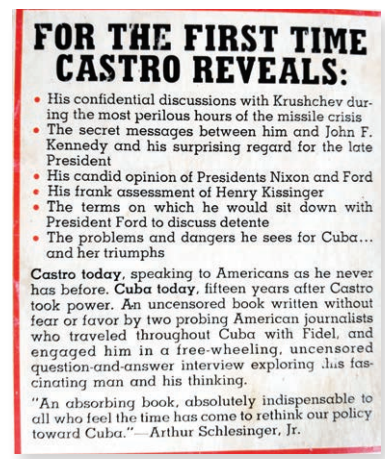
Several pages are devoted to Rastafarianism in Jamaica, which took root some time after Haile Selassie was crowned Emperor of Ethiopia. In 1935 Italy's invasion of Ethiopia seemed to fulfill prophecies in the Bible, giving the movement impetus.

I found *The Middle Passage* easily readable due to Naipaul's narrative style. I also enjoyed this read more than some of his novels, some of which I find more obscure.

***With Fidel**, by Frank Mankiewicz and Kirby Jones. Ballantine Books, 1975*

This is the most informative account I have read about Castro's revolution. The book consists of interviews with Fidel Castro by the two authors, both journalists from the US with Peace Corps experience in Latin America. They both speak Spanish fluently and were treated with the utmost respect by Castro. The interviews were conducted over the course of three trips to Cuba in 1974 and 1975, portions of which were aired on CBS television. In addition to interviews the authors spent 24 days traveling around Cuba during which time there were no restrictions placed on them whatsoever.

The picture that results from this book is a clear and factual account of the strengths of the Cuban Revolution, 20 years after its inception. It also presents Castro as humane, compassionate and committed as well as being exceedingly intelligent, well informed and well read on all aspects of historical, economic and technical subjects. We learn that his favourite author is Ernest Hemingway, especially *For Whom the Bell Tolls*, which became Fidel's primer for revolution — of course Castro and Hemingway met when the latter lived in Cuba.



The topics covered by the interviews include individual freedom, education, health care, tourism, the USA and Cuba, JFK, the Missile Crisis, the CIA, Watergate, Latin America and Cuba, and the Soviet Union.

The one thing that makes this book unique is that all the interviews were uncensored. Castro does not beat about the bush but answers the questions thoughtfully and directly, to the point.

The overall outlook presented by the authors calls for a re-evaluation by the US government towards improving US - Cuban relations. It ends on an optimistic note.

Out of the three books reviewed here I found *With Fidel* the least dense and the one written with the most clarity, the bulk of the text being Fidel's words in translation.

All three books greatly enhanced my knowledge of Caribbean history. Much of their content wasn't in the history books we used when I taught Caribbean History at Charlotte Amalie High School in St. Thomas 1969 - 1971.

Anyone living in or visiting the Caribbean will find these books informative and of interest.

LOOK OUT FOR...

Ceiba, Kapok or Silk Cotton

by Lynn Kaak

Every month in the Caribbean there's something special to look out for.

What is that behemoth of a tree that produces delicate seed-carrying fluff almost lighter than air?

Ceiba pentandra is a native of Central America, the Caribbean Basin and northern South America. The ceiba — the original indigenous name, and the one adopted by the Spanish — kapok, or silk cotton tree is also found in West Africa (as the variety *C. pentandra var guineensis*).

Among the world's biggest trees, the ceiba is truly massive, with some reaching heights of about 77 metres (250 feet). The buttressed roots, attaining a height of 12 to 15 metres (40 to 50 feet) and a suitable width of about 20 metres (265 feet), support a trunk that can be three to six metres (ten to 20 feet) in diameter. The wide canopy that crowns this giant of the forest can easily get to 60 metres (200 feet) in diameter.

These fast-growing trees can have a long life, with trees over two centuries old still casting their enormous shadows on those below. They can be found in almost any tropical area, and can handle areas with seasonal rainy and dry seasons, or regions with more regular precipitation. They flourish in secondary forests.

Ceiba trees were useful to the indigenous peoples of the region long before Columbus appeared. The huge trunks were used to make dugout canoes that could carry up to 100 people. The wood is very light and easy to work, but since it is also susceptible to rot, today it isn't used for many other purposes other than making cricket bats and coffins.

The fluffy "cotton" has been used for filling for mattresses, cushions, and eventually life jackets, even into modern times. Synthetics have since taken over the majority of commercial applications.

The cotton that the trees are so well known for comes from sturdy seedpods that are about 15 centimetres (six inches) long, starting as a pale green and drying to a brown husk. They pop open to reveal a white or light-yellowish fiber that is the medium for the small seeds to travel; it is easily blown in the wind. The mostly cellulose fibers are light, water resistant, and very flammable. With 200 to 400 pods produced by one tree, that is a lot of fluff!

The small pink and white flowers bloom at night, giving off a foul scent that attracts bats. Bats are the main pollinators, but the flowers are also useful for honey producers.

Ceiba trees often have large conical thorns growing from their trunks and branches. The leaves somewhat resemble those of marijuana and all are dropped from the tree just before the seedpods mature. The tree has the remarkable ability to refoliate in just a day or two.

In indigenous folklore ceiba trees are known as the home of spirits, and have played a part in more recent times with links to the practice of Obeah. There are some who still feel that these trees should not be grown close to a house as the evil spirits will be too close to the inhabitants and may adversely affect their lives. On the other hand, some indigenous people in Suriname say that if you are lost in the rainforest and sleep under one of these trees, no danger will befall you in the night.

A "jumbie tree" in Tobago had been part of that island's tradition since pre-Columbian times, when the first peoples believed that spirits resided in this colossus of the forest. Ancient potsherds and more modern artifacts have been found around its roots, indicating that it has been a place of devotion and/or propitiation. According to legend, Gang Gang Sarah, a West African witch who had been blown off course, climbed another silk cotton tree in Tobago and tried to fly back to Africa. She forgot that because she had eaten salt she could no longer fly, and fell to her death. For many years the tree from which she fell bore a sign saying, "This silk cotton tree was considered sacred by the African slaves who believed the spirits of their ancestors lived in its branches. Obeah men from all parts of the island came here to perform black magic rituals, the most famous being Bobby Quashie of Culloden. This tree is the largest of its kind on the island and is well known for its many legends, spanning over 150 years."



Above: Light and puffy, the fallen 'silk cotton' looks almost like snow.

Right: The young trunk is distinctive with a green color and conical thorns.

Below: The next puff of wind will scatter the fluff.





Island Poets

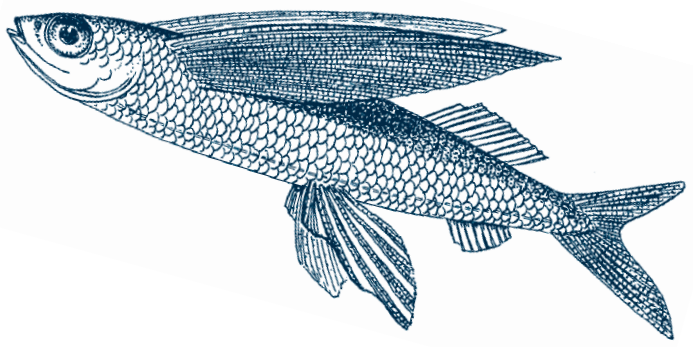
FLYING FISH

Marvel of sea and air, the flying fish
flies faster than itself can swim,
which isn't that outlandish —
a bigger fish is chasing him;

and not only does it outfox that fish,
changing elements, to end up in
a different patch of ocean;
it escapes itself,

becomes another. Found in tropic zones
beyond the reach of coral,
its flesh is tasty right down to its bones —
and definitely fish, not fowl.

— Richard Dey



The Sky from Mid-August to Mid-September

by Jim Ulik

King Charles II was concerned that the Dutch and Spanish were encroaching upon English shipping. He understood that faster and safer commercial passages were needed for increased profitability of the British economy. To achieve that end King Charles II appointed Rev. John Flamsteed to be the first Astronomer Royal at the newly constructed Royal Observatory, Greenwich. His specific function as astronomer was for "rectifying the Tables of the Motions of the Heavens, and the places of the fixed Stars, so as to find out the so much desired Longitude of Places for perfecting the art of Navigation." Flamsteed cataloged accurate positions of the Moon over time. He also recorded more precise positions of almost 3,000 stars. His compilations were a navigational game changer 44 years (1675-1719) in the making. August 19th marks his 375th birthday (1646).

IMAGE 1



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Monday, August 16th

Search the western sky in an area between Mercury and the Sun after sunset. A comet approaching the Sun may become visible for a few minutes after dusk. Comet C/2020 P4 will reach perihelion or its closest point to the Sun on August 19th.

Wednesday, August 18th

Mars and Mercury will be visible a few degrees above the western horizon after sunset. The planetary pair will appear as one object between Venus and the horizon. It will take a pair of binoculars to discern how close together they appear.

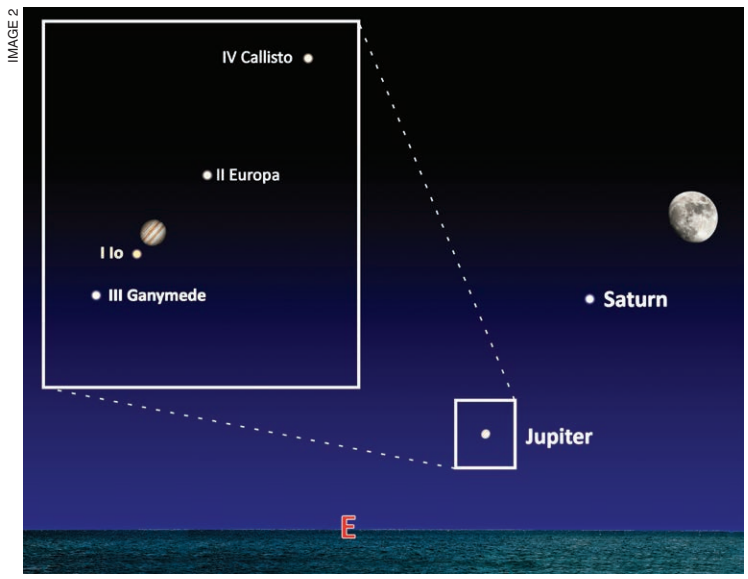
There are four meteor showers active in the east-northeast sky this evening. The Perseids is just passing its peak potential of nearly 100 meteors per hour. Shooting stars may also arise from the Southern Delta Aquarids until August 25th. In addition, the Kappa Cygnids shower peaks tonight. These slow traveling meteors will appear red and orange in color. Fast traveling meteors like those from the Perseids appear blue and white in color.

Thursday, August 19th

Tonight Jupiter will be at its closest approach to Earth and fully illuminated by the Sun. The giant planet will be brighter than at any other time of the year and will be visible all night long. This is the best time to view Jupiter and its moons. A good pair of binoculars should allow you to see Jupiter's four largest moons, appearing as bright dots on either side of the planet. If too much moonlight seems to hinder spotting Jupiter's moons wait until after the Moon sets around 0400 on August 20th.

The four moons were observed by Galileo in 1610 through the telescope he created. Galileo first thought the objects were stars but after numerous observations concluded that they were planetary bodies orbiting Jupiter. Galileo originally called Jupiter's moons the Medicean planets, after his patrons, the Medici family. He referred to the individual moons numerically as I, II, III, and IV. The moons were named in the mid-1800s.

IMAGE 2



Above: The positions of the four Jovian Moons on August 19th at 2100 hours. They were discovered by Galileo in 1610.

Left: Chart of sailing directions circa 1544. Lunar and stellar observations are still required for passages.

I Io - Named after the mythological character Io, a priestess of Hera who became one of Zeus's lovers.

II Europa - Named after a lover of Zeus who came to be the queen of Crete.

III Ganymede – Named for a young Trojan boy in Greek mythology, who was made cupbearer to the gods by Zeus.

IV Callisto - Named after the nymph or minor goddess Callisto, another lover of Zeus.

Friday, August 20th

There is a close approach between the Moon and Saturn this evening. The pair can be found low in the eastern sky after sunset in the constellation Capricornus.

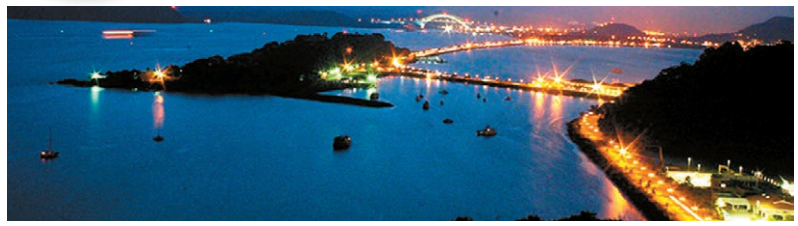
Saturday, August 21st – Sunday, August 22nd

It may be hard to detect, but every hour the Moon shifts position by about its own diameter against the background of stars. That apparent movement away from Saturn places the Moon near Jupiter tonight. While the Moon may appear to be full, that phase doesn't occur until approximately 0800 on August 22nd. That is when the Moon is on the opposite side of the Earth from the Sun, located high over the South Pacific. This Full Moon is also considered a Blue Moon.

—*Continued on next page*

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—*Continued from previous page*

It is the third Full Moon during the Northern Hemisphere's summer (and Southern Hemisphere's winter) of four Full Moons.

Wednesday, August 25th

Tonight marks the peak of the Northern Iota Aquariids meteor shower. However, the best dates to spot any shooting stars are after August 28th when there is less interference from moonlight. The shower is active August 11th through September 10th. The meteors will appear to radiate out of an area of the sky just east of the constellation Aquarius.

Wednesday, September 1st

The Alpha Aurigids meteor shower is active August 28th through September 5th. Although it is expected to peak overnight on September 1st, the best viewing will be after September 3rd as the Moon approaches its new phase. The best viewing of the shower is after 0300. The meteors will radiate out on an area west of Gemini. They tend to enter the atmosphere at an oblique angle, producing long-lived meteors that may traverse a wide area of the sky before completely burning up.

Saturday, September 4th

If you happen to be up to watch the Alpha Aurigids this morning, take notice that the sliver Moon has moved into Cancer, making a close approach to the Beehive Cluster.

Just after sunset this evening Venus has made a close approach to Spica in the constellation Virgo. Mercury is located about ten degrees west of Venus.

Wednesday, September 8th

The Moon makes a close approach to Mercury. The pair is visible in the western sky for just over an hour before sinking below the horizon.

Above right: Capricornus and Aquarius redrawn based on J. Flamsteed's updated star positions.

Below right: Close approach of Saturn and the Moon in Capricornus on August 20th at 2000 hours.

Thursday, September 9th

The Moon has shifted its position east over the last 24 hours. It left Mercury behind to reposition itself about four degrees north of Venus. Both objects are resting in Virgo.

Perseus, the slayer of Medusa and rescuer of Andromeda, will begin rising above the eastern horizon around 2100. Meteors will begin radiating out of the part of the constellation representing Medusa's head. The September Epsilon Perseids has reached its peak. This minor shower is active September 4th through 14th.

Tuesday, September 14th

The planet Mercury reaches greatest eastern elongation of 26.8 degrees from the Sun. This is the best time to view Mercury since it will be at its highest point above the horizon in the evening sky. Look for the planet low in the western sky just after sunset.

In the News

A cooperative venture between the European Commission ESA, EUMETSAT (European Organization for the Exploitation of Meteorological Satellites), NASA and NOAA, with contributions from the CNES French space agency, recently launched the satellite *Sentinel-6 Michael Freilich*. The Earth-observing satellite is now operational providing advanced monitoring of sea levels and atmospheric data. This data supporting weather forecasts and climate models will now be available to the general public linked through www.eumetsat.int. The sea surface height data stream that will be released is accurate to within 5.8 centimeters (2.3 inches) and will be available within hours of acquisition by *Sentinel-6 Michael Freilich*. A second stream of data, accurate to within 3.5 centimeters (1.4 inches), will be released about two days after it is collected. The two different products are meant to balance tasks like weather forecasting and more precision in studying longer trends. Other datasets, accurate to about 2.9 centimeters (1.2 inches), are slated for distribution later in 2021 and are intended for research activities in climate science and global mean sea level rise.

** All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.*

Jim Ulik sails on S/V Merengue.

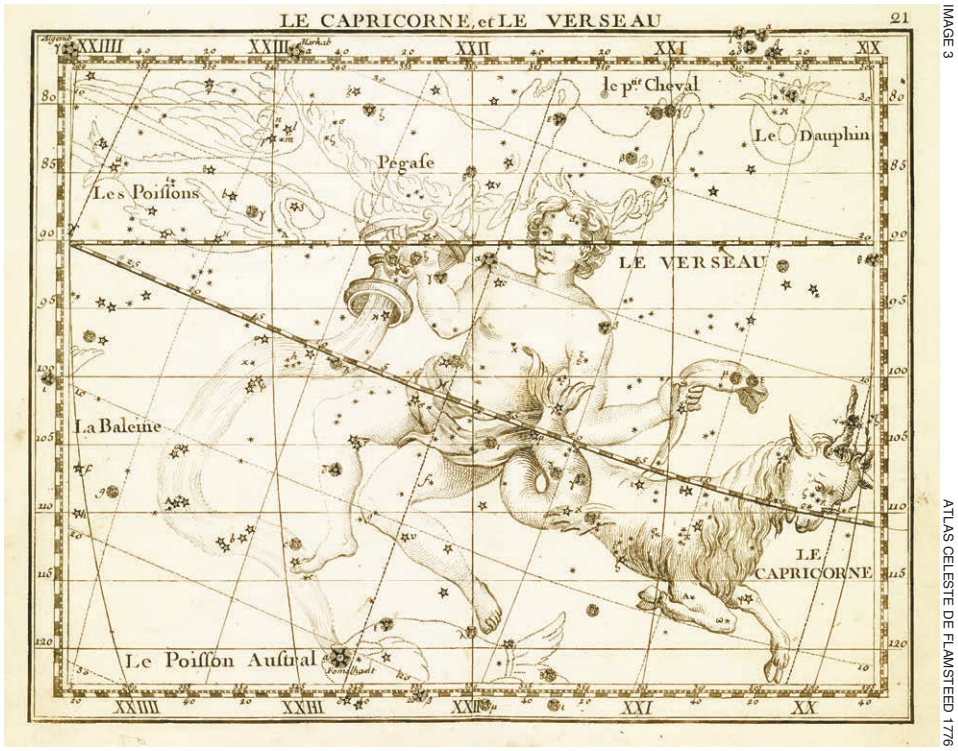


IMAGE 3 ATLAS CELESTE DE FLAMSTEED 1776

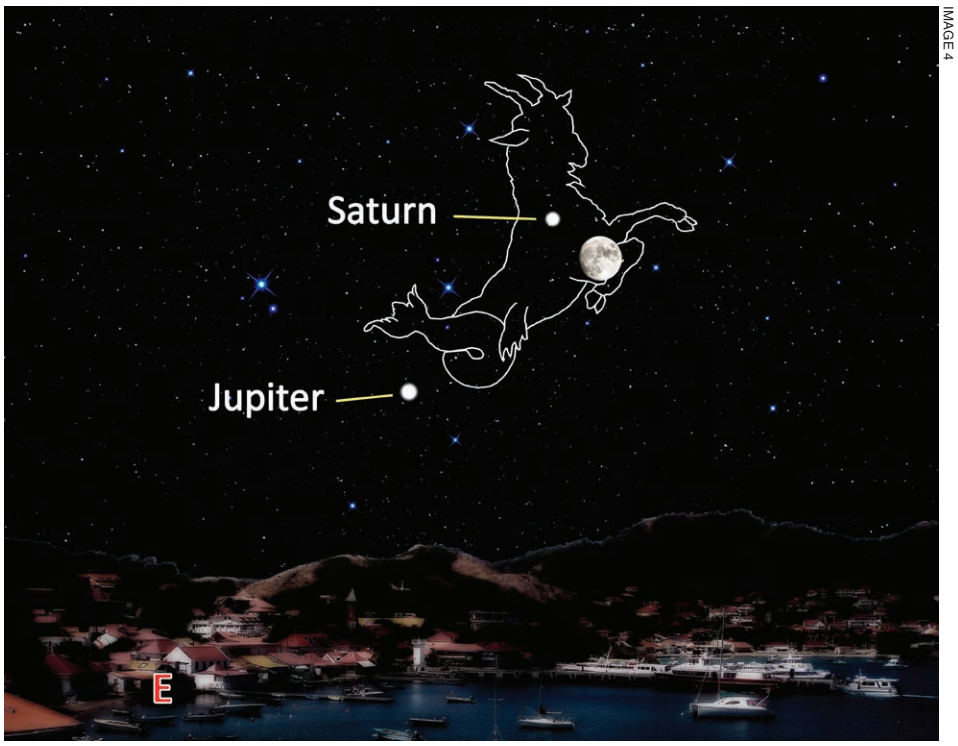


IMAGE 4

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The Lesser Antillean Bullfinch

Lesser Antillean Bullfinches are seed-eating members of the Tanager family *(Thraupidae)* and closely related to the Galapagos Finches, best known for their role in inspiring Darwin's theory of natural selection. Like their famous cousins, Lesser Antillean Bullfinches comprise a group of four remarkably similar looking species that show slight variations in bill size: the Lesser Antillean Bullfinch *(Loxigilla noctis)*, the Barbados Bullfinch (*Loxigilla barbadensis*), the Greater Antillean Bullfinch (*Melopyrrha violacea)* and the Puerto Rico Bullfinch (*Melopyrrha portoricensis)* have independently evolved beaks of the same shape, but of slightly different sizes, in order to exploit different types of seeds.





Although Lesser Antillean Bullfinches have plier-like beaks, designed to crush the hardest seeds, they are foraging generalists, feeding on a wide variety of foods including ripe fruit, nectar and insects. They are known to steal the nectar of flowers by biting a small hole at the base of the calyx — by stealing I mean that they avoid the "flower membership fee" of distributing the pollen. Where necessary, Lesser Antillean Bullfinches use a foot to secure fruit while feeding from it, or to hold flimsy grass stems at ground level to feast on the seeds. Occasionally they eat insects, crushing them with powerful mandibles.

Lesser Antillean Bullfinches are endemic to the Lesser Antilles, occurring throughout the islands, except in the Grenadines. The species also colonized St. John and St. Croix in the US Virgin Islands during the 1960s and is expected to continue expanding its range to nearby islands.

Lesser Antillean Bullfinches are sexually dimorphic, meaning that males and females look different from one other, as opposed to the recently diverged Barbados Bullfinch, whose males resemble the females. The Lesser Antillean adult males have glossy black or charcoal grey plumage, accented by red lores and throat. The undertail coverts (small feathers behind the bird's legs and under the tail) can vary between all red and all black. Depending on the light, the red markings may appear orange, red or chestnut brown. On the other hand, females have warm gray undersides and rusty-brown mantle, wings and tail, with rusty orange highlights. Immature birds resemble the females at first, but experience a groovy calico phase as they transition into adulthood. Because of their plumage differences, males and females have been given separate names on some islands — for example, in Dominica the male is called "Pere Noir," while the female is "Moison." In St. Lucia, the Lesser Antillean Bullfinch may be confused with the St. Lucia Black Finch, however, the latter has pink legs and a heavier beak, and lacks the Bullfinch's red throat and vent. It also has a habit of bobbing its tail up and down.

There are eight recognized subspecies of Lesser Antillean Bullfinches inhabiting a wide range of habitats across all elevations, from sea level to mountaintop, from shrubbery, gardens and dry scrub to mangroves and rainforest. The subspecies are geographically separated and distinguishable by slight differences in size and plumage. Some are more grey than black, some have smaller beaks; some have red undertail coverts while others have black. Although Barbados Bullfinches were considered the only non-sexually dimorphic subspecies, they are now treated as a separate biological species, *Loxigilla barbadensis*, which is thought to have colonized Barbados from St. Lucia 180,000 to 700,000 years ago, becoming one of the most rapid examples of avian speciation. (Speciation happens when a group within a species separates from other members of its species and develops its own unique characteristics.)

Although Lesser Antillean Bullfinches are aerial creatures that forage mainly in the trees or bushes, individuals are occasionally observed feeding on grass stems at ground level. They are very vocal and can be easily identified by song, producing a variety of sounds, from short trills to sassy, high-pitched *"wheet-wheet-wheets"* to a mellow *"tsee"* and a sharp "*chuk."* Those found in suburban settings are highly tolerant of humans and may be seen perched on saucers and cups at outdoor dining tables, or at bird feeders. The species is well known for stealing small packets of sugar and nuts from restaurant tables.

Females are generally bolder, more resourceful foragers and more likely to attempt new innovative ways to obtain food than the males, often entering homes and overcoming obstacles to reach their goal. They are rarely seen alone, as the males are almost always nearby, watching and taking advantage of their mates' bold nature.

Contrary to the more reserved males, whom I only see occasionally, the extroverted females can be seen everywhere in our garden — from the fruit and seed feeders to the ground flowers and highest treetops. They are one of the first birds to respond to *pishing* and will often come within reach, in a curious and almost playful manner. *Pishing* is a type of repetitive birdcall composed of high pitched and harsh sounds used to attract small birds. I use *psst-psst, pish-pish, chit-chit* and kissing noises *to* attract our local tanagers and finches.

Females are aggressive foragers. Sometimes, particularly during the nesting period, females attempt to protect their cache of seeds with aggressive displays, chasing other birds including other female bullfinches. Although females are aggressive foragers, they do not defend territory; males on the other hand, are passive foragers and will defend territory.

The species is socially monogamous, breeding throughout the year, though peaking from February to August. At the onset of the breeding season, males advertise to potential mates by performing displays that highlight their red throat markings. Upon securing a mate, the male becomes very territorial, defending the nest from intruders and remaining close to his mate while she lays and incubates the eggs. Their nests are cleverly built domed structures made with dried grasses and fine twigs, and lined with soft plant matter — dried banana leaves are a huge favourite — with a side entrance. They are placed on a thick shrub, a hedgerow, or a low tree, about two to five metres (six to 16 feet) from the ground.

Wherever possible Lesser Antillean Bullfinches will nest near human habitation as protection against other birds, mongoose and snakes. It is not unusual for them to build and abandon several nests before finally settling on one. I recently discovered a handsome couple building a nest on the guava tree at the bottom of our garden. Curious to find out more about their breeding habits, I placed a wildlife camera a few feet from the nest. When I returned a week later, I realized that they had abandoned the nest, but not before the female probed the camera lens with a good pecking, returning several times to repeat the prank — her strong, pounding beak and dark, liquid eyes relentlessly driven by deeply felt curiosity.

Left: Females are generally bolder, more resourceful foragers and more likely to attempt new innovative ways to obtain food.

Below: Adult males have glossy black or charcoal grey plumage, accented by red lores and throat.

The Snappers

by Darelle Snyman

Snappers are another group of fish that add color and variety to the underwater reef environment, ranging from colorful schools that frequent the shallows to heavy-bodied "lone wolves" that hunt offshore. These toothy members of the Lutjanidae family are popular gamefish and include some of the tastiest eating fish around.

They are called snappers for a reason: they have very sharp teeth and tend to snap their jaws open and shut with great force as a hook is being removed, a task that can end painfully if you get a finger in there.

The Yellowtail Snapper

While exploring the shallow reefs around the Caribbean you are most likely to run into the colorful Yellowtail Snapper (*Ocyurus chrysurus*) and the Schoolmaster Snapper (*Lutjanus apodus).*

There is no confusion to be had when identifying the Yellowtail Snapper: it has a distinctive yellow lateral line that extends from the eye to the widely forked yellow tail. However, when you encounter them in a mixed school with the very similar looking Yellow Goatfish (*Mulloidichthys martinicus*) you have to look really closely to pick them out from their barbell-bearing look-alikes. These swift-moving fish have bodies that vary from bluish to olive in color and yellow spots present above the lateral line gives another clue to their identity.

They are nocturnal feeders that prey on a variety of benthic organisms such as crabs, shrimp, worms and fish. Studies have shown that once established, adult Yellowtail Snappers tend to hang around the same area for long periods, often seen swimming well above the bottom near shipwrecks.

Juveniles resemble the adults and prefer the safety of seagrass beds near shore, where they mainly feed on zooplankton.

These colorful, but wary fish make beautiful photographic subjects. Their wariness is understandable as they have many predators, such as barracuda, groupers and sharks. They have excellent eyesight and will quickly abandon an area when they spot a predator.

Yellowtail Snappers are popular with recreational anglers and are typically caught in 30 to 120 feet of water around reefs. Shrimp trawlers account for a large proportion of the total fishing mortality of Yellowtail Snappers; this is because juveniles frequent the soft bottom areas known for their high shrimp populations.

When they are ready to spawn, Yellowtail Snappers form offshore aggregations and spherical eggs are released into the open water. Spawning reaches a peak mid-summer and a small oil droplet ensures that the fertilized eggs remain buoyant.

The Schoolmaster Snapper

Their equally colorful relatives, the Schoolmaster Snappers or Dogtooth Snappers, are often seen schooling in the shallows and there was no shortage of these beauties during a trip exploring the crystal clear Belizean waters. These attractive fish can be identified by their brightly colored yellow fins and sharply pointed snouts. Their bodies often bear eight light vertical bars and there is a distinctive blue horizontal streak under the eyes of young Schoolmasters that becomes less prominent with age. The name "dogtooth" relates to the presence of a notably enlarged pair of upper canines.

I found them to be less wary than their yellowtail relatives and easier to photograph as they were milling around the reef or eyeing me from the safety of ledges and overhangs. Schoolmaster Snappers often intermingle with grunts and shelter around elkhorn and gorgonian coral. Juvenile Schoolmaster Snappers prefer the safety of lagoons and the shallows near shore. Studies have shown that when they disperse at night to feed, adult Schoolmasters may increase their range to twice the daytime range, mostly by visiting seagrass beds.

This slow growing species is actually quite long-lived if it does not become part of the food chain; the maximum recorded age has been 42 years.

The Dog Snapper

More drab and wary looking members of the snapper family are the sturdy, almond-shaped Dog Snappers (*Lutjanus jocu*). These olive-brown fish can best be identified by the distinct white triangular bar under their eyes. Their common name relates to their somewhat fierce-looking upper canine teeth that show even when their mouths are closed, a feature shared by many of their snapper relatives. Juvenile Dog Snappers have a horizontal blue line below the eye that turns into a row of spots on the adults.

You are likely to find adult Dog Snappers drifting alone around more secluded areas of the reef. Young Dog Snappers are mainly associated with estuaries and have been known to swim up rivers. Their solitary tendencies, however, are abandoned during spawning, which typically occurs in March, mainly near Jamaica and the northeastern Caribbean. Like those of their relatives, their eggs and larvae are planktonic and dispersed by the ocean currents.

The Dog Snapper is another popular food fish but has been linked to cases of ciguatera poisoning. They are more easily caught at night when they are active, hunting for prey items such as small fish and a host of benthic invertebrates. Larval and juvenile Dog Snappers in turn are a food source for a variety of marine predators.

The Gray Snapper

The smaller Gray Snapper (*Lutjanus griseus*), also called the Mangrove Snapper, is another Caribbean native that is commonly targeted by anglers — its light, flaky meat is considered a delicacy.

These generally gray fish with darker dorsal and tail fins are home in a variety of habitats and they can exhibit a wide range of small spots, pale bars or fin tip coloring based on age and location.

They are typically found in mangroves and near shore structures such as dock pilings and shipwrecks. They use the protection provided by the labyrinth of mangrove roots and dock pilings to hide from larger predators. Young Gray Snappers frequent inshore areas such as seagrass beds and soft, sandy bottoms. Their tolerance for different salinity levels is well known and both adults and juveniles have been caught in freshwater lakes. A juvenile Gray Snapper can be distinguished by a prominent dark stripe that extends from the snout through the eye. A less conspicuous blue stripe can be seen below the eye on the cheek.

Adult Gray Snappers are homebodies, like their yellowtail relatives, and once settled can remain in the same area for a long time; tagging studies have shown that these periods can be as long as four years.

The feeding preferences of Gray Snappers change with age: larvae feed primarily on zooplankton, juveniles prefer crustaceans and fish, and the foraging adults seek out small fishes, shrimps, crabs, gastropods and cephalopods.

The poor Gray Snappers not only have to avoid being eaten by a variety of predators, but also play host to a variety of intestinal parasites, including an ectoparasitic copepod, *Caligus bonito*, which can also take up residence on their bronchial cavity walls.

Vulnerable species

Due to their popularity as food fish for both recreational and commercial fishing, snapper species such as the Mutton Snapper (*Lutjanus analis*), Cubera Snapper (*Lutjanus cyanopterus)* and Northeastern Red Snapper (*Lutjanus campechanus*) have been listed as "Vulnerable" by the International Union for Conservation of Nature and Natural Resources (IUCN). Overfishing and continued habitat destruction has made them especially so.

Most snapper species now enjoy closed seasons, and bag and size limits, to ensure the sustainable harvesting of these tasty fish.



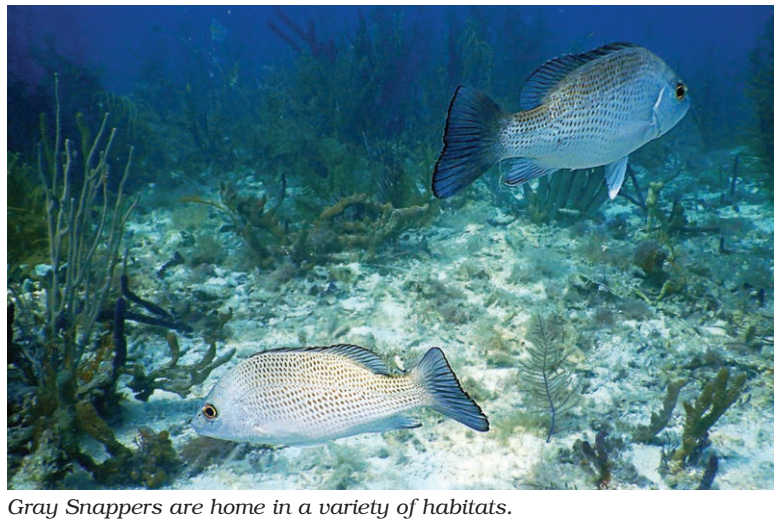
The Yellowtail Snapper has a distinctive yellow lateral line that extends from the eye to the widely forked yellow tail.



Schoolmaster Snappers can be identified by their brightly colored yellow fins and sharply pointed snouts.



A wary looking Dog Snapper.



Gray Snappers are home in a variety of habitats.





PICK UP!

Ahoy, *Compass* Readers! When in Trinidad, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):

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FROM CAPTAIN KATIE'S GALLEY

DO THE JERK

I like to cook, and have collected recipes for over 30 years. Before we left to go cruising I spent two months furiously typing them into my computer, because on a boat I knew I wasn't going to have the luxury of files and files of recipes. I couldn't type them all in — that would have taken years — but I copied all the ones that looked appropriate, the ones I could do on the boat without too much trouble, especially the ones I could do on the barbecue that hangs off the back.

My husband, having grown up on a diet of Tex-Mex, likes his food hot. The hotter the better, so when he tasted his first Jamaican Jerk when we were on one of those two-week all-inclusive holidays in beautiful Montego Bay many years ago, he called the waitress over and said that there was only one thing wrong with the chicken.

"What?"

"It's not hot enough," Dub said.

"Some people have noticed that," the waitress said thoughtfully, "but we cater to tourists mostly, so we do the best we can."

I thought the chicken tasted just fine, though, and I asked for the recipe. The waitress scurried to the kitchen and came back with the largest, darkest man I had ever met. He was glad I liked the chicken and gladly gave me the recipe.

"But if your husband there wants something hot, I can give you a jerk recipe that will make his blue eyes water!"

"Please do," I said, and he did.

I've done Jamaican Jerk tons of times over the last 15 years, and have modified both recipes to make them my own, but that big man's touch is still in there. I like my Tasty version. Dub likes the Spicy Hot.

Captain Katie's Tasty Jamaican Jerk Chicken
4 boneless, skinless chicken breasts
1/4 Cup lime juice
1/4 Cup water
2 Tablespoon Dijon mustard
seeded and chopped jalapeño to taste
2 cloves finely chopped garlic
2 cubes chicken bouillon
1 teaspoon ground cumin
1/5 teaspoon dried thyme leaves

In a large baggie, combine all the ingredients except the chicken. Add the chicken, coating well with marinade. Seal the baggie; marinate in refrigerator for at least four hours; overnight is better. Prepare the outdoor grill or preheat broiler. Remove the chicken from marinade; pour the marinade into a small saucepan and bring to a boil. Grill or broil chicken for 15 to 20 minutes, turning occasionally and basting frequently with marinade. Serve hot.

Captain Katie's Spicy Hot Jamaican Jerk Chicken
4 boneless, skinless chicken breasts
1/2 Cup vegetable oil
1 teaspoon chili powder
1 clove minced garlic
1 teaspoon onion salt
1 teaspoon basil
1 teaspoon thyme
1 teaspoon crushed red pepper
1 teaspoon cumin
1 teaspoon coriander
1 teaspoon ginger
1 teaspoon black pepper
1/2 teaspoon cinnamon
1/2 teaspoon ground cloves
1/2 teaspoon allspice
1/2 teaspoon cayenne
1/2 teaspoon salt
2 Tablespoons sugar
1/2 Cup diced onion
1/2 Cup diced green pepper

In a large baggie, combine all the ingredients except the chicken. Add the chicken, coating well with marinade. Seal the baggie; marinate in refrigerator for at least four hours, overnight is better. Prepare the outdoor grill or preheat broiler. Remove the chicken from marinade. Grill or broil chicken for 15 to 20 minutes, turning occasionally. Serve hot.

The first recipe is more "heart smart" than the second, as it calls for water and lime juice instead of vegetable oil and it's a lot easier to whip up the marinade as there are not so many ingredients. Also you may notice that in the second recipe I don't call for heating up the marinade and basting the chicken while you grill it. I've tried it, but the vegetable oil tends to spatter and it didn't really make any difference to the taste, maybe because the second recipe is so doggone hot!

You can experiment with the recipes and come up with a combination that suits your taste. If you want to try the Spicy Hot recipe, but you don't want to burn your lips off, you can halve the amounts of chili powder and red and black pepper, and you can cut out the cayenne altogether. It'll still be nice and spicy.

I like to balance the spicy taste with a tangy, fruity flavor, so I generally serve Jerk Chicken with a salsa made of tomatoes, pineapple and papaya.

Captain Katie's Caribbean Salsa
2 medium tomatoes
1 Cup diced pineapple
1 Cup diced papaya
1 small minced jalapeño chili
1/3 Cup chopped green onion
3 tablespoons chopped cilantro (or shadow benny)
juice of 1 lemon (or lime)
1/4 teaspoon salt

Blanch the tomatoes in a saucepan of boiling water for 2O seconds. Then transfer them to a bowl of cold water using a slotted spoon. Drain. Peel off the skin using a small sharp knife. Seed and dice the tomatoes. Then transfer them to a large bowl. Add all the remaining ingredients and toss gently. Let the salsa stand for 3 hours before serving. Makes about 3 cups.

I used to serve the salsa on the side with some kind of vegetable, usually green beans cooked with bacon because Dub likes them so much, but one day he spooned the salsa on top of the chicken and I was impressed with the presentation, which I only got to see for a few seconds before he wolfed it down. I tried it and the tastes just exploded in my mouth, so now I serve it that way all the time; it looks good and it really gets your taste buds hopping.

Happy sails and healthy eating to you.

This article first appeared in the September 2002 issue of Caribbean Compass.



CAN ANCHORING BENEFIT THE ENVIRONMENT?

Dear *Compass*,

Further to me letter about the mooring field in St. George's, Grenada, in the June issue of *Compass*, it may seem counterintuitive, but allowing cruisers to anchor there is good for the environment. Let me explain.

This anchorage, from the ship's range (132 true) at Pandy Beach in the north, to Falledge Point in the south has a seabed of mostly rubble. No coral reef. No meadows of turtle grass. Rubble. This anchorage is an open bay. The tides flush out nutrients (poop you say) to sea twice a day.

Where better to have cruisers anchor than somewhere with nothing their anchors can damage?

Judging from the amount of fishing locals do around the boats with line, net and spear, the boats haven't had a detrimental effect on sea life. In fact, anyone who's anchored there can attest to the fish, squid, octopus, etcetera they've seen when snorkeling around their boats. Boats may even encourage sea life.

In my opinion, the idea that banning anchoring has anything to do with "protecting the environment" is just throwing out a catch phrase that's not politically correct to challenge.

Jock Tulloch
S/Y Unleaded

Dear Jock,

I agree that having cruisers anchor where anchors can do no damage is a good idea, although anchoring in loose coral rubble can be a challenge.

The official rationale for making that part of the Grand Anse Marine Protected Area moorings-only is, presumably, environmental protection. Can anyone provide details?
Sally

MORE ON THE *ANTILLES* WRECK

Dear *Compass*,

Further to the article in the last two issues of *Compass* about the wreck of the passenger liner *Antilles*, here's the way I heard it at the time.

The day the *Antilles* was lost was the first day the new captain had assumed its command. The previous captain, who had been cruising the Eastern Caribbean for a number of years, told the new captain, "Remember that you are running a cruise ship; you want to keep the passengers happy and give them something to look at. Pass close along the islands so the passengers can see some scenery."

The new captain followed that advice in the extreme. He headed up the west coast of Grenada, practically on the beach, creating a huge wake — a veritable tsunami that picked up the entire Gouyave fishing fleet and sucked it into the water.

The *Antilles* then passed close to Isle de Ronde, passed between Isle de Ronde and Kick 'em Jenny, and proceeded north into the Grenadines.

For charts, he was using UK HO1640 and US DMA2872, scale 1/90,000. The UK HO chart was based on British leadline surveys done between 1842 and the 1880 in launches propelled by oars. These surveys had never been updated or corrected. The US DMA chart was based completely on the UK HO chart. Both charts covered from Carriacou to a latitude two miles south of Bequia.

The *Antilles*' course through the Grenadines is unknown, but she passed east of Mustique, east of Brooks Rock, then turned west passing south of the two shoals that are 3.6 and 2.5 miles east of the Pillories. Her course was very close to the north point of Mustique.

It was after 1600 hours, so the sun was low in the west, giving absolutely no chance of eyeball navigation. The *Antilles* was probably doing ten to 15 knots. She was nailed by a rock off North Point.

June's issue of *Compass* has an excellent write-up of the rescue of the passengers and crew but there is one mistake. Dave Price of the yacht *Lincoln* was towing the lifeboat with passengers who had requested being taken to Admiralty Bay, Bequia. Dave, who held a UK Master's license, discovered the boat contained the captain and senior officers of the *Antilles*, so he towed them to Mustique where they would have to face the irate passengers. [*Editor's note: In the July issue, you'll see that the late Marie Kingston, then manager of the Frangipani Hotel, reported that Roy and Peg on the* Spirit of Cutty Sark *brought the* Antilles' *captain and officers to the Frangipani at well past midnight, and they spent the night there. This could possibly have been after* Lincoln *took them to Mustique.*]

Amazingly, when the captain of the *Antilles* was testifying in a French court, he managed to get off the hook as he claimed the rock that he hit was shown neither on UK HO nor the US DMA chart. The scale of the charts 1/90,000 was such that the rock was so close to North Point it could not be shown on the chart.

Don Street
Glandore, Ireland

WE WANT TO HEAR FROM YOU!

***Dear* Compass *Readers*,**

We want to hear from YOU!

Be sure to include your name, and your boat name or shoreside location.

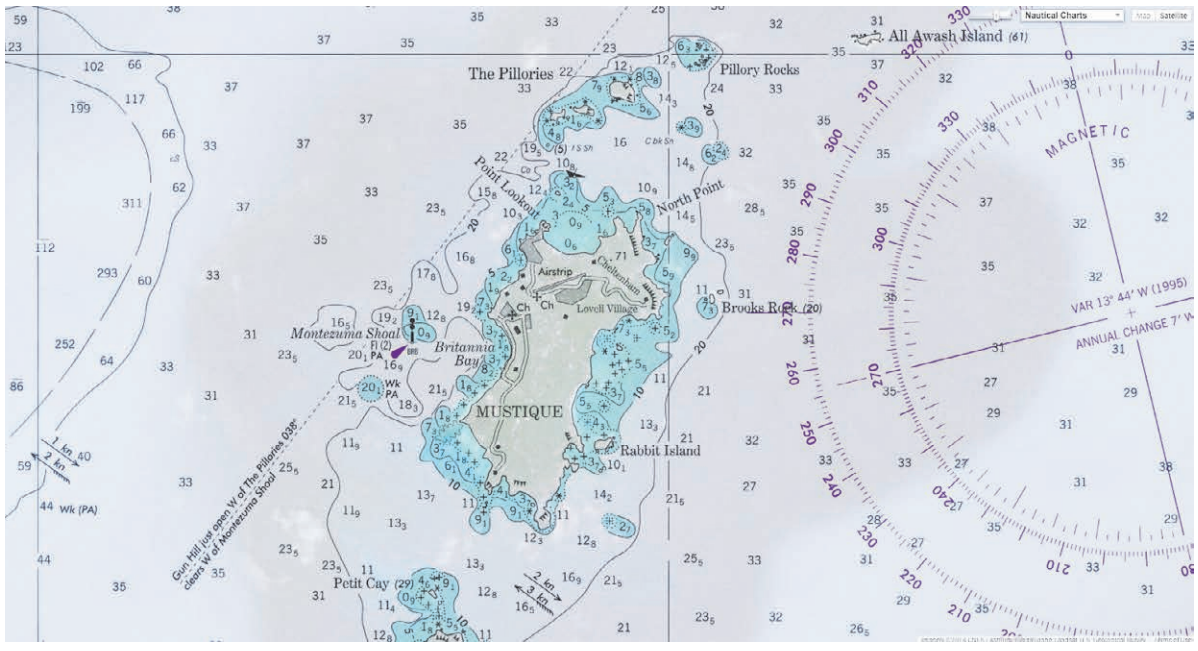
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Letters may be edited for length, clarity and fair play.

Send your letters to sally@caribbeancompass.com

Below: A more recent US chart showing the shoals off Mustique and where the wreck of the Antilles *eventually ended up. It has since been scuttled.*





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... and much, much more!

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Letter of the Month

MORE WAYS!

Dear *Compass*,

In response to Jim Hutchinson's article "50 Ways" in May 2021 issue of *Compass*, here are a few of my favorites for your photo montage.

All are boats that I built in Carriacou.

The first two are Ian Oughtred designs.

In the next, a lucky girl enjoys her boat.

Here's a peapod. *Caribbean Compass* covered the launch in 2016 (see page 17 at www.caribbeancompass.com/online/september16compass_online.pdf).

And my personal favorite for a singlehander's dinghy — a modified Sabot, shown here sailing in company with our friend Hutch.

Gerald Shapiro

Dear readers,

How do you get ashore?

In the article on page 22 at www.caribbeancompass.com/online/may21compass_online.pdf, Hutch reckoned there are 50 ways to get ashore from a boat. Are there? Let's accept the challenge!

Send a photo of how YOU get ashore — inflatable with outboard, rowing dinghy, sailing dinghy, kayak, paddleboard, windsurfer, noodles, fins — or something else entirely?

Set your phone or camera to the largest image setting, snap your getting-ashore vehicle of choice, and send the picture(s) to sally@caribbeancompass.com.

If we succeed in getting different 50 ways, your photos will appear in a full-page montage in a future issue of Compass. It might even be suitable for framing!







WHAT'S ON MY MIND...

Respect for Customs and Immigration A CAUTIONARY TALE

by John Everton

Some years ago while anchored in Tyrell Bay, Carriacou, my wife Roni and I saw an unusual flotilla entering the bay. It consisted of a Baltic ketch towing Winston Churchill's former motoryacht, a beautiful old wooden vessel in need of a refit.

On board the ketch, named *Marta*, was Christian, an Austrian native, and his girlfriend, whose name escapes me. On deck was a Chevy pickup truck that Christian had loaded by driving it off the end of the cement dock in Simpson Bay, St. Maarten, and over the bulwarks, a neat bit of athwartship parking.

After *Marta* had anchored we saw our friend Don Hanson and his son Oscar dinghy over and board her.

Roni had been rising at 2:00AM every morning and rowing ashore to bake rolls at her friend Estamee's house behind her rum shop at Constant Springs Guest House. At about 7:30 we would row around to all the boats in the bay. When tea cloths were lifted and the aroma of freshly baked cinnamon-and-raisin and wholewheat rolls wafted up to the deck, no one could resist. We had to make sure we saved enough for ourselves!

As the Customs boat came around the corner Christian should have started worrying.

On this occasion we stopped by *Marta* first. After we were invited aboard for coffee and entertainment by Christian's stories, all the rolls promptly disappeared. Christian showed us drawings of a marina he proposed to build in Venezuela; it featured four floating docks around a central yacht basin accessible by drawbridge. The offices on the upper deck featured gothic towers and other fanciful adornments. A brief look around *Marta's* interior and cargo hold revealed lots of additional cargo, including computers, TVs, refrigerators and outboard motors.

After an hour or so had pleasantly passed Oscar called down from on deck to inform Christian that the Chief of Police was standing on the beach and looking out at the flotilla.

When Christian, who resembled Rasputin with his long black beard and wavy hair, was asked whether he had already cleared Customs and Immigration at Hillsborough, which at the time was Carriacou's only port of entry, he replied in a haughty and arrogant tone, "I don't have to clear in. My vessel is part of the Austrian empire."

After the policeman left Christian had second thoughts and sent his girlfriend into town to clear in.

After returning to our respective vessels the rest of us wondered what the outcome would be. We didn't have long to wait.

As the Customs boat came around the corner Christian should have started worrying. Sure enough, after rafting up and boarding both *Marta* and the motoryacht, the authorities ordered Christian to haul anchor. Four policemen watched him sweating to haul the anchor with a broken windlass.

When the anchor broke out the Customs launch took the two vessels in tow like ducks in a row. They ended up tied to the windward side of Hillsborough's commercial jetty without benefit of fenders. Christian was trotted off to jail and all the cargo except the pick-up truck was off-loaded and stored in the police station.

After spending a few days in the cooler and paying a hefty fine he was released, and after he paid Customs duty on it his cargo was returned. He was then told to leave and not return. Ever.

Christian and crew, tails between their legs, beat a hasty retreat with the two vessels. I later heard that the proposed marina never was built, the truck never off-loaded. *Marta* was hauled out in Plout's Boatyard in Cumaná, Venezuela, where it was discovered she was infested with teredo worm, so she was cut up and burned.

Not clearing in a timely fashion in the proper port of entry was the beginning of the end.

CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day)
3	Nevis Carnival 'Culturama.' https://nia.gov.kn
7 – 8	(TBC) Windward Fete, Orient, St. Barth
15	Start of weekly fishingboat races, Cap Haitien, Haiti. www.haitisailingcup.com
22	FULL MOON
25	(TBC) Fête de Saint-Bartelemy. Boat races in Gustavia
31	Public holiday in Trinidad & Tobago (Independence Day)

SEPTEMBER

6	Public holiday in Puerto Rico and USVI (Labor Day)
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
19	Public holiday in St. Kitts & Nevis (Independence Day)
20	FULL MOON
22	Autumnal Equinox
24	Public holiday in Trinidad & Tobago (Republic Day)

All information was correct to the best of our knowledge at the time this issue of Compass went to press. But plans change rapidly these days, so please contact event organizers directly for confirmation. If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to sally@caribbeancompass.com

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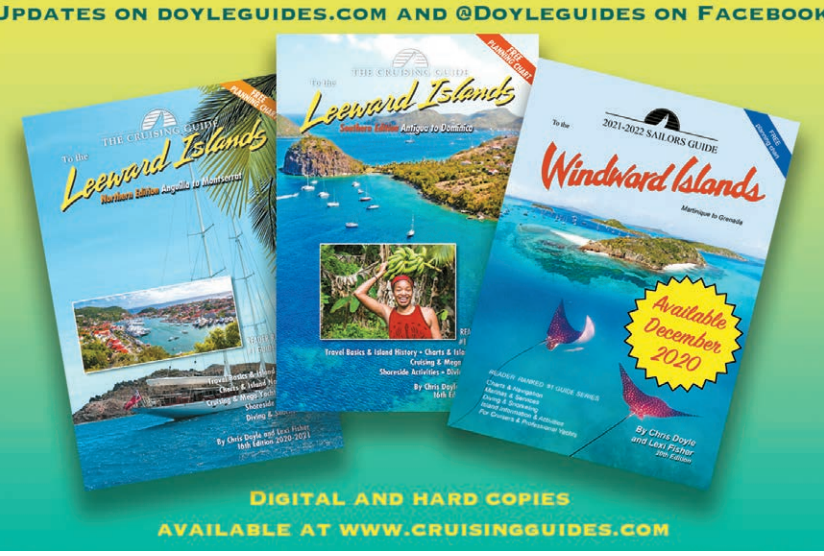
Street's pilotage information is timeless and is your key to a quiet night's sleep in unspoilt anchorages!

Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded. Street's pilots include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

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MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 2021

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, courtesy Don Street (www.street-iolaire.com), showing the local time of the meridian passage (or zenith) of the moon for this and next 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.

August					
DATE	TIME	21	2344	9	1406
1	0620	22	0035	10	1456
2	0704	23	0035 FULL MOON	11	1548
3	0751	24	0122	12	1644
4	0840	25	0207	13	1742
5	0931	26	0250	14	1843
6	1021	27	0312	15	1943
7	1116	28	0414	16	2042
8	1208	29	0458	17	2137
9	1258	30	0544	18	2228
10	1347	31	0631	19	2316
11	1437			20	0001
12	1522	**September**		21	0001 FULL MOON
13	1616	DATE	TIME	22	0044
14	1700	1	0722	23	0128
15	1752	2	0813	24	0209
16	1848	3	0908	25	0252
17	1948	4	0958	26	0337
18	2049	5	1050	27	0424
19	2151	6	1140	28	0513
20	2249	7	1229	29	0604
		8	1317	30	0655

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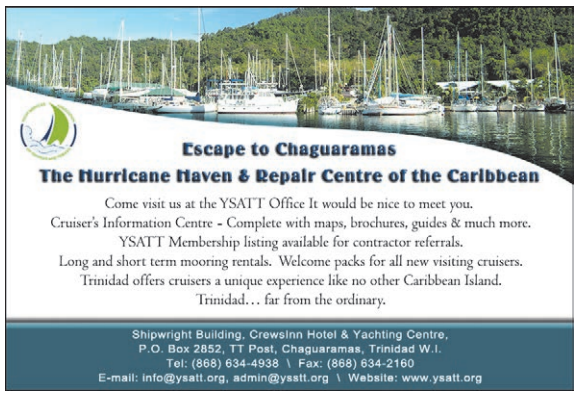
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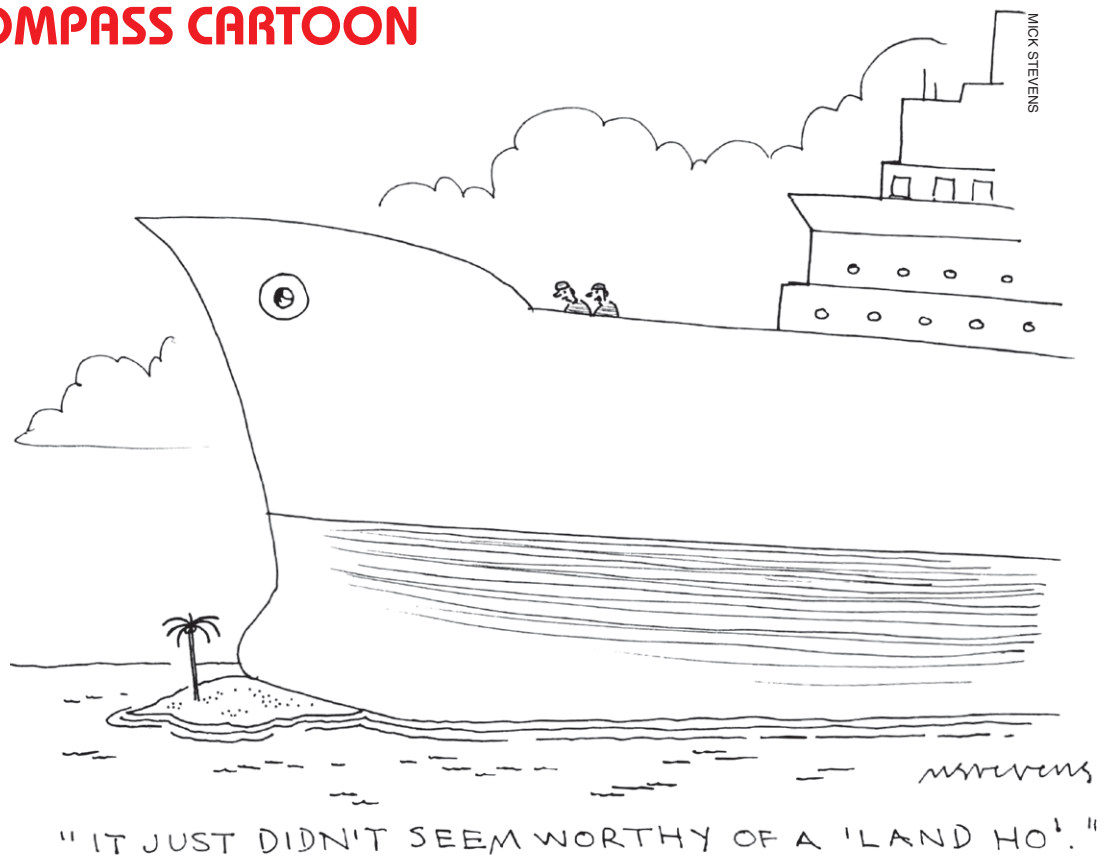
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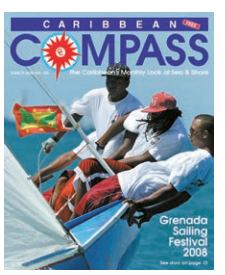
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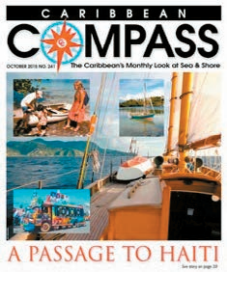


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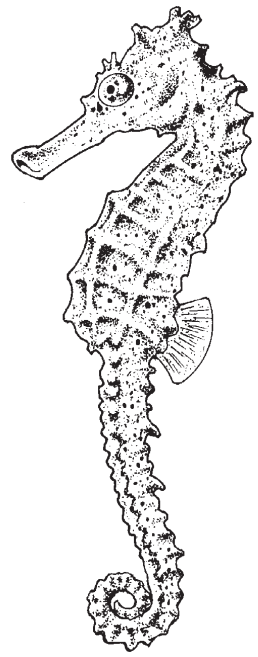
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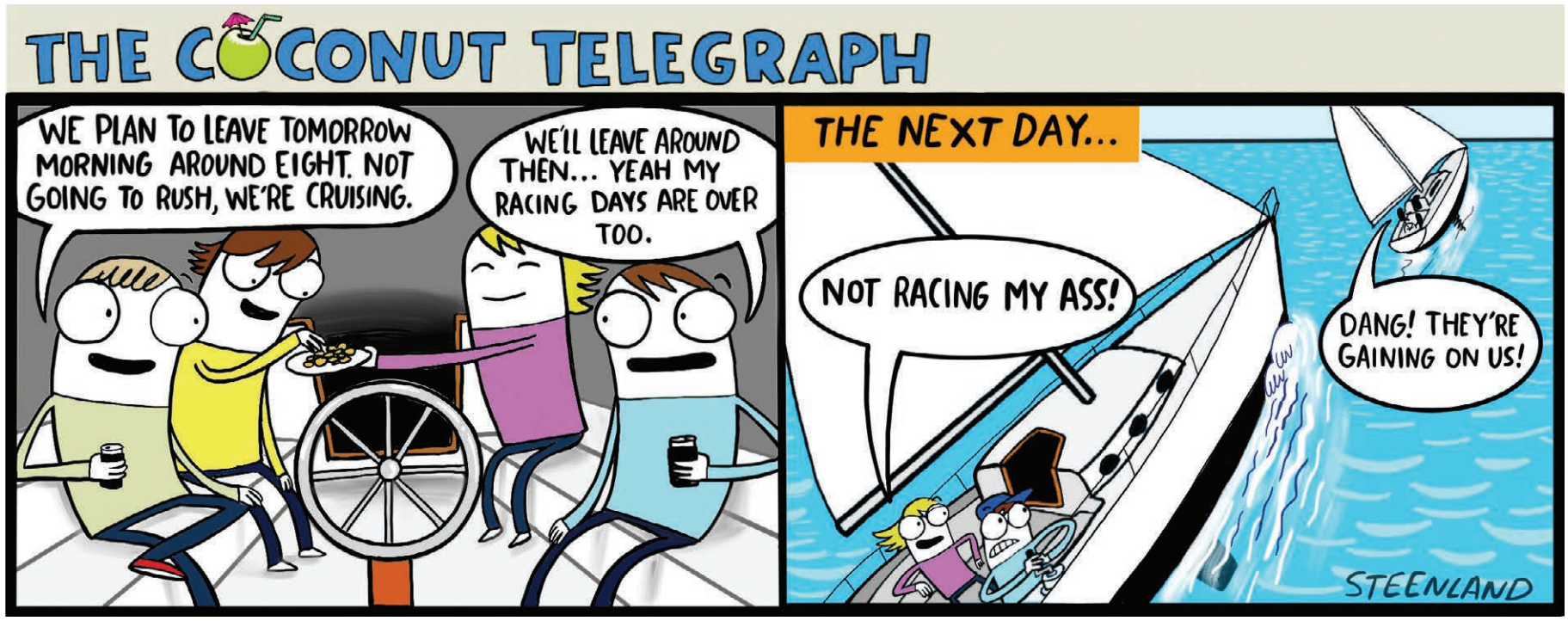


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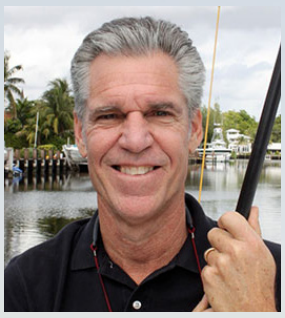
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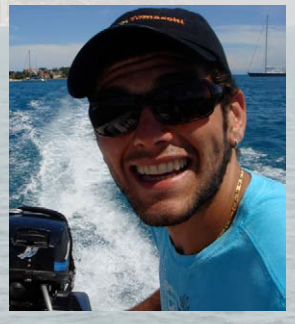
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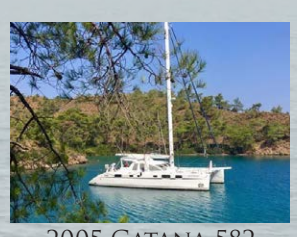
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1994 Privilege 65
$750,000



2011 Privilege 615
$999,000



2005 Catana 582
$1,290,000



2014 FP Lipari 41
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2006 Lagoon 570
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2003 Catana 522
$619,000

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