CARIBBEAN On-line
COMPASS
DECEMBER 2021 NO. 315
The Caribbean's Monthly Look at Sea & Shore

CRUISES WITHIN BORDERS

Stories on pages 12 through 20

Helmut Corneli

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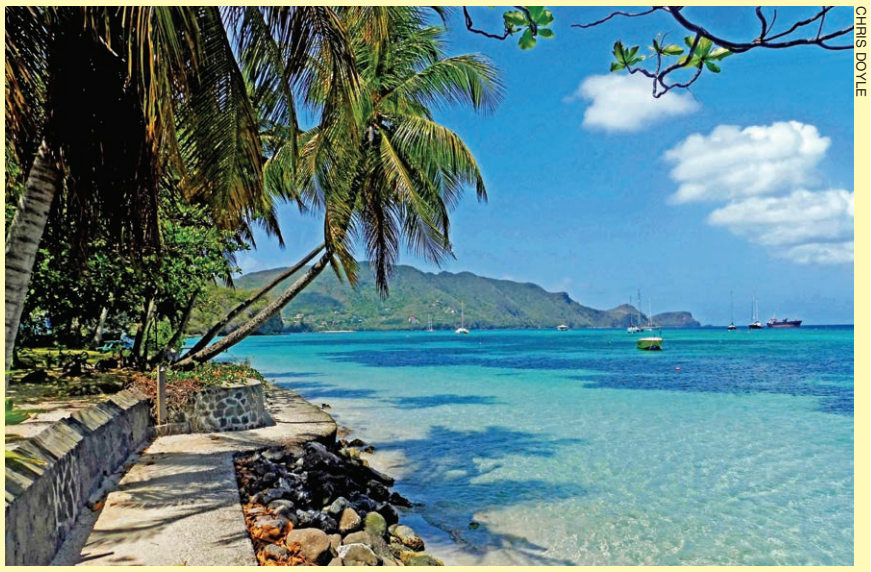
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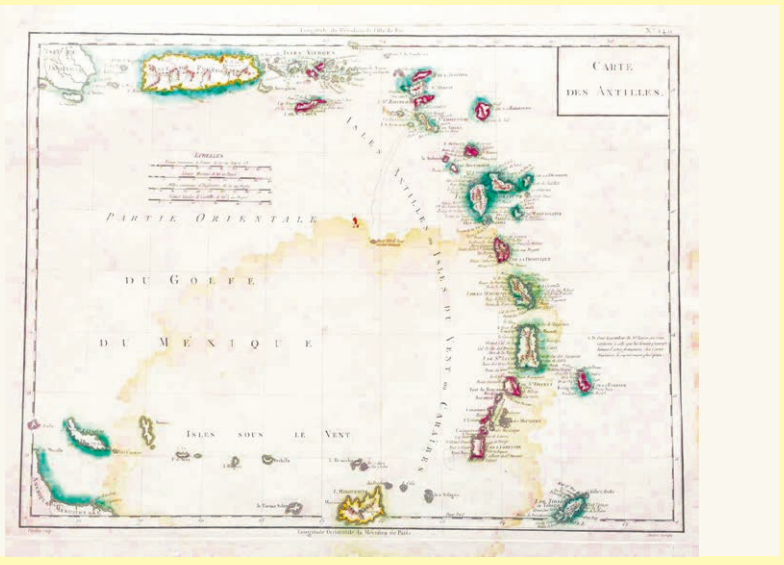
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The Caribbean's Monthly Look at Sea & Shore

DECEMBER 2021 • ISSUE 315


CHRIS DOYLE

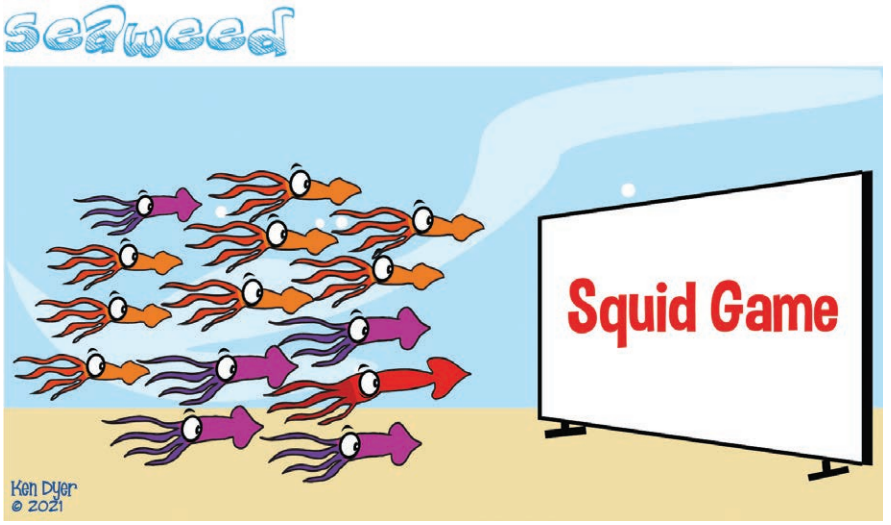
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ON THE COVER:
Helmut Corneli's shot of the Tobago Cays in St. Vincent & the Grenadines, one of four countries featured in this issue where you could cruise for weeks without wanting to leave! See stories on pages 12 through 20.

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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.



Happy Holidays to all from the entire Compass Crew!

CARIBBEAN COMPASS

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Info & Updates

New Moorings at Moliniere, Grenada

Moorsafe reports: As of November 10th, Moorsafe Group Ltd. is operational at the Moliniere Beausejour Marine Protected Area, located on the west coast of Grenada near St. George's.



JASON DECAIRES TAYLOR

Visit Grenada's world-renowned underwater sculpture park. New yacht and dive moorings are available.

To date we have installed 11 new moorings for yachts and 13 for dive operators.

We have also just completed a refurbishment of the underwater sculpture park spearheaded by Grenada Tourism Authority.

We will have our team on site daily to ensure the smooth operation of the MPA and the safety of its users.

Our website is currently being updated so contact us at info@moorsafegrenada.com or 1-(473) 456-8895 to find out more or to book a mooring.

SSB Coconut Telegraph Resumes

Bill and Maureen Woodroffe report: The SSB (Single Side Band) Coconut Telegraph resumed its cruisers' net on November 15th, as announced by the volunteer Net Controllers. The Net serves the Eastern Caribbean basin. Its main objective is to share active cruiser information in real time and a means to communicate between cruisers.

It is a controlled net, and all are invited to join in — no need to be a member of any sailing or cruising organization. It is the best way to keep in touch with your fellow cruisers and sailors.

The Net operates at 8:00AM AST (-4GMT) on 4.060mHz and covers the Eastern Caribbean island chain. It operates six days a week: Monday through Saturday.

In this time of Covid-19, island requirements change almost daily. Get first-hand info from fellow cruisers on other islands before you go! Find out what is open, what is restricted and the general conditions of the ports, anchorages and restrictions in real time.

In addition, the Coconut Telegraph is used for check-ins with safety or security issues, your location or underway position, requests to contact other cruisers, and general questions and advice.

More and more cruisers have access to cell phones, WiFi, sat phones, and local VHF nets, and may consider SSB an outdated communication method. Not true! SSB is alive and well and serves many useful purposes, especially in this time of a world pandemic, as most other methods have restricted coverage or capabilities. No, you will not be able to "surf the net" but the ability to get weather reports and grib files, send/receive e-mail, read international news, and communicate long distances with multiple cruisers for free makes SSB more than a hobby. In times of emergency, you can always count on SSB to get you connected to the proper authorities. At those times you may even use the expanded HAM frequencies and nets without the need of a HAM license.

We can always use volunteer net controllers so if you would like to be one just call in and you can volunteer for one day a week.

Join us on 4.060 mHz at 8AM AST and keep connected to your friends and fellow sailing cruisers.

New Rules

More good news for fully vaccinated travelers!

• SVG

As of October 31st, St. Vincent & the Grenadines has removed the mandatory 48-hour quarantine for fully vaccinated persons arriving with a negative PCR test. The test must be taken within 72 hours of departure from port of origin.

At the discretion of the Port Health officer (e.g. if you report or appear to have Covid symptoms), you may be tested for Covid-19 on arrival, and if so may be quarantined for 48 hours until cleared.

Visit http://health.gov.vc for details.

—Continued on next page



THE CAREFUL ATTENTION GIVEN TO OUR CLIENTS AND THEIR BOATS IS FILLING OUR BOATYARD TO CAPACITY AND WE LOOK FORWARD TO OFFERING YOU THE SAME SAFE AND PROFESSIONAL SERVICE.

CREW FACILITIES
• Restaurant, Bar & Luxury Apartments • Laundry, Hot Showers • Taxi & Shopping Bus Services available from the yard
• Customs & Immigration and Fuel Supply are close by • Onsite Chandlery

ON SITE TECHNICAL SERVICES
• Project Management & Consultancy • Yacht Brokerage and Guardianage • Rigging, Sail Making and Canvas Work • Metal Fabrication
• GRP & Composite Fabrication • Fine Wood Work & Carpentry • Electrical Installation & Electronics • Bottom Painting, Waxing & Polishing
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—*Continued from previous page*

• CUBA

As of November 7th, the mandatory quarantine of international travelers upon arrival and carrying out of the RT-PCR test at the border is eliminated.



RALPH TROUT

Varadero Marina in Cuba. Along with St. Vincent & the Grenadines and Grenada, Cuba has recently dropped mandatory quarantine for arriving travelers.

Unless you present a health passport or international anti-Covid-19 certificate of those vaccines certified by the corresponding regulatory agencies, you must present a negative RT-PCR certification, carried out no more than 72 hours before traveling, in a certified laboratory in the country of origin.

Visit https://bit.ly/3nNkGgL for details.

• GRENADA

Effective November 15th, Grenada has removed the 48-hour quarantine for fully vaccinated persons arriving with a negative PCR test. For travelers by sea the PCR test must be within 72 hours of embarkation from the last port of call before arriving in Grenada.

At the discretion of the Port Health officer, you may be tested for Covid-19 on arrival.

Visit Covid19.gov.gd for details.

• ANTIGUA & BARBUDA

Effective November 18th, the fully vaccinated can now enter Antigua & Barbuda with negative results from either a rapid antigen test taken within the last three days or a PCR test taken within four days.

Visit https://covid19.gov.ag/pdf-post/travel-advisory for details.

• CAYMAN ISLANDS

As of November 20th, fully vaccinated travelers (adults and children) can enter the Cayman Islands without quarantine, if they are traveling from a country with vaccination rates that are 60 percent or higher for the first dose of the vaccine and where those travelers spent at least 14 days prior to the date of travel. These countries include the United States, Canada and the United Kingdom.

If you are traveling from a country with a vaccination rate lower than 60 percent for the first dose of the vaccine, quarantine is required for ten days.

Visit www.visitcaymanislands.com/en-us and www.exploregov.ky/faqs/securely-verified-vaccine-faqs for more information.

Caribbean Safety & Security Net Celebrates 25 Years!

Kim White reports: It's almost hard to believe but 25 years ago the founders of the Caribbean Safety & Security Net (CSSN) began with a SSB voice net and a goal to keep cruisers well informed and up-to-date about problems with dinghy theft in Venezuela. Fast forward 25 years and with many volunteers throughout the years, CSSN is still delivering on the promise — fact-based reports about crimes against yachts, but with new and contemporary device-friendly tools, the CSSN website (www.safetandsecuritynet.org), and the daily KPK SSB voice net in partnership with the Seven Seas Cruising Association. Did you know that CSSN recently reported a piracy event 15 miles off Venezuela's Paria Peninsula, piracy-related suspicious activity offshore Honduras, an armed boarding near Cancun — and a dinghy theft with an unusual and good-news twist: recovery, in an anchorage in Martinique?

It's now easier than ever to stay well informed and up-to-date, to know before you go! Cruisers can use the CSSN website, a 25-years-long and well-respected source for factual and focused safety and security information. There are helpful and popular tools like the interactive Zoom-Tap and Know and Go maps, including dedicated maps for piracy and the "must read" Piracy Precautions information, all from cruisers who have been there and done that. CSSN's resources are for everyone, including seasoned salts returning to the region and their favorite anchorages, and are especially valuable for those new to cruising or the region who are planning to explore more broadly.

It's all there on the CSSN website — Annual Reports that analyze and summarize activity, interactive Zoom-Tap maps for quickly and easily exploring activity by anchorage, and of course (free) subscriptions to email "Alerts!", CSSN's fact-based incident reports with the information cruisers need, delivered when and where cruisers choose.

Visit and explore the CSSN website today www.safetyandsecuritynet.org, stay well informed, and say a kind word of thanks for the 25 years of dedicated service CSSN volunteers have provided to the cruising community.

Hams Connect with Venezuelan Search and Rescue

Based on a recent agreement between Venezuela's National Organization for Rescue and Maritime Safety (ONSA) and the Radio Club Venezolano, search and rescue efforts will be expanded by the connection of ONSA with the worldwide amateur radio network.

—*Continued on next page*



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Luis Guillermo Inciarte, Secretary General of ONSA, says, "With this alliance, we complement each other by adding the radio amateurs through the Venezuelan Radio Club. This translates into an expansion of the scope of communication, strengthening the service for reporting any emergency in aquatic areas, especially those areas where telephone or data communication is practically non-existent."

With this agreement, more than 5,000 active radio amateurs, present in 22 Venezuelan states, are being added through the circuits of the Radio Club Venezolano. This agreement strengthens the initiatives undertaken by ONSA to protect human life, expanding the possibility that an aquatic emergency call reaches the receiver and translates into a search and rescue operation.

New Sailing YouTube Channel

Check out the new YouTube channel "Sailing With David Lyman." He's uploading new material of interest to those sailing to and through the Eastern Caribbean, and those still dreaming of doing so. He's including video interviews with characters you may have read about, like Chris Doyle, Libby Nicholson and others. He explains, in detail, how to clear into places like Bermuda and St. Maarten, and how to prepare for the offshore voyage to the Caribbean, which he's done numerous times. There's a quick tour of the Leeward and Windward Islands, and even a tale of waiting in Ste. Anne for his morning croissant to be delivered.

Here is a list of videos online:

- The Grand Tour, Part One - Cruising the Eastern Caribbean
- The Grand Tour, Part Two - the details
- A French Breakfast in Ste. Anne
- Covid Internet Research
- Bermuda entry policy
- St. Maarten entry policy
- Joan Conover and the Caribbean's Coconut Telegraph
- Chris Doyle and how to navigate the islands this winter

Coming soon: The Offshore Voyage to the Caribbean

Log on to Youtube and search for "Sailing with David Lyman."

Caribbean Writers' Workshops & Retreat

Do you have a story to tell, a book to write, a memoir to draft, a children's picture book you want to develop, a series of articles for a magazine? We all have stories to tell, but few ever get written. That may change this winter.

Author, photojournalist and workshop leader David Lyman is setting up a Writers' Retreat with a series of workshops at Pineapple House, a cottage colony on the hill above the Yacht Club in English Harbour, Antigua. The workshops are for writers and photographers, published and unpublished, who want to spend a week or a month perfecting their craft, finding their creative voice and developing a project within a creative and supportive community. Each morning, participants read and show their works-in-process, receiving honest feedback, suggestions and encouragement for improvement.

Accommodations can be reserved at Pineapple House, or if living on a boat, drop the hook off Pigeon Beach in English Harbour and take the dinghy ashore. And if you can't make it to Antigua this winter, you can join the workshops on Zoom.

David is a regular contributor to *Cruising World* and *Caribbean Compass* magazines. His memoir, *Seabee 71 in Chu Lai,* published in 2019 by McFarland Publishing, is about the 14 months he spent as a Navy photojournalist with a construction battalion on deployment in Vietnam in 1967 (www.SeaBee71.com).

Visit www.DHLyman.com for more information on the Writers' Workshops & Retreat.

Welcome Aboard!

In this issue of *Compass* we welcome new advertiser Bequia Threadworks, on page 31. Good to have you with us!

50 Ways to Get Ashore Challenge

(With apologies to Paul Simon)

I met an old cruiser on the shore the other day
As I came in what I thought was the usual way
But as I did he interrupted me to say
There must be 50 ways to get ashore.

Just row for the beach, Cheech,
Swim for the pier, dear,
Paddle your board, Lord,
And get yourself in.

Launch the canoe, Lou,
Climb on the raft, Taft,
Pole the pirogue, rogue,
And get yourself in.

Try the pea pod, Todd,
Grab the toy ship, Skip,
Inflate the pool toy, Roy,
And get yourself in.
— TR and SE



Makeshift raft in Cuba

In the May 2021 issue of *Compass* Jim Hutchinson wrote, "Pulled up on the beach are a plastic beach kayak, an inflatable kayak, a surfboard with a paddle, and a hard rowing dinghy. An outboard powered inflatable is nosed onto the beach with a line ashore. I pull my strange little sailing canoe up among them. There must be 50 ways to get ashore."

And then he asked, "Really?"

He challenged *Compass* readers to send in photos of how you get ashore, to see if 50 different ways could be found.

So send us a photo of how YOU get ashore — set your phone or camera to the largest image setting, snap your getting-ashore vehicle of choice, and send the picture to sally@caribbeancompass.com.

If we succeed in getting different 50 ways, your photos will appear in a full-page montage in the March 2022 issue of *Compass.*

So far we've received photos of 14 different ways — there must be many more! The challenge closes on January 31st, 2022.



BUSINESS BRIEFS

Peters & May Yacht Shipments Flourish

Following the ramp-up of its sailings to Florida and the Caribbean this autumn, leading global yacht transport and logistics provider Peters & May reports that enquiries remain high for transatlantic yacht shipments. Cruising and racing enthusiasts look forward to returning to the region once again, as Covid-19 restrictions continue to ease and sailing regattas resume.



PETERS & MAY

Peters & May reports that enquiries remain high for transatlantic yacht shipments as Covid-19 restrictions continue to ease and sailing regattas resume.

In October, Peters & May announced its autumn/winter sailing schedule from major European ports to the popular sailing destinations of Fort Lauderdale, Antigua, St. Thomas, and Tortola. Additional charters have been introduced to meet the increase in demand from new and existing customers who can be assured of first-class service.

In spite of the challenges faced by yacht logistic companies and the shipping community, Peters & May has been able to secure additional transatlantic routes and offer more choices to popular Caribbean sailing destinations, thanks to strong connections with the wider shipping industry and subsidiary partners.

Peters & May is the only yacht transport company that offers a regular "heavy-lift" USA and Caribbean service, following its collaboration with Oslo Bulk a year ago. This saw the introduction of regular northbound and southbound heavy-lift sailings between the US East Coast and the Caribbean.

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 United States, supported by a dedicated US-based team that delivers professional advice on every aspect of the yacht's journey, from due diligence to Customs documentation.

Upcoming departures from Europe to the Caribbean and Florida include:
Destination: Antigua, St. Thomas, and Fort Lauderdale
Loading window: December 1st – 15th
Loading port: Genoa and sailing via the Balearics

For more information call (754) 263-3001, email florida@petersandmay.com, or visit www.petersandmay.com/en/contact-us/usa, and see ad on page 17.

Special Long-Term Rates at Port Louis Marina

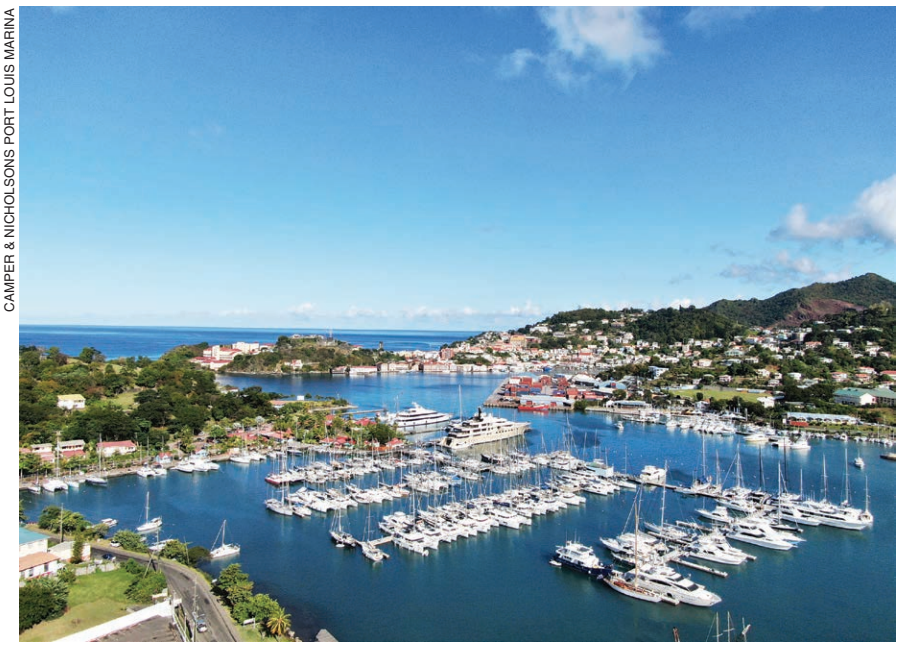
Stay longer to cruise the southern Caribbean and extend your stay by calling Port Louis Marina in Grenada your home for the next 90 days or longer.

Superyachts and yachts wishing to be in the southern Caribbean are welcome to enjoy their very own "home berth" at Port Louis Marina, one of the Caribbean's most sought-after destinations.

Zara Tremlett CMM, Marina Manager at Port Louis Marina, says, "We are delighted to offer this cost-effective berthing package, encouraging visitors to stay at our marina throughout the high season. Our team is committed to offering a wonderful customer experience, so all Grenada's delights can be enjoyed. It is an island not to be missed and we are confident you will feel at home, berthed at Port Louis Marina."

Other Caribbean islands, including Carriacou and Petite Martinique, are close by, along with a plethora of island activities such as horse riding and rum tours, and visiting food markets and beautiful beaches.

Port Louis Marina is well serviced and facilitated throughout the year, with 227 berths available for yachts from ten to 90 metres. Amenities within walking distance to the marina or onsite include a supermarket, shopping, fitness, swimming pool, and chandlery. Pontoon services consist of highspeed WiFi, water, 24-hour security, and dual power.



CAMPER & NICHOLSONS PORT LOUIS MARINA

Yachts wishing to be in the southern Caribbean are welcome to enjoy their very own "home berth" at Port Louis Marina, Grenada.

The marina has a busy social calendar set for Christmas and the New Year, including the arrival of the ARC+ and Viking Explorers sailing rallies, and the RORC transatlantic race.

Zara Tremlett concludes, "Grenada continues to grow in popularity among the sailing and marine community. You can make Port Louis Marina your home, and we can't wait to welcome you!"

For more information see ad on page 39.

2022 Bookings Open for Clarkes Court Boatyard & Marina

Charlotte Fairhead reports: "The careful attention given to our customers and their boats once again filled our boatyard to full capacity in 2021. Don't miss the opportunity for a safe and stress-free experience in 2022!

"Clarkes Court Boatyard & Marina is tucked into the sheltered inner corner of Woburn Bay, on the south coast of Grenada, and is located at 12°0'1"N and 61°44'43"W. Boats are hauled and launched using our state-of-the-art Italian-built 242-ton boatlift with a maximum beam of 37 feet and draft of 13 feet. It is affectionately known as "The Hulk." We also have a 32-ton Roodberg submersible trailer that handles vessels up to 55 feet, with a maximum beam of 25 feet and draft of seven feet. Our divers check the sling positions on every lift and all boats are strapped down. We also provide cradles and clamped stands on request.

"Clarkes Court Boatyard & Marina offers a wide range of services to meet our customers' needs. Onsite facilities include a restaurant, bar, luxury apartments, marina berths (with 220V/110V – 50Hz power supply and water available), laundry services, washrooms, taxi and shopping bus services, a chandlery, and 24-hour security. Customs and Immigration and a fuel station are close by.



CLARKES COURT BOATYARD & MARINA

At Clarkes Court, boats are hauled and launched using a state-of-the-art 242-ton boatlift affectionately known as "The Hulk."

"Onsite technical services include project management and consultancy; yacht brokerage and guardianage; rigging, sailmaking and canvas work; metal fabrication; GRP and composite fabrication; fine woodwork and carpentry; electrical installation and electronics; bottom painting; waxing and polishing; diesel and outboard engine installation and repair; and liferaft, safety equipment, and inflatable dinghy repair.

Contact Clarkes info@clarkecourtmarina.com or call (473) 439-3939 for more information or to make a reservation. See ad on page 5.

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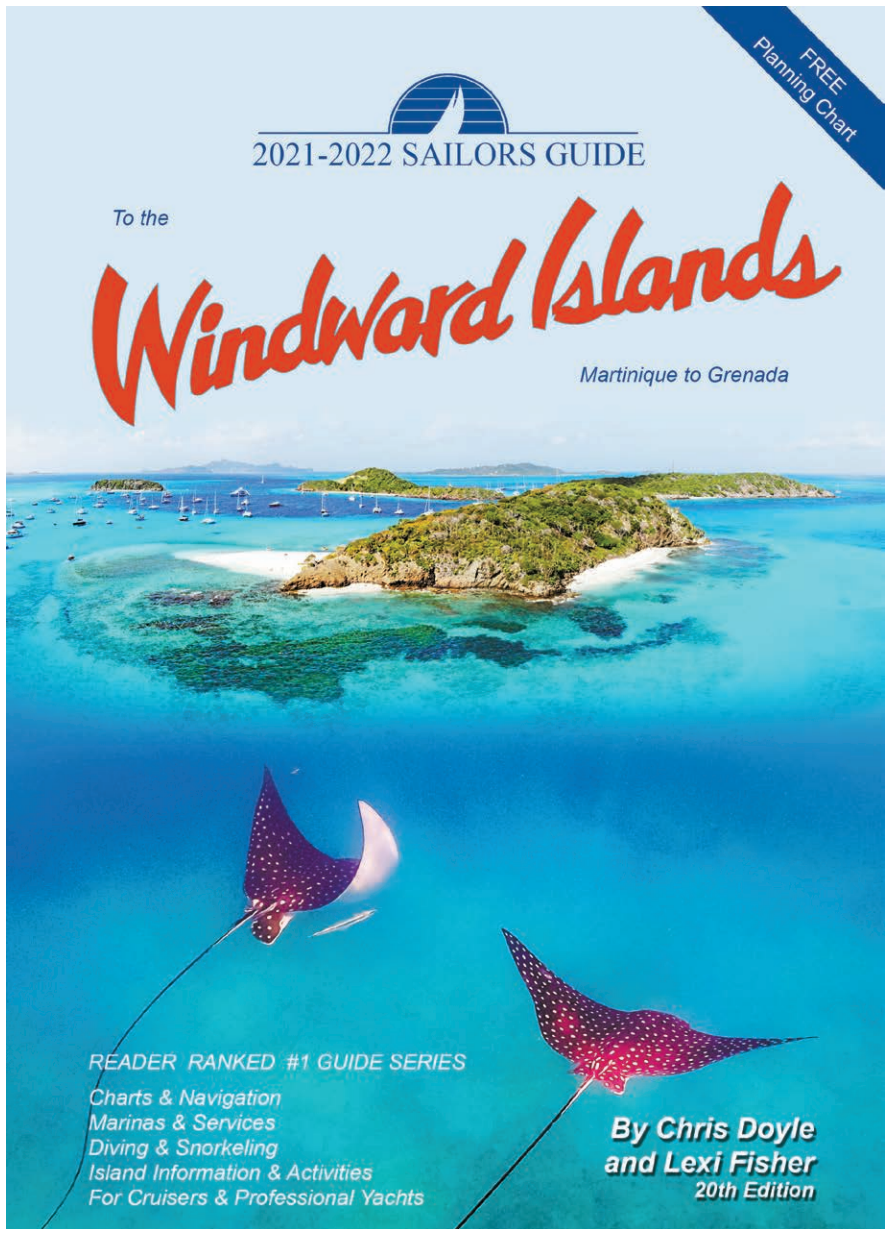
Yacht Haven Grande Wins Again

IGY's Yacht Haven Grande marina in St. Thomas, USVI, has been named the Towergate 2021 International Superyacht Marina of the Year by The Yacht Harbour Association. It is the only marina to have received this award four times — in 2016, 2019, 2020, and 2021.Marina General Manager Phil Blake says, "The team being recognized three consecutive years for this global award — especially in this hugely challenging time and paradoxically our busiest-ever season — is a wonderful testament to the hard work and dedication of my colleagues. My gratitude goes to my team, but also to our loyal customers who once again voted for their favorite marina. I couldn't be prouder to have earned their continued votes of confidence in us as their shore support team."

The marina hosted the USVI Charter Yacht Show last month and will host the superyacht-centric Caribbean Charter Yacht Show from December 9th through 12th.

Doyle's Current Windwards Guide Extended

Chris Doyle and Lexi Fisher report: "On our typical updating cycle, which has run for about 40 years, 2021 is when we would update the *Sailors Guide to the Windward Islands* to get it ready for 2023-2024. However, Covid has put the brakes on much of the yachting industry, including the charter and bareboating sectors. We feel that our distribution has slowed down so much that our advertisers have not yet gained sufficient exposure from their last advertisements, and we want to give them and the guide more time.



"Cruising and chartering are still far from normal, so we think it will be more beneficial for all if we wait until Covid, restrictions, curfews, and other challenges are in the rearview mirror. Therefore, we won't update the guide this year. Instead, we will extend the life of the current guide, whose run would have ended in December 2022, until at least December 2023.

"We hope to commence updating after interisland Covid travel restrictions are removed, and life has become more normal. In the meantime, the current guide is still distributed and available. We will provide important updates at http://doyleguides.com

"With best wishes for the coming year!"

For more information see ad on page 30.

CruisersLINK – for Cruisers by Cruisers

David Rose reports: CruisersLINK is the first interactive cruising destination guide app available in the Caribbean, covering everything from the BVI to Grenada.

When you need to know such things as where to check in, what currency the island has, or when their holidays are, consult CruisersLINK. If you are looking for that special anchorage, happy hour bar, or place to eat, check CruisersLINK.

You want to discover locations to visit, island history, hikes, or local events not to be missed? CruisersLINK provides the answers. If you need a boat service of some kind, a marina, laundry service, supermarket, or bulk store with good pricing, CruisersLINK advises.

And there is more information available, including tips and tricks covering all kinds of subjects. Cruisers have the ability to hook up with new friends they made but don't have the contact info for, by searching person or boat names. But don't worry, CruisersLINK is not another messaging or social media platform; we just provide a link to connect people. CruisersLINK is an interactive app that is a destination guide *and* an information source like you used to know on paper, plus much more. And it's free.

Cruisers are encouraged to contribute listings, rates, and reviews, share knowledge, and learn within this free, fully moderated app, as they discover places and services that are not yet listed.

Advertisers have the opportunity to take their listing from a basic to a comprehensive, preferential placement loaded with extras, for a nominal annual fee.

Download the CruisersLINK now at www.cruiserslink.com.

Yacht Builder Opens Branch in Guyana

The Italian yacht-manufacturing company Azimut is now open for business in Guyana. A release from NexGen Global Marketing Services Inc reported Minister of Public Works, Juan Edghill, as saying that the time was ripe for Guyana to experience the type of luxury and recreation that an Azimut yacht offers.

The regional team of Azimut Yachts Caribbean Limited in Guyana will be led by



AZIMUT YACHTS

The Italian yacht-manufacturing company Azimut is now open for business in Guyana.

Terence Clarke and Amzard Karim and supported by Federico Ferrante, President of Azimut Benetti Americas, and Caterina Valiani, Regional Sales Manager from their North American headquarters in Fort Lauderdale, Florida.

See www.stabroeknews.com/2021/09/20/news/guyana/yacht-manufacturing-company-now-open-for-business-here for more information.

USVI Charter Show Promises Robust Season

Carol Bareuther reports: A robust charter yacht season is officially underway in the US Virgin Islands. That's the message from the USVI Charter Yacht Show, held November 7th to 10th, at IGY Marina's Yacht Haven Grande St. Thomas, and hosted by the Virgin Islands Professional Charter Association as a fully vaccinated event with Covid-19 protocols in place.

Over 100 brokers from the Caribbean, the US, and Europe attended in person, with an additional 40 virtually. Nearly 40 yachts were open for show, a number down from past years yet due to the industry's success in that many yachts were already out on charter. The fleet ranged from 45 to 120 feet in length, and included monohulls and multihulls, power, and sail.

The Honorable Albert Bryan Jr., Governor of the US Virgin Islands, made opening remarks at the show.

"A year and a half ago we made a conscious decision that we were not going to close our shores to sailors. That attitude has certainly paid off. I'd like to thank all the charter brokers who made last season one of the most amazing seasons on the water, including, for the first time, charter boats St. Croix," he said.

Looking ahead, Governor Bryan added, "We are investing in the infrastructure of our blue water economy not only in the charter industry but in fishing and cruising by putting in new ports, new boat launches, and moorings. And we will be putting in a tender pier on St. Croix so charter yachts can not only cruise over but have their passengers come ashore as well as they already enjoy in St. Thomas and St John."

This year's USVI Charter Yacht Show format provided safe and effective ways for brokers to see the yachts and crews. Real-time videos of the yachts tours and crew interviews gave virtual attendees an up-close view. These included small group tours and meals aboard the yachts, and open-air socially distanced social functions onshore. "I do not believe there is any substitute for stepping on the boats, meeting the crews, and interacting with all the different industry personnel," said Nick Cirillo of Blue Ocean Charters.

In the last five years, the USVI's charter yacht industry has proved resilient in the face of challenges such as hurricanes and a global pandemic, grown as an economic force, and put the territory back on the map as an unsurpassed self-contained jewel of a charter yacht destination. Many yachts have near to fully booked seasons, and that season started earlier this year as of November 1st.

"We are looking at an unprecedented number of sailing and charter vacations in the US Virgin Islands, and this year feels like we are prepared for it," says Dare Blankenhorn, VIPCA president and owner of St. Thomas-based Charter Caribe. "The government support that we have received has allowed us to focus heavily on developing our products within the territory. Every week, we are seeing infrastructure progress. Our goal today is to be grateful for our opportunities, and to take care of the things that matter to all of us… protecting our beautiful environment, creating a healthy balance between tourism and our infrastructure needs, and making sure that everyone is living, working, and experiencing the best aspects of the US Virgin Islands."

Visit www.vipca.org and www.usviyachtshow.org for more information.

We're on the Web!
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REGATTA NEWS

Willy T Race & Virgin's Cup in BVI

The 2021 Willy T Race and Virgin's Cup took place on October 23rd in the British Virgin Islands. With a 50-50 split of female-male participation in the nine-boat fleet, this event proved that women's sailing in the BVI is strong!

The biggest fleet consisted of RS Fevas, which raced from a start line off Nanny Cay, Tortola, passed Pelican and the Indians to port, and finished in The Bight. The class winners were youth sailors Samuel Allen and Ethan George, with Ashley and Eddie Brockbank coming in a few minutes later. Marentia de Villiers and Terri Benjamin placed third.

The two Lasers were well matched across the course, but it was Dwayne Palmer who took first place. Second was Nick Maris, who impressively steered with his foot for half of the race after a mid-channel tiller extension malfunction.

In the monohull class, David Lake's Hunter 30 *Wicked Winch* had to withdraw before the start, so Heather Craigen's Freedom 44 *Lulu* was the only competitor. Starting off Nanny Cay, she joined the trimarans to race up to Lark Bank Green off Road Town and passed Deadchest to port and Peter to starboard, before rounding Pelican and the Indians, finishing in The Bight.

Of the two trimarans, the Corsair 27 *The Flying Pig* with Sam Brown at the helm had the best start and charged off on the race course. But *Trike*, the newest trimaran in the BVI, a Corsair F31 helmed by Katelyn Greenan, flew around the course in 1 hour 51 minutes, and took the overall win. *The Flying Pig* took second place by less than five minutes on corrected time.

Visit www.royalbviyc.org for more information.

Antigua Dominates in St. Maarten Opti Champs

The Sint Maarten Yacht Club saw 19 youth sailors from six different countries compete in the 16th annual Sol St. Maarten Optimist Championship on the weekend of October 30th. Six competitors raced in the Orange Fleet and 13 participated in the Blue Fleet, which is for advanced sailors. Competition was fierce and the racing of high quality.

Sam Peeks, race coach of St. Maarten, said, "We were happy to see the international teams joining after last year's smaller championship due to the Covid travel restrictions. The kids loved being able to compete on a regional level again and friendships were formed — all good things that derive from international youth sailing events."

Antigua Yacht Club attended with six sailors. The team from Youth Sailing Curaçao sailed well in the Blue Fleet, placing 11th and sixth. Club de Voile de Friar's Bay brought six youth sailors, most of whom sailed in the Blue Fleet. The St. Kitts & Nevis Sailing Association sent two of their best sailors, together with their coach. Both of them participated in the Orange Fleet, taking sixth and third place. Saint Barth Yacht Club had only one sailor, who finished seventh in the Blue Fleet, and the Sint Maarten Yacht Club participated with two sailors.

Nathan Sheppard from St. Maarten won the Best Newcomer trophy. He started sailing in the Youth Program only recently and completed his first inter-island regatta, finishing fourth in the orange fleet. Stanley Haes Puverger from St. Martin, seven years old, received the Sportsmanship Award for his persistence and fight to finish the races.

In the Blue Fleet, Antiguan sailor Patrick Greensmith convincingly became the overall winner of the event with nine bullets out of 13 races. He went home with the overall trophy and a Gill racing watch sponsored by Budget Marine. Emily Gaillard came in second place, closely followed by Alistar Knoblauch in third with only one point difference. Both of them also originate in Antigua.



Antiguan Patrick Greensmith topped the Optimist Championships in St. Maarten with nine wins in 13 races.

Tyden Jones from Antigua topped the Orange Fleet with a stunning 11 wins out of 12 races. His teammate Henry Greensmith sailed consistently in second place. Skyla Conna from the St. Kitts & Nevis Sailing Association finished third.

Jolyon Ferron competed in the very first edition of the Sol St. Maarten Optimist Championship 16 years ago and now participated in another way, as Race Officer. "I was impressed by the level of sailing. It shows that Optimist racing is still a big deal around the Caribbean," he said.

Saskia Revelman, event manager of the SMYC, says, "So many young competitors are excited for this yearly event. We couldn't have done it without the help of our volunteers and sponsors. We especially want to thank Sol and Mobil Lubricants, as well as Budget Marine, Remax, Pineapple Pete, The Scuba Shop, Domino's, Island Water World, Grant Thornton, Zeebest, Toppers, Bob Hilbert, St. Maarten Nectar, Med Works, Divico, and Solahot."

The trophies for this year's edition were handmade by Carla Templeton from The Silver Door. The SMYC is trying to reduce its carbon footprint and part of their green efforts is to buy or create environmentally friendly trophies on island.

Visit www.smyc.com for more information.

ON THE HORIZON

La Course de l'Alliance this Month

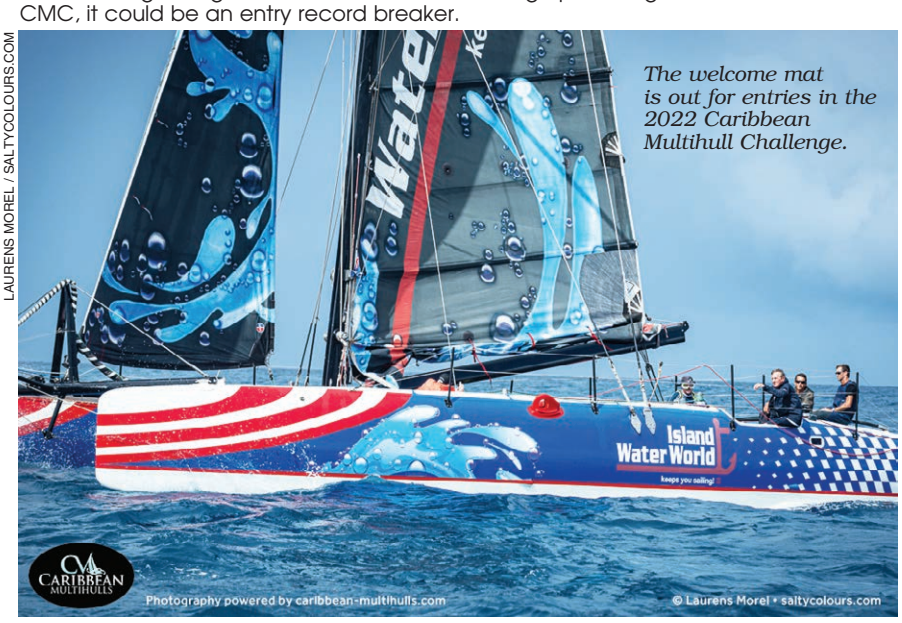
The Sint Maarten Yacht Club will host the 18th edition of La Course de l'Alliance on December 4th and 5th.

The first day's race will feature Race One in Simpson Bay and Race Two from Simpson Bay to Oyster Pond. The next day will see a third race, from Oyster Pond to Simpson Bay.

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

Caribbean Multihull Challenge 2022 Warms Up

Steve Burzon reports: The fever for the fourth edition of the Caribbean Multihull Challenge (CMC) on February 4th to 6th is rising. A roster of favorite multis is already registered for the Sint Maarten Yacht Club-hosted event and interest from custom, classic, and lightweight Ocean Racing and Ocean Cruising Class catamarans and trimarans is growing. With the Caribbean 600 firing up in Antigua two weeks after the CMC, it could be an entry record breaker.



LAURENS MOREL / SALTYCOLOURS.COM

The welcome mat is out for entries in the 2022 Caribbean Multihull Challenge.

In pre-Covid CMC 2020 racing, the Ocean Racing Class MOD 70 trimarans *Maserati* and *Argo* and the 63-foot tri *Shockwave* blasted their way around a special three-island 60-nautical-mile course in high winds, with *Argo* winning and setting a new course record. In the ether is the first Caribbean appearance of *Aréte*, Rick Warner's MOD 60 Chicago to Mackinac 2021 speed record-setter.

In the Ocean Cruising Class, *Finn*, the Banuls 53-foot trimaran, dominated. Great work by Anthony McVeigh's *22 Tango* resulted in top finishing times, along with *Arawak*, a 52-foot Joubert-Nivelt custom catamaran.

Much of this racing excitement will be repeated next year, with *La Novia*, George Coutu's new Leopard 50, and Gold Sponsor The Moorings providing a catamaran for the CMC's highly-regarded Women's Racing Team, skippered by Stephane Ferron. Add the legendary rivalry between *Spellbound* of Ian Martin and *Seaduction*, captained by CMC Chairman Petro Jonker, and more heated competition is assured.

For 2022, race organizers have branded the St. Maarten to St. Barth to Anguilla Sound and back race the "Caribbean 60 Mile Multihull Sprint." Set for the windiest of the three days, the Sprint will have its own sponsors and prizes and the winner will have bragging rights for the entire year.

An impressive sponsorship team led by Oris Swiss Watches, The Moorings, and Yacht Club Port de Plaisance Marina, is back for more. Caribbean Multihull Yacht Brokerage is again sponsoring the photography of Laurens Morel. Oris will continue to provide a watch to the CMC winner, YCPDP will offer reduced dockage rates at their luxurious marina in Simpson Bay Lagoon, and CMYB will offer a photo contest and a chance for the winning photo to become lead photograph for the 2023 CMC.

All official onshore events will be held at the host Sint Maarten Yacht Club, where Covid-compliance has been the rule since the onset of the pandemic. After a brief uptick in cases, traced mostly to the Delta variant, the island's health organizations are reporting a welcome downturn in infections, leading to an increase of race entries. Therefore, the welcome mat is out for visiting yachts, crews, and guests.

Entry forms and Notice of Race for the 2022 CMC are available at https://yachtscoring.com/event_registration and at www.smyc.com/caribbean-multihull-challenge.com.

—Continued on next page

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Round Antigua Race on Schedule

The Peters & May Round Antigua Race will take place on April 30th, 2022. The Notice of Race for the 2022 edition of the Peters & May Round Antigua Race is now available at www.sailingweek.com. A prelude to Antigua Sailing Week (ASW), it is an independently scored one-day yacht race around the island of Antigua, attracting over 40 boats.



In 2015 Phaedo 3 *smashed the overall Peters & May Round Antigua Race course record.*

RICHARD & RACHEL / WWW.TEAMPHAEDO.COM

Competitors who participate in ASW are eligible to enter this 53-mile race, which doubles as a fiercely competitive warm-up for the ensuing five-day series. Classes include CSA racing, CSA double-handed, and multihull.

Participants complete the course around Antigua by starting at 8:00AM off Fort Charlotte, racing counterclockwise around the island and then back to the finish line off English Harbour.

Land-based spectators can reach vantage points at Shirley Heights, Devil's Bridge, and Pearns Point.

In 2015, Lloyd Thornburg's MOD 70 trimaran, *Phaedo 3*, smashed the overall Peters & May Round Antigua Race course record with an elapsed time of 3 hours 26 minutes and 9 seconds. The monohull elapsed time record, set in 2018 by *Warrior*, a modified Volvo 70, stands at 3 hours 55 minutes and 38 seconds.

Jaime Torres, ASW regatta organizer and past competitor, is enthusiastic about the upcoming event: "I love the Round Antigua Race because it is such a perfect intro to ASW. The substantial point-to-point 360-degree course offers a full serving of true wind angles to test gear and prove crew just before the main event. Long legs allow yachts to fine-tune their settings with an actual sampling of the local conditions."

Visit www.yachtscoring.com to enter the race.

Windward 500: Race for a Cleaner Future

Steven Kern reports: The Caribbean Ocean Racing Club (CORC) is pleased to present the 2022 Windward 500 race series, an environmentally focused low-carbon-footprint sailing event. With an inspiration to maintain Sailors for the Sea Powered by Oceana's Clean Regatta status and attention to World Sailings' Offshore Racing Environmental Code, we invite you to join.

The pandemic has awakened the resilience of the Organization of Eastern Caribbean States and Windward Islands yacht racing community. The CORC has risen to the challenge by organizing and designing a race series that respects and works with regional Covid-19 protocols, keeps the spirit of sportsmanship alive, and embraces purpose. We must sustainably utilize our maritime assets, our ideal sailing grounds, safe harbors, and haul-out facilities. In support, competitors and followers of the race are called to raise the visibility of and champion for relevant public and private sectors, renewable energy, sustainability, and resilience projects.

We envision a regatta that inspires people to embrace, develop, engineer, procure, and construct these vital projects so that we may achieve the nationally determined contributions to meet environmental goals set forth by the Paris Climate Accord and the urgencies expressed at COP26. Competitors will lend their voices, stories, photos, and videos, in print, online, and in interviews, to the efforts that Caribbean governments, businesses, and individuals are making. Join us in a race to a cleaner future!

The start will be on May 16th, 2022, at 10:00AM. Race around the Windward Islands, from your start/finish island, on one of three courses.

Course A is a 500-nautical-mile race around Grenada, St. Vincent & the Grenadines, St. Lucia, and Diamond Rock off Martinique, followed by a beat to windward to pass a waypoint off Sandy Lane on the west coast of Barbados, and a run down to Grenada.

Course B offers novice doublehanded, keen cruisers and charter fleet captains a safe but challenging 350-nautical-mile windward/leeward race on the leeward side of all the islands.

Course C is a 300-nautical-mile race from Barbados to Sail Rock in the Grenadines, and around Bequia.

Competitors finish at their start island, so there is no need for a return delivery of the boat or flights for crew after the event. The Windward Islands offer serious offshore doublehanded racers ideal conditions to train for international doublehanded events.

Prizegiving will happen online with suitable recognition for podium finishers and the initiatives they advocated. For those finishing their racing season after this race, the sheltered harbors, haul-out facilities, and boatyards of the Windward Islands are ready to secure yachts until the next sailing season.

Contact skern@oneenergyisland.com for more information.



CRUISES WITHIN BORDERS

Chris Doyle writes, "Getting ready to sail from one country to another? Check the current regulations, pay for a PCR test, get tested, fill in online forms, wait anxiously to see if the results get back in time, clear out, leave as soon as the result comes back, go to quarantine anchorage, pay for a quarantine mooring, dive on the mooring to make sure it is okay, pay for another PCR test, wait for results, clear in….

"Cruising is not like before, and no wonder people are reluctant to move between islands: it can be cumbersome and expensive. Until the situation eases up, one approach is to spend as long in one country as possible before putting yourself through the border mill.

"Luckily, quite a few Caribbean countries have enough variety that you can cruise happily for several weeks without wanting to leave. It's more a relaxed way to cruise: slowly."

You can easily plan a whole cruising season with a minimum of border clearances and a maximum of enjoyment. See articles in the following pages about these one-country cruising grounds in the Eastern Caribbean:

- The USVI: St. Thomas & St. John by Joan Conover, and St. Croix by Don Street
- The French West Indies by David Lyman
- St. Vincent & the Grenadines by Chris Doyle
- Grenada, Carriacou & Petite Martinique by Lexi Fisher

Other in-country cruising grounds are available, too.

A cruising route within the British Virgin Islands recommended by Joan Conover starts by clearing into the BVI at Sopers Hole, Tortola, taking a side trip to Jost Van Dyke, sailing back to Tortola at Road Town, then onward to Virgin Gorda and the North Sound. Moor or anchor at Leverick Bay, and take a taxi from there to The Baths for a day trip (much easier than anchoring or finding a mooring). After that, cruise to Anegada (weather permitting). Finally turn west toward Cooper and Norman Island, then Peter Island where moorings are in place and vessels are seen in the bays on the northern side — the diving at the wreck of the Rhone is not to be missed. This offers a week or two of classic Caribbean cruising.

For a cruise within the Spanish Virgin islands visit www.nauticed.org/sailing-blog/sailing-itinerary-for-spanish-virgin-islands-puerto-rico

Although it's only a single island, you can spend a week harbor-hopping along the west coast of St. Lucia. Chris Doyle recommends stopping at Pigeon Island, Anse la Raye, Marigot Bay, Anse Cochon, Soufrière and the Pitons, and Laborie.

For a wider view, David Lyman wrote in the October 2021 issue of *Cruising World:* www.cruisingworld.com/story/destinations/what-are-the-best-anchorages-in-the-caribbean

And if you still have an irresistible urge to island-hop up and down the chain, Dick McClary has some suggestions at www.sailboat-cruising.com/caribbean-island-hopping.html.

Also see Don Street's article on page 22.



STEFANKO

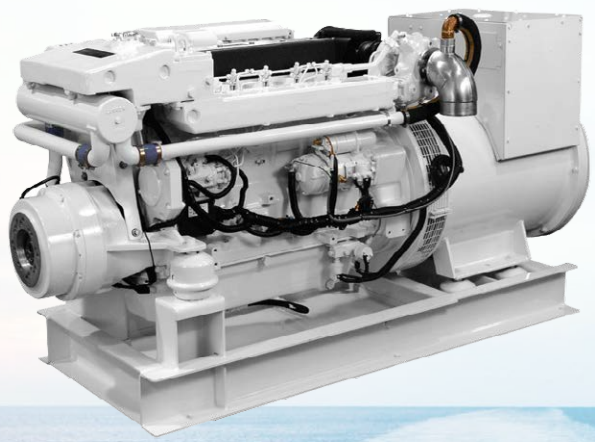
Please note that the yacht entry protocols in the Eastern Caribbean island nations are changing rapidly. When planning your winter's cruising itinerary, see the article on page 24 of this issue of *Compass* for links to reliable sources of yacht protocol information and updates.

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St. Thomas and St. John, USVI

Amid Changes, Island Life is Still Here

by Joan Conover



ALL PHOTOS: JOAN CONOVER

Overlooking the western part of St. Thomas Harbor with Water Island in the background. The entrance to Crown Bay is visible at the right.

The US Virgin Islands of St. Thomas, St. John and St. Croix all continue to be open for sailing visitors, and since 2017 the mangrove swamps and vegetation have recovered as they always do after hurricanes. But the Covid pandemic has caused some changes — not the least of which is the increased number of charter yachts found in nearly every harbor. For cruisers wanting to visit, there are also new regulations with the addition of Covid test requirements and anchoring permits. But despite these regulations and increasingly crowded anchorages, the US Virgin Islands still provide easy and interesting cruising within one territory.

Several enclaves exist for cruisers, such as Crown Bay Marina, Yacht Haven Grande, American Yacht Harbor, Independent Boat Yard and St. John. Elephant Bay on Water Island is open for anchoring, and small beach bars at Water Island, Coki Beach, Coral World and Red Hook welcome visitors. St. John National Park moorings are available on a first-come first-served basis; there are self-serve locations to pay the mooring fees.

Entry requirements

Everyone aboard all arriving yachts must complete the requirements at the USVI Travel Health Screening portal (https://usvitravelportal.com) within five days prior to arrival. If not approved, everyone aboard faces a 14-day quarantine aboard the boat.

On arrival, present your travel clearance from the USVI Travel Health Screening portal (an email with a green QRC code) as well as an approved Covid-19 test result. USVI government offices are open during weekdays for questions.
See www.noonsite.com for email addresses and contact numbers for enquiries.

US-registered yachts coming from the USA directly do not need to check in for entry, but still need to go to the Customs office at one of the entry ports (Charlotte Amalie on St. Thomas or Cruz Bay on St. John) to submit previously approved travel clearance forms and obtain an anchoring permit if required.

You must obtain a USVI anchoring permit at the port of entry if not going directly onward to a marina or national park anchorage. The cost is US$3.00 per foot per month. The contact number for this office is (340) 774-3320. Temporary and long-term anchoring permits are available via internet forms and are submitted via email.

Says a Seven Seas Cruising Association member in the area, "If you have cell service the best way to enter the USVI is by using the ROAM app for a 'touchless' check-in. If you have Verizon or AT&T your phone will work on arrival and isn't international roaming. If you don't have cell service, go to one of the ports of entry and clear in the old-fashioned way: fly your Q flag, radio ashore and wait for instructions."

Note that due to a recent agreement with the USVI Board of Health, all people aboard yachts entering the US Virgin Islands must check in with Customs for health form documentation and anchoring permits if needed. At Customs, the National Guard is to verify your documentation/compliance with the USVI travel portal requirements. For yachts, the ROAM application will appear to be "denied" — this is not an error in the app, but due to a new regulation by USVI. Your Customs data will still be in the system when you report to Customs at the port of entry.

Whether using the ROAM app or not to check in, you still need to go to the Customs office located at one of the entry ports. There you submit your previously approved travel clearance forms and an anchoring permit if required.

It's not clear how the "five days before arrival" submission of forms will support yachts coming from offshore passages. The on-line form will only allow entry five days before planned arrival date. As most offshore vessels do not have access to the internet, there is probably a process or steps to take when reaching Customs. It may not be a fast process. Comments on your experiences are welcome!

Charlotte Amalie

Charlotte Amalie has marked its small-vessel anchorage area on most current maps. It's smaller than in the past: the updated cruise ship terminal and turning area has encroached on the older anchoring areas. Find the IGY Yacht Haven Grande marina (www.igymarinas.com/marinas/marina-yacht-haven-grande) at the west side of the bay, north of the cruise ship dock. IGY operates both Yacht Haven Grande and American Yacht Harbor at Red Hook (www.igymarinas.com/marinas/american-yacht-harbor). Both marinas can make arrangements for Covid-19 testing for their customers. Be sure to contact marinas in advance of arrival to inform of your ETA and possible assistance needs as a customer. Yacht Haven Grande offers all services, fuel/concierge, and has a series of high-end stores, restaurants and a medical clinic on premises. Up the main street several blocks you'll find grocery stores, department stores, and at the top of the hill, a medical complex and hospital.

Crown Bay

After completing the entry process at Charlotte Amalie, you can sail westward to Water Island's Elephant Bay anchorage, to Crown Bay to anchor or visit the marina there, and onward to Lindbergh Bay, which is convenient to the airport.

At Crown Bay Marina (www.crownbay.com) cruisers find excellent support with slips, clean fuel and water. Local amenities include Tickles Dockside Pub, a chandlery, hot showers, laundry facilities and more. There is a pet store with grooming services and a business center as well. The marina accepts mail for its customers, and there is also a commercial mail service and mailboxes in the complex with notary, computer access, copy service and more.

The Crown Bay dinghy dock is open (tenders over 20 feet should be registered with the office). For boats just dropping off or picking up crew, talk to the office for availability and for the most recent changes (which can be frequent). The fuel area is one of the better designed on the island; call the marina office, hail on VHF 16, then chat on 11, to obtain permission to come into the inner harbor of the marina. This is critical as the larger ferries and megayachts can take up the entire entryway



The author's yacht tied up at Crown Bay Marina.

coming in and out; scheduling use of the fuel area is also needed, with up to three yachts possible within the turning basin.

A major grocery store is within a few blocks' walk. Catch the ferry here to Hassel Island for tours and beaches.

Elephant Bay

Across from the Crown Bay Marina entrance, Elephant Bay usually hosts a large number of anchored yachts including cruisers. This area was very full this spring, with some yachts almost in the main channel as they struggled to find anchoring positions. In almost all areas there are sunken objects scattered in the deeper areas, some marked by private markers.

Other anchorages at Water Island include Ruyter Bay, Druif Bay (a.k.a Honeymoon Bay) and Flamingo Bay.

Benner Bay and onward

Leaving Charlotte Amalie, cruise eastward along St. Thomas's southern coast to find an interesting and steep coastline leading to the southeast side of the island. When trades are light, pass Bolongo Bay, round the headlands and Cos Cay, and find Benner Bay, also known as The Lagoon. This next major stopping area includes Benner Bay, Jersey Bay (a.k.a. Nazareth Bay) and Cowpet Bay.

Benner Bay's Independent Boat Yard (www.independentboatyard.com) is at the head of the bay after you follow the marked channel. It gets narrow, so enter in daylight and good weather.

—Continued on next page

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Find marinas and a fun dock bar with seating in the mangroves. Fish feeding is allowed! The local Budget Marine store is nearby, as well as an excellent grocery market and a veterinary clinic. Independence Boat Yard offers cruiser friendly services and slips, plus marine services and haul outs.



On St. Thomas you can anchor near the airport for convenient crew changes.

As you continue east past Benner Bay and Jersey Bay (watch for the marked rocks) there are two small islands. The west side has Christmas Cove at Great St. James Island. This is a small cove, and is a favored mooring spot, with several unmaintained moorings. Some anchoring is possible.

Take the cut between St. Thomas to the north and Great St. James Island to pass through to Red Hook, toward the northwest, or go eastward across to St. John. You can also continue eastward along the island group to round up into the passage between St. Thomas and St. John. One landmark is Little St. James Island, made infamous by Jeffrey Epstein.

Head north in the deep passage to either the east side harbors of St. Thomas or the west side of St. John. Ferry and other boat ferry traffic have active routes here, as do some cruise ships, so be aware.

Heading to or sailing around St. John, be sure to keep a close eye on your map and GPS locations — do not stray into BVI waters. Covid has made the normal "right of innocent passage" problematic in the past, so check the current regulations.

Red Hook

Red Hook has IGY's American Yacht Harbor and Vessup Bay has anchorage areas. Red Hook has all amenities, medical offices and excellent restaurants. You can catch the ferry to and from St. John here. The beaches and beach bars in this area are well known. Sapphire Beach is just to the north of the harbor.

St. John

Much of the island of St. John is a US National Park. For Park information visit www.nps.gov/viis/index.html

Cruising boats usually favor the northern park areas, starting with Cruz Bay and traveling clockwise around St. John, with Hawksnest, Cinnamon, Francis and other bays having moorings. See the Interactive Map at https://bit.ly/3DWHKQ5.

There are mostly moorings in the park, but two areas are marked as approved anchorages on the interactive map. And, sadly, the moorings are in high demand, with rumors of boats squabbling over them — they need more!

Frances Bay, like all park areas, has well-spaced moorings, and beach, some nice snorkeling, and walking trails.

Leinster Bay, the next bay east, has fewer moorings and is quieter, with walking trails and Waterlemon Cay. You then can sail around the east side of St John, with options of stopping in the various bays and coves on the south side of the island, and then return to St. Thomas with tradewind assistance.

Final notes

Since many other island countries require recent PCR tests for entry, its advisable to depart from a USVI port where these tests are available. American Yacht Harbor at Red Hook has PCR testing for customers, as does Yacht Haven Grande in Charlotte Amalie. Various medical facilities Charlotte Amalie also do testing. It's just something else to add to your cruising plans.

A recent article, https://bit.ly/30NHsfk, describes some of the ongoing challenges. Several of the non-park "restricted" anchorages on St. John have ongoing user conflicts. A popular floating taco bar has moved to the outer edge of Coral Bay due to the anchoring and mooring conflicts. Be aware.

If you are concerned about anchoring regulations or issues in the USVI but want to cruise in US territory, there is the option of checking in at Puerto Rico (at Marina del Ray on the east side or Marina Pescaderia on the west side) and cruising the southern coast of Puerto Rico and Culebra. Use the "search" feature at www.caribbeancompass.com to see articles on this area.

Visiting the US Virgin Islands currently includes changes and challenges, but with the effort of the USVI government during the pandemic to keep the people and the economy healthy, with access to Covid testing facilities, and the wonderful marine environment, cruisers will still find the island life they enjoy. Be aware, follow the rules established to keep everyone as safe as possible, and visit the Virgin Islands!

For more detailed information, including sailing routes and things to see and do ashore, see Cruising Guide to the Virgin Islands *by Simon Scott, available at chandleries or from www.cruisingguides.com*

Christiansted, St. Croix — The Prettiest Town of All

US NATIONAL PARK SERVICE



View of Christiansted from the Steeple Building.

by Don Street

St. Croix is by far the most interesting of the three US Virgin Islands, and Christiansted is the most attractive town in all the Eastern Caribbean.

The lower part of Christiansted was declared a US national historic site in 1952 (see https://en.wikipedia.org/wiki/Christiansted_National_Historic_Site). The façades of the pastel-colored 18th-century Danish-style buildings constructed by African slaves cannot be changed, so the town looks pretty much as it did in 1780 when it was the capital of the Danish Virgin Islands.

As far as I know, Christiansted is the only major port town in the entire Eastern Caribbean that no cruise ship carrying over 200 passengers has ever visited — the big ships draw too much water to enter the harbor. A big ship would have to anchor outside the reef in deep water where it is too rough to ferry passengers ashore.

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 Imray-Iolaire chart A234 is no longer there, but Fort Louise Augusta is. 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 such periods 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 use a Bahamian moor.

Once you get settled, spend a day exploring the town. Stroll the boardwalk, have a snack in Kings Alley Walk, and visit the tourist office to ascertain if the Landmarks Society (www.stcroixlandmarks.org) is running any tours of the old estate houses. If they are, take the tour; it will be a most interesting glimpse into the island's history and culture.

On a Wednesday or Saturday rent a car and follow the north side road through the mahogany forest and visit the Lawaetz Museum (www.llgfarm.com), which was the Lawaetz family plantation home from the 1800s through to the 1960s.

Continue on to Frederiksted, St. Croix's second town — attractive, but not as attractive as Christiansted.

Head on back east along the centerline road stopping at Estate Whim, a restored sugar plantation. The wealthy owner of Estate Whim reportedly put on such a display with his carriage and outriders that it surpassed that of the King of Denmark. The king then passed a law limiting the number of horses you could attach to a carriage and the number of outriders that could accompany the carriage.

Then continue on to the eastern end of the island; Udall Point is the easternmost point of the United States. On your way back to Christiansted stop at the St. Croix Yacht Club and admire the wonderful area available to the club for small boat racing, windsurfing, kitesurfing and diving on the reef.

Let's Do the FRENCH Islands!

by David H. Lyman

A romp through the Leeward and Windward Islands will be different this year. Gone are the devil-may-care days we use to have. Yes, things have changed here.



ALL PHOTOS: DAVID H. LYMAN

Above: Up in the mountains of Guadeloupe there are cascading rivers and brooks and pools for swimming.

Below: Ste. Anne is so nice that there are usually more than 200 boats at anchor.



Before heading south to the islands in November, I got in touch with a friend down there, Larry Tyler. Larry has been chartering *The Dove*, his 54-foot cutter, in the islands for 30 years, and he's still at it. I found Larry and his mate, Justyna, in Trinidad getting *The Dove* ready for the charter season. I asked what would be his recommendations for cruising the islands this winter.

He wrote back, "The islands I will visit this coming season are the French islands." That I knew would include the French side of St. Martin, St. Barts, Guadeloupe and Martinique. "And they don't charge you and arm and a leg to enter or drop the hook. Lots of islands and anchorages to explore." Good.

I also called Chris Doyle, who writes the guidebooks to the Leeward and Windward Islands. "You could spend a month cruising in just Guadeloupe and the Saints," he told me. "The west side of Guadeloupe has three anchorages, then there's the Saints, Marie-Galante, and the small island of Ile de la Petite Terre. Of course there's the whole north sound, too, with lots of coves and anchorages." You could indeed spend a month cruising Guadeloupe. Be sure to have the Doyle guides on board, both the Leeward and Windward Islands, as they will complete my ever-so-brief introduction here. (I recorded my Zoom conversation with Chris and it's available on Youtube at "Sailing with David Lyman.")

You could spend the entire winter wandering among the French islands. I spent three months there in 2020, just before Covid struck.

Passage tips

If you are coming south from the BVI head for Deshaies at the northern tip of Guadeloupe. It's 200 miles, a day and a half sail, to this very French harbor village. If coming south from St. Barts, another French island, it's only 115 miles, a long day's beat to this small port tucked in between two cliffs.

If you've just arrived in Rodney Bay on the ARC, you can head south or north. From St. Lucia south, it's only 75 miles to Bequia, where you can clear in and begin your exploration of the Grenadines. But, if you head north, from Rodney Bay it's only 20 miles to the open roadstead of Ste. Anne, a small French village along the beach at the southern tip of Martinique. You can be there for lunch.

• **MARTINIQUE**

Ste. Anne

Let me tell you about Ste. Anne. The roadstead is easy to enter and the holding ground is good, but there are bare spots so make sure the anchor is well dug in. It's so nice here there are usually more than 200 boats at anchor. I counted them. There's a substantial dinghy dock ashore, which can be jam-packed. This sleepy, two-street town has a few cafés, bars, restaurants, a boulangerie, two small grocery stores, an open-air market, fish market, and an ATM. WiFi costs you a beer or lunch.

There's a Cub Med nearby, with a long beach crowded with French vacationers. To the west of the village are more secluded beaches and trails. There are reefs for snorkeling within dinghy distance. There is a zigzag pathway up the hill behind the village that follows the Stations of the Cross, with a stone monument at each turn depicting Christ's ordeal. At the top you are met by a concrete cell tower building, but turn and look back out over the roadstead filled with white yachts glistening in the sun. It's inspiring.

There are no marine services, no water, fuel, or boat parts in Ste. Anne. All that is found a few miles farther into the Cul-de-sac du Marin, one of the largest recreational marine complexes in the Caribbean. Here there are a large fuel dock, marinas, charter fleets, ships stores, chandleries, supermarkets, repair yards, and every service you could want. It's better if you speak French.

St. Pierre

Heading north along the coast of Martinique are two more small anchorages, then the large port city of Fort de France, a bustling hub of commercial activity. There are lots of anchorages in Fort de France Bay, but I'd scoot north up the coast to St. Pierre. It's only 30 miles from Ste. Anne, a day sail — well, a motor-sail, as there's little wind in the lee of the big island.



Above: St. Pierre sits at the foot of Mount Pelée, a (hopefully) dormant volcano.

Below: Café in Le Marin. Le Marin is a dinghy ride away from Ste. Anne.



The anchorage along this beach town is a narrow shelf that extends 500 feet from shore and then drops off, way off. If there's a northerly swell running this will be an uncomfortable anchorage. If not, take the dinghy into the substantial town wharf. If you're clearing in here, the Customs and Immigration office is a computer in the building with the clock. It's a DIY process. There's a farmer's market on the plaza, and the street is lined with stores, restaurants and residents.

St. Pierre sits at the foot of Mount Pelée, a (hopefully) dormant volcano. It last blew its top in 1902, wiping out 30,000 residents. Its summit is usually capped with a plume of clouds, but the hike to the top is rewarding. From there you see (once below the clouds) the whole island before you to the south. Patchwork agricultural fields give way to rainforest jungles that climb into the rising mountains. Rent a car in St. Pierre and spend a day or two exploring this island. The roads are better than on many Caribbean islands, as France still owns her Caribbean colonies and spends lavishly on their infrastructure.

Up in the mountains there are waterfalls, cascading rivers and brooks, and pools for swimming. Along the coast, you'll find villages with sidewalk cafés. You could be on the French Riviera.

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• DOMINICA

The next island north of Martinique is Dominica. It is a different country, not French, so it does mean clearing in and out. But it is certainly worth a visit, if the current Covid regulations are agreeable. Check the current regulations at noonsite.com or info@dominicayachtservices.com to see whether you should clear in at Roseau or can do so at Portsmouth.

Dominica is the wildest of all the Caribbean islands, nature-wise. The major yacht anchorage is Prince Rupert Bay, at the north end of the island. There are moorings to rent, a safety patrol, and lots of room to anchor.

Ashore, the town of Portsmouth is a bit worn out, with few services, but Dominica's charms lie inland. Rent a car and head into the mountainous rainforest to find waterfalls, pools for swimming, and indigenous Carib villages. A guided tour up the Indian River, rowed by a local guide, is a quiet journey into Jurassic Park.

• GUADELOUPE

[*Editor's note: As this issue of* Compass *went to press, due to Covid only yachts coming from a select group of countries were authorized to enter Guadeloupe, and no vessels were able to travel internally more than five kilometres from the port of entry without a valid reason and completing an "attestation" (Attestation de déplacement dérogatoire confinement aout) as to the imperative nature of your journey. See www.noonsite.com for details and updates.*]

The Saints

From Prince Rupert Bay it's 20 miles to les Iles des Saintes, or the Saints, an archipelago of five small islands six miles south of Guadeloupe. There are lots of options for anchoring, or you can pick up a rental mooring closer to the village on Terre-de-Haut, the largest of the islands.

There's a designated dinghy dock to the left of the large ferry dock. The town has one major street, lined with boutiques, restaurants, cafés, and bike and moped rental shops. There are no cars on the island. By mid-morning ferries from the mainland will disgorge day-trippers heading to the beaches on the east side of the island. They'll all be gone by four o'clock, returning this French village to its residents and a few of us cruisers relaxing in the afternoon sun among the cafés on the beach.

Pigeon Cove

Another 20 miles up the west side of Guadeloupe are two places to drop the hook. The first is Pigeon Cove, adjacent to the Jacques Cousteau underwater park. Ashore, along the black sand beach, are numerous dive shops to take you out to the park to snorkel or strap on a tank and dive deeper. It's worth an overnight, but tuck in close to anchor, as the shelf drops off quickly.

Deshaies

An hour north of Pigeon Cove is a picturesque port of Deshaies, protected between two cliffs. Now, this is my idea of a West Indian gem. Ashore, this one-street town has all one needs: three small grocery stores, a lone farmer who sets up his stand mid-morning, an ATM, three dive shops, and a patisserie directly across from the dinghy dock. There is also a rental car agency and a wine store. If you're coming from Antigua and clearing into the French islands here, you'll find the Customs and Immigration office in Le Pelican boutique, a few steps to the right of the dinghy dock.

There are hiking trails into the hills along a cascading brook with pools for swimming. A mile south of the village is an extensive botanical garden that's worth a day's exploration. To the north of the harbor, just around the cliff, is a mile-long sand beach. You can walk or take the dinghy and you'll find few people there.

I could spend weeks in Deshaies, but paradise comes with her blemishes. The holding ground is hard, making anchoring challenging. The winds can come blasting through the mountain valleys, keeping the skipper up all night with worry. If there's a winter storm lashing the East Coast of the US, swells reach all the way into the Caribbean, and create uncomfortable and dangerous conditions in this small anchorage. I had to up anchor and escape a few years ago.

• ST. BARTS

Anse Colombier

From Deshaies you have choices. It's only 45 miles to English Harbour on Antigua, but that means more border crossing. It's 120 miles to the French island of St. Barts, an overnight sail, but the wind will be on the quarter all the way.

Tuck into Anse Colombier, a wide bay at the northern tip of St. Barts. There's a seldom-used beach, hiking trails, a few goats, and a two-mile dinghy ride into the village of Gustavia. You could mistake this small harbor village for Saint Tropez. Here's where the Eurotrash congregate in the winter when not in Ibiza. There are chic boutiques, expensive restaurants, megayachts packed stern-to along the promenade. You'll see movie stars, rock stars, maybe Jimmy Buffett.

• ST. MARTIN

Last stop on your tour of the French West Indies is the French side of St. Martin, about 20 miles downwind from St. Barts. Marigot Bay, on the northwest side of the island, is a large anchorage with a town ashore. Before leaving St. Barts, check on entry requirements. While you can drive a car or dinghy between the French and Dutch sides of this island, you can't sail a yacht around without clearing in and out of each side.

By now, you'll have spent a good portion of your allotted time in the Caribbean, if not all of it. St. Martin is a good place to provision (all that great French cheese and paté) and prepare the boat for a voyage north to Bermuda, then on to Europe or the East Coast of the US.

I imagine you'll be back. I can't stay away and I've been here a lifetime.

ARRIVING IN THE FRENCH ISLANDS

Clearing into any one of the French islands in normal times is a breeze. While on other islands you might be made to visit multiple offices, often in different buildings, stand in line, fill in forms, have your papers scrutinized, stamped and with authority, in the French West Indies you simply come ashore to locate the Customs and Immigration office, usually a computer terminal stuck in the corner of a bar, a boutique, or the town hall. You sit there for half an hour trying to figure out what the form wants (it's in French), someone comes over to check your input, sticks their hand out for the four euros, presses the "send" button, and hands you a printed copy of the your document. All so civilized, yet it was the French who invented the term "bureaucracy."

So if I were to choose one particular group of islands to clear into, it would be the French Islands. (For a note on current regulations, see the article on page 24.) And I don't speak French. Other lures are the food, good cheap wine, and the laid-back attitude of the locals. I could spend the entire winter floating around the French West Indies.

ALL PHOTOS: DAVID H. LYMAN



At Pigeon Cove, Guadeloupe, there are numerous dive shops to take you out to the Jacques Cousteau underwater park.



There are no cars on the island of Terre-de-Haut.



There are lots of options for anchoring in the Saints, or you can pick up a rental mooring closer to the village.



You can often clear into the French islands via a computer stuck in the corner of a bar, a boutique, or the town hall. Le Pelican in Deshaies is one such spot.

St. Vincent & the Grenadines

Varied Anchorages and Sparkling Sailing

by Chris Doyle

St. Vincent & the Grenadines is an archipelago with one main island, St. Vincent, plus the Grenadines, a string of islands and cays to its south. Seven of the Grenadines are inhabited year-round, and three of them have airports.

"Mainland" St. Vincent is geographically wild: steep mountains rise rapidly out of the sea, covered in dense tropical rainforest and rich agricultural crops. Where the land meets the sea, beaches are of dark volcanic sand, except for Buccament Bay, where the white sand beach was imported, looking a tad out of place, like a badly fitting toupee.



ALL PHOTOS: CHRIS DOYLE

Soufrière, at the north end of St. Vincent, is a brooding active volcano and the tallest mountain. I have witnessed the awesome and deadly power this monster generates when it erupts — which it has done three times it in my lifetime. The most recent was in April 2021. Soufrière rises so steeply from the sea that it has precluded building a road round the island. There is both a windward and a leeward highway, but they do not join.

By contrast, the Grenadines are light and easy. Most have spectacular white-sand, palm-backed beaches easing into the sea, which goes from pale yellow through turquoise to deep blue. Most have hills high enough to afford panoramic views if you hike to their peaks. This sunny aspect has meant that tourism now plays a large part in their economies, which used to be mainly seafaring, fishing, and subsistence farming.

As befits an archipelago, the sea is the main thoroughfare, and ferries the main means of transport. If you want to hang out somewhere with a lot of variety and many different anchorages, St. Vincent & the Grenadines can keep you entertained for a long time, including some sparkling sailing while you explore.

Covid regulations change from time to time, so check. But as of November 2021, you can clear in St. Vincent at Blue Lagoon, at Admiralty Bay in Bequia, at Clifton in Union Island and perhaps at Wallilabou in St. Vincent, though I would want to know a bit more before I tried that one. Once you are cleared in, you are free to cruise through the territory but should go to a Customs station each month to update any fees.

The entry protocols posted on October 31st, 2021, are at https://bit.ly/3xdu2FN (Note that these can change at any time.)

Visit https://svgarrivals.com for details.

St. Vincent

Along St. Vincent's northwest coast from Chateaubelair to Keartons the land rises rapidly, forming steep valleys and ridges that rise way up into the mountains. Everything is covered in a lush tangle of greenery, except in the area of the volcano, where the last eruption has left an arc of destruction. Volcanic ash is very fertile so soon there will be a resurrection. It is great territory for hiking and walking amid dramatic scenery. Good snorkeling and diving can be found along the shores.

There are many places to anchor, including Chateaubelair, Cumberland Bay,



Top: Young Island. The cut between this long-established resort and "mainland" St Vincent offers restaurants ashore and access to a bus or taxi to Kingstown.

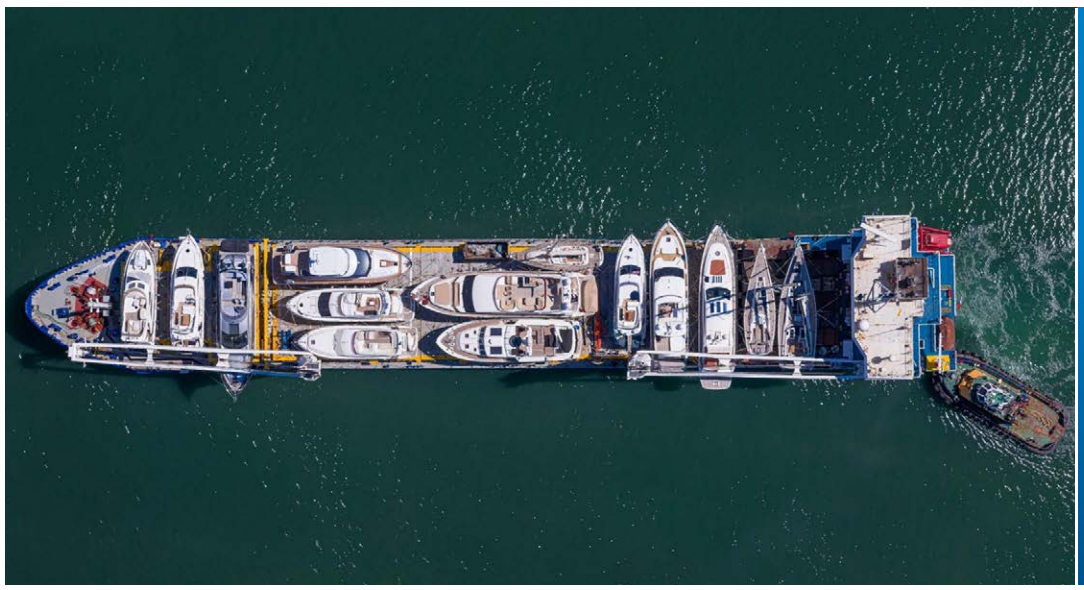
Left: Along St. Vincent's northwest coast there are many places to anchor, including Wallilabou, a sweet little bay with a couple of restaurants ashore.

Troumaka Bay, Wallilabou and Keartons. Farther south, where the coast has more of a gentle incline, are Barouallie, Layou, Buccament Bay and Petit Byahaut. Some cruisers will be happy to tell you on Facebook that this area is dangerous and to be avoided it all costs — despite the fact that many of them have never visited. Two things have contributed to this negative attitude. Youths in boats offering services and goods can be overly keen in plying their trade, which can be off-putting. Over 40 years or so there have been maybe a dozen nasty incidents in this area, including three or four unsolved murders of those on yachts, a few robberies at gun point, and some petty theft. These are occasional and unpredictable. Cruisers do stop here quite often, and it is almost always fine. I have never heard of anything happening by day, or very recently. If you want to keep an eye on what is happening, check the Caribbean Safety and Security Net.

My favorite anchorage along here is Cumberland Bay, where I feel very safe, surrounded by locals who earn a living from cruisers, and many of whom sleep along the shore. Cumberland Bay is scooped out of the hills with a river running into the center of the bay. Palms once covered the shore; now they are on the southern side, while the north was cleared to create the village sports field and a small government yacht center with a once proud, and now sadly ruined, dock. Overall it is picturesque and beautiful. I always call Joseph Rasta ([784] 526-4035) to let him know I am coming, so he will help me tie a stern line ashore, leaving me free to refuse all other offers of assistance, including by those who appear from nowhere miles from the anchorage. Joseph is super-friendly, professional and patient. The Rasta part of his name distinguishes him from another Joseph, also a great guy, getting fairly old now, who may come by and offer some handicrafts for sale. Joseph Rasta can give you good advice about the others in the bay and set you up with a hiking guide if you wish.

Quite a few people here offer handicrafts, fresh vegetables, hiking tours, hair braiding and more. If no one is around, they go fishing. The bay has four or five restaurants along the shore, all good and serving mainly fresh seafood. When I anchor near one called Mojito's, they sometimes send someone swimming out to the boat with a menu waving above the water in one hand, so I can order in advance.

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Walking up to Coull's Hill to the north of the anchorage offers great bay views and a taste of local life.

You will need transport to get to the Cumberland Nature Trail in the central range. A good place to start is at Ben I's restaurant, as he has a taxi. All the surrounding scenery is lovely, and in a picturesque old estate house across the main road is an arty little fishing lure factory and store called 2-Socks, with hand decorated lures that have caught me quite a few fish.

Heading south, Wallilabou is a sweet little bay, with a couple of restaurants ashore. This is where much of the first *Pirates of the Caribbean* movie was made. Wallilabou Bay Restaurant has a little museum dedicated to the movie and offers good local food as well as customer moorings. Walk north and inland and you come to a small park with a lovely little waterfall.

South, round the headland, in Keartons, is a special, delightful, and very small restaurant, the Rock Side Café, run by Rosi and Orlando. They need advance notice, serve a delicious set meal, and will let you use one of their moorings. They are also the Trans-Ocean support base. Call them at (784) 456-0815/431-3378.

As you reach the south coast the dense rainforest vegetation recedes, and the hills are much drier. The villages of Layou, Buccament and Petit Byahaut are in this area. Buccament Bay has a giant resort hotel, once bankrupt, now being refurbished. Petit Byahaut is an attractive secluded anchorage with a few ruins of an abandoned hotel ashore. It is far from any road. Snorkeling is excellent along the coast from Buccament to Petit Byahaut.

To the east are the main yachting centers in St. Vincent: Young Island Cut and Blue Lagoon. This is a great area to hang out for a while. You will find many restaurants ashore, along with yacht services. Blue Lagoon has a good marina. You can find a place to anchor but there are so many moorings that taking one of these is an easier option. You can take a bus or taxi to Kingstown for supermarkets and the farmer's market. This is a good base from which to explore ashore, too. A visit to Montreal Gardens in the Mesopotamia Valley is special. The drive though a rich agricultural valley is scenic and the gardens themselves are spectacular. These gardens are the personal inspiration of internationally renowned landscape artist Tim Vaughan. He plans carefully and then lets nature run wild. The result is a riotous blend of colors and shapes, with a steep mountain range as background. The feel is more of an artistic jungle than a stately garden, and way more interesting and beautiful for that.

Since the volcano erupted early this year, the trail to its summit is still closed. When it opens it will be a unique opportunity to see a newly erupted volcano up close. I want to go! More locally, dinghy over to Fort Duvernette and climb to the top.

Bequia

Just an hour and half's delightful sail away is Bequia, the nearest of the Grenadines. Sail past Devil's Table, harden up into the Admiralty Bay anchorage and choose your spot. It is easy to hang out in Bequia. Some people have stayed for years.

Independent providers offer sailmaking and upholstery services, diesel and outboard mechanics, refrigeration, woodworking and more.



One of Bequia's most dramatic hikes is up to Ma Peggy, a cluster of rocks high on the ridge that affords a wonderful panorama of Admiralty Bay.

A pleasant walkway takes you all along the waterfront from the town of Port of Elizabeth via a hill and stairway to Princess Margaret Beach. From here you can walk all the way to Lower Bay. Bars and restaurants abound along the shore. Part of the easy acceptance for the cruiser is that most Bequians are seamen and many sail. They used to fish under sail, but as outboards took over, they started racing their two-bow sprit-rigged sailboats in local regattas. As competition stiffened new sleek sports boats were designed and added to the fleet.

It is easy to pass away a day in Bequia: coffee outside under the trees, watching the boats in the harbor, a little shopping, plenty of chats along the way, lunch, a nap, a little walk and snorkel. The day has flown. The snorkeling in the harbor is good especially down by the walkway to Princess Margaret Beach. Normally it is a little dangerous because of all the watercraft. But last year there were few boats and it was peaceful.

Bequia is small enough that you can walk all over, and it has some great hikes. Probably the most dramatic is up to Ma Peggy (a.k.a. Peggy's Rock). This cluster of rocks high on the ridge affords a wonderful panorama of Admiralty Bay.

When you want a change, Friendship Bay is an anchorage in the south of the island, and the small island of Petit Nevis is another.

Mustique

Mustique lies south and east of Bequia, a two-to-three-hour lively sail.

Mustique is known as the island where the rich and famous have holiday homes. Some famous people still visit but these days the owners are probably richer but less flamboyant. The houses are often rented when the owners are not in residence. It is a privately owned island and largely self-governing. The only allowed anchorage is in Britannia Bay, where the water shades from pale turquoise to aquamarine, dotted with snorkeling reefs, and a palm backed beach. In order to discourage the riff-raff, it is quite expensive, though they do supply a mooring. The minimum mooring fee is for three nights, so you might as well stay that long. The island is very scenic; the owners have limited the number of houses that may be built, which has preserved most of the countryside. It has also increased the value of the property: you would need many millions to buy the smallest house. This has had the effect of seeing early homes, which were tasteful and simple, being outnumbered by larger and fancier showoff buildings.



On the windswept east coast of Mustique you wouldn't know that the rich and royal live nearby.

Hiking here is delightful, but you cannot always hike. When royalty or famous people arrive, access to most of the island is often closed, restricting visitors to the small hike round the salt pond and the beach in the anchorage. When you plan to visit, call first ([784] 488-8000), and chose a time when the restrictions are off.

The most popular bar ashore is Basil's right in Britannia Bay. There are other fancier eating establishments, and a couple of local ones in Lovell Village.

Canouan

Canouan is some 15 miles south of Bequia, and it's another glorious sail. The first of the southern Grenadines, Canouan is a lovely island with spectacular beaches, pleasant walks, and great views.

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Once a sleepy backwater of a few hundred people who eked out a living with subsistence farming and fishing, it is has morphed into a fancy place for the jet set, who can park their planes in its excellent airport. The center of the island is still very local, though the once-simple houses are now far more robust and numerous. The northern end is gated and part of a small but fancy hotel, along with some large privately owned houses.

To the southeast is the new and very lovely Sandy Lane Yacht Club and Residences, including a marina with water the color of a swimming pool. This too is gated with guards, but they have two restaurants and shops that you will usually be able to get permission to visit. Many cruisers also like to enjoy a few days of luxury in the marina.



The marina in Canouan can provide a few days of luxury or an escape from the roll if there is a surge in Charlestown.

The anchorage in Charlestown can be rolly, especially when there is a surge from the north. There is currently no decent dinghy dock in Charlestown; the best landing is between the main government docks. Marcus and John operate water barges, so you can top up your tanks at anchor.

Ashore visit the best cruiser hangout is the Canouan Tourist Center run by former yachties Phil and Nicola. They can tell you what is going on, and if you want to hike to Mt. Royale, the island's highest peak, they can put you in touch with the right guide.

Walk over the hill and look down the windward side for view of the great reef-protected lagoon.

Rameau Bay, a little north of the town, has lovely, peaceful anchoring spots and good snorkeling.

Mayreau and the Tobago Cays

Just south of Canouan lies the island of Mayreau, and to its east the Tobago Cays.

The Tobago Cays are the pièce de résistance for Grenadines cruising: a group of small uninhabited cays protected by a barrier reef. You can anchor in the cut between Petit Rameau and Petit Bateau, behind the reef between Jamesby and Baradel, or behind the reef northeast of Petit Rameau (watch out for kitesurfers). Moorings are available for rent.

Small palm-backed beaches blend into luminous clear water varying from pale sand color through translucent turquoise to deep blue. There is great snorkeling both over the sand and on the reef, with many turtles and rays. The whole area is a protected marine park with daily user fees. Romeo and several other vendors offer to prepare delicious lobster meals on the beach at Petit Bateau.



Picturesque Salt Whistle Bay in the north is the most popular anchorage on Mayreau.

Mayreau forms the western edge of the Tobago Cays Marine Park and, although it is part of the park, no visitor fees are charged. If you stand on the top of the hill by the Catholic church, you see the whole vista of water and reefs right out to the Tobago Cays. A local village on the hill overlooks Saline Bay. There are many lovely beaches, and Mayreau is small enough to walk all over.

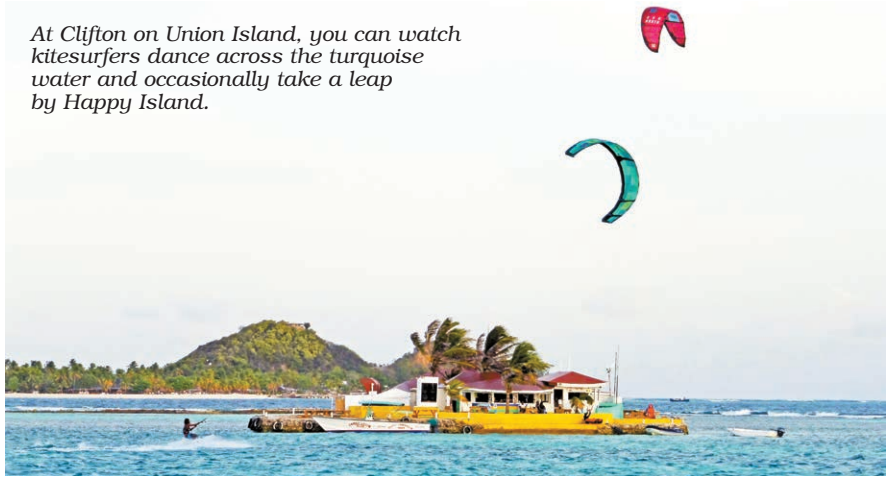
A local family owned the entire island till fairly recently, so it stayed much as it was. When the government bought the village and sold it to the villagers, they invested in more substantial houses. When the Eustace family sold much more of the island, development began in a low-key way. Part of this is the elegant Aqua-Terra in Troisants Bay. This is part of Trade Winds Luxury Vacations, mainly yacht charters. It has the only good dinghy dock currently working in Mayreau, and happily they are very friendly to visiting yachtspeople, who they welcome in their fabulous restaurant.

Picturesque Salt Whistle Bay in the north is the most popular anchorage. You can enjoy a good local meal ashore where local vendors have set up little restaurants on the south part of the beach, close by a couple of local shops. You will also find restaurants and shops in the village on the hill.

Saline Bay is to the south of Troisants Bay and from there is an easy walk into the village or over to the windward side where you will find the cute little Ranch Escapade Restaurant.

Union Island

Union Island, with its dramatic peaky profile, is the main island of the southern Grenadines. Clifton, with its reef-protected harbor, is the main anchorage, the biggest town, and the port of clearance. It is also a major kitesurfing center. You can really enjoy Union if you are not a kitesurfer, but you may never leave if you are. Moored out on the outer reef of Clifton, you can watch kitesurfers dance across the turquoise water and occasionally take a leap by Happy Island, probably unique for being the only inhabitable, palm-treed island built by one man out of conch shells and concrete.



At Clifton on Union Island, you can watch kitesurfers dance across the turquoise water and occasionally take a leap by Happy Island.

Ashore in Clifton you will find a vibrant produce market, plenty of cafés, restaurants, and Marine Tech, which can take care of any boat problems. The island has many great hikes, including The Pinnacle with its 360-degree view within easy reach of Clifton. At some point, enjoy hanging out at the delightful Sparrows Beach Bar over in Richmond Bay. They offer free transport, or anchoring is possible in calm weather.

Chatham Bay is on the lee side of Union, a big natural anchorage with good snorkeling and hiking. One small restaurant and several beach shacks will be happy to feed you.

Frigate Island, on the south side of Union, is another kitesurfing hotspot in a giant bay that was once going to be a marina. Seawalls were built, then abandoned, and later modified to let water circulate. It is now all a lovely park and mangroves have turned old dock bits into little mangrove islands. In the park you can buy delicious mangrove honey. Other attractions are a suspension bridge and observation towers. You will see lots of birds. It is a dinghy ride to the small town of Ashton, which is ideally situated to explore Big Hill and Mount Taboi.

Palm Island and PSV

To the east and southeast of Union are two island resorts: Palm Island and PSV (Petit St. Vincent). They are very pleasant and welcome yachts in their restaurants.

As you can see, there is plenty to keep you occupied and sailing for a very long time. But don't stay *too* long — one thing St. Vincent & the Grenadines lacks is a first-class hurricane anchorage.

Chris Doyle is co-author of Sailors Guide to the Windward Islands, *available at chandleries or from www.cruisingguides.com.*



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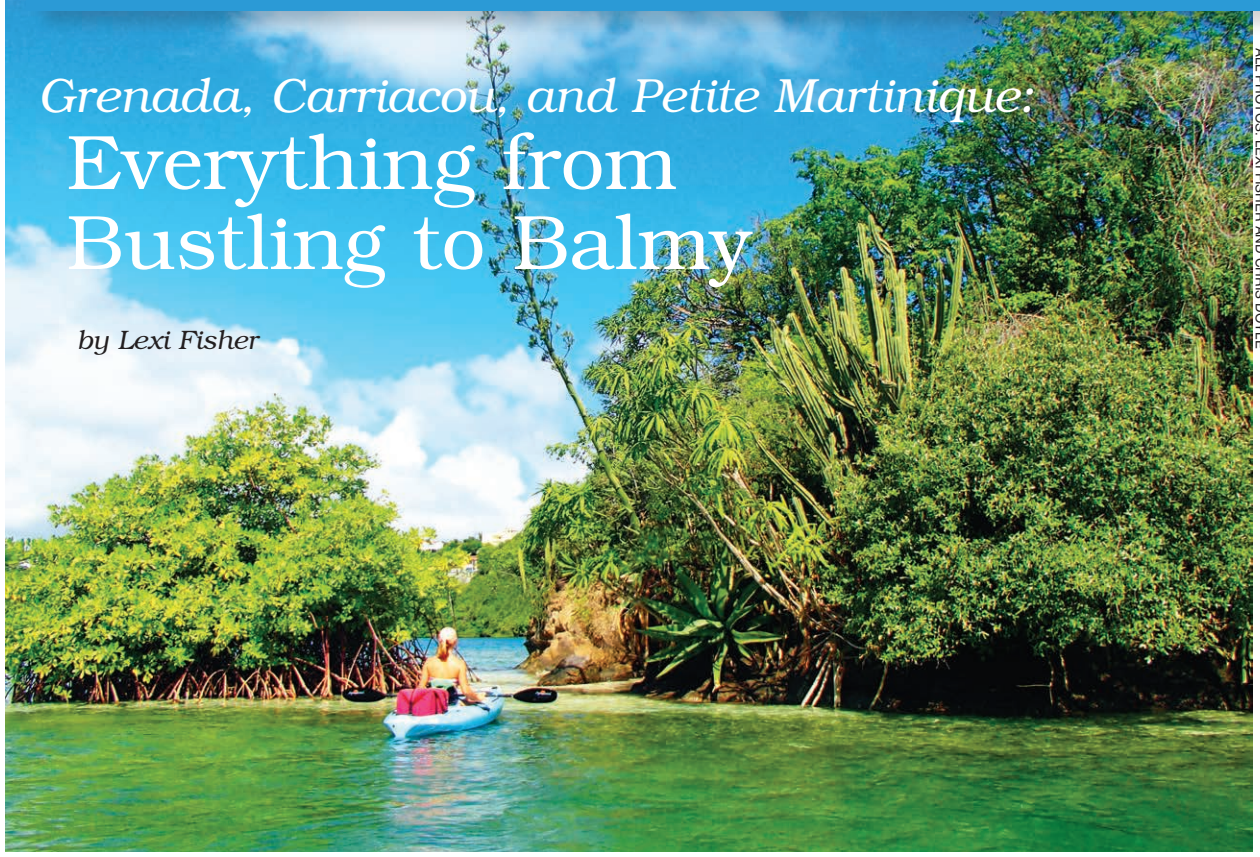
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ALL PHOTOS: LEXI FISHER AND CHRIS DOYLE

Grenada, Carriacou, and Petite Martinique: Everything from Bustling to Balmy

by Lexi Fisher

Kayaking is a fantastic way to explore Grenada's coastline, and Conservation Kayak gives guided kayak tours that teach about mangrove conservation and ecology.

Balmy tradewinds rustle through the palm-lined shoreline and fill the mainsail above your head. Paradise awaits in the form of the tri-island state of Grenada, Carriacou, and Petite Martinique. With lures ranging from jungly waterfalls, uninhabited islands and white sand beaches to picturesque hillside towns, bustling markets, and lively local restaurants, one can easily fill a two-week or longer cruising itinerary here.

The main island of Grenada is known for its spice trade: nutmeg, mace, cinnamon, bayleaf, clove, and more recently, cocoa. There are numerous small bean-to-bar chocolate factories in Grenada, and most will give factory tours to visitors. An around-the-island tour of Grenada is a great way to see a lot in one day, and usually includes visits to some of the more easily accessible waterfalls. The interior of the island is wild and lush, and best experienced on foot. For the adventurous, there is a range of hikes all over the island and to other waterfalls. (Visit the Sailors' Hikes page on our website, www.doyleguides.com, for details.)



Hiking along the river on the way to Tufton Hall, Grenada's highest waterfall, just outside the town of Victoria.

Carriacou and Petite Martinique are much smaller than Grenada, have long ship building traditions, and are part of the geological chain of the Grenadines. They are charming rural islands where life moves slowly enough to appreciate the natural beauty of your surroundings.

Passage notes

The open ocean passage between the north of Grenada and the south of Carriacou is 15 nautical miles, made longer by the fact that the last nice anchorage going northward (Calypso Island) is only about halfway up the leeward coast of Grenada.

The passage northward up Grenada's leeward side can be slow and gusty. It helps to stay a couple miles offshore for more consistent wind, and then tack in towards the northern tip of Grenada just before you get past the island. An underwater volcano, Kick 'em Jenny, sits between Grenada and Carriacou. It is still active, and there is a 1.5 km exclusion zone around it for your protection (although it is not enforced).

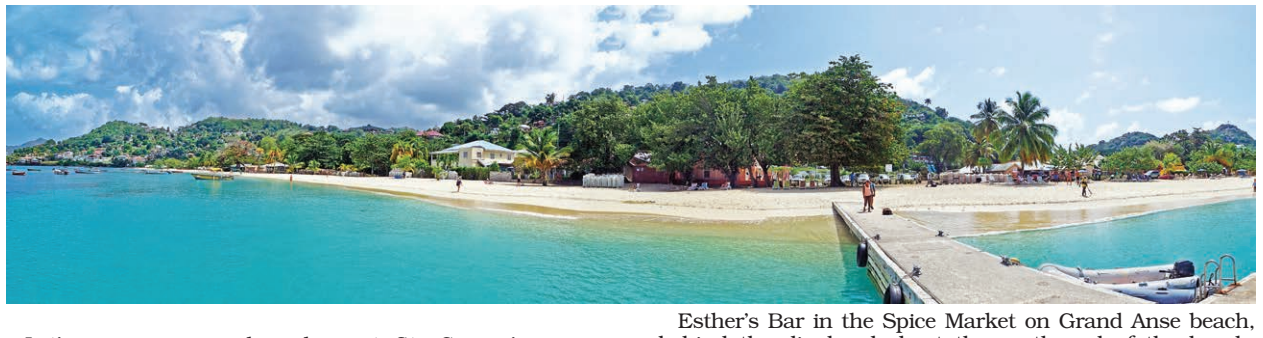
Sailing northward up the windward side of Grenada is a long beat into the wind and waves and is not recommended. If you want to see the windward side of the island, it's best to do it on a southbound journey when you can sail down with the wind and waves.

• **GRENADA**



Above: Give yourself a walking tour of St. George's, a picturesque port town with well-preserved Georgian colonial architecture.

Below: The long sweep of Grand Anse beach.



Let's assume you cleared in at St. George's, came around to the south coast for any required "R and R" (repairs and relaxation, with plenty of opportunities for both), and now are ready to cruise around a bit more.

When departing from Prickly Bay, Clarkes Court, or Le Phare Bleu, the downwind run to Point Saline can be an exciting one. Be aware of The Porpoises, a rocky shoal about half a mile off Prickly Point that can be difficult to spot in unsettled weather.

You should try to spend a couple hours at Glover's Island, just south of Prickly Bay. Only big enough for a couple of boats, the holding in sand is good. The snorkeling can be excellent as fishing boats often come here to clean their catch, attracting spotted eagle rays that seem to know the sound of an engine approaching. The island itself is dry and scrubby, with low-lying vegetation. It was once a whaling station, and you can still see remnants of the machinery on the rocky coastline. There is a small beach you can use, with care, to get ashore, but it is not recommended.

As you leave Glover's Island and round Point Saline, the leeward coast of Grenada opens up before you, and a string of white sand beaches scallops the coastline. It is here that the Atlantic Ocean and Caribbean Sea meet, often seen as a visible line in the water: one side a deep, cool dark blue, the other a lighter, opaque turquoise. Don't forget to look up and look out, as you might just be passing under a plane landing on the island's seaside runway.



Steel band entertainment at Prickly Bay on Grenada's south coast.

Trim the sheets and head up towards the island's capitol, St. George's.

St. George's and Grand Anse

To your right, Grand Anse's three kilometers of white sand stretch to a distant point. To your left, a sea of red fishscale roof tiles fans out up the hillside of St. George's, the Carenage forming its basin. Pick up a mooring in the Grand Anse (Pandy Beach) anchorage, between town and the beach.

Once connected by a land bridge to the Port Louis Marina side of the Lagoon, the Carenage and Lagoon area is worth taking a day to explore, and is a good place to provision. Food Fair, on the south side of the Lagoon, has a dinghy dock in shallow water (a stern anchor may be necessary) and is a convenient place to do the bulk of your provisioning.

Don't miss the opportunity to explore the capitol of St. George's. Walk up Young Street to the MNIB (Marketing Board) for a good selection of local fruit and veg, or over the hill to the local market, most active on Saturday mornings. Across from MNIB is The House of Chocolate, a café, boutique and museum where you can learn how chocolate is made, buy some cocoa products from one of the many local chocolate factories, and enjoy a latte and some delicious baked goods (the brownie is a personal favorite).

Fort George atop the hill is a steep climb up the stairs on the north side of the Sendall Tunnel, but is worth the commanding view of the town and bays below. Walking through the tunnel is an experience in itself, where you'll be inclined to "make yourself small" as the locals say.

Esther's Bar in the Spice Market on Grand Anse beach, behind the dinghy dock at the north end of the beach, makes a wicked good mojito, and is a great spot for an afternoon on the beach. Rent a beach chair or post up under the shade of a beach almond tree and enjoy the seascape. For a good traditional local meal try Coconut Beach Restaurant, or 61° West for a more modern dining experience.

Flamingo Bay and Dragon Bay

For an afternoon of snorkeling or an overnight stop, you can't beat Flamingo Bay or Dragon Bay. This is part of a Marine Protected Area, so pick up a mooring. Located just north of the Molinaire Underwater Sculpture Park, you can snorkel off the back of the boat (the liveliest reefs are along the outer points, and in the mouth of the bay. Be aware of the current and fishing boats. Then dinghy around to Molinaire to see the world-famous underwater sculptures.



Hike to the top of Chapeau Carre for a panoramic view of Tyrell Bay and southern Carriacou,



Above: Dragon Bay on Grenada's lee coast is a prime spot for snorkeling.

Below: Grab a mooring at Sandy Island and stroll the pristine beach.

Bottom: Fishermen at Paradise Beach, Carriacou. Guess what the seaside restaurants here serve?



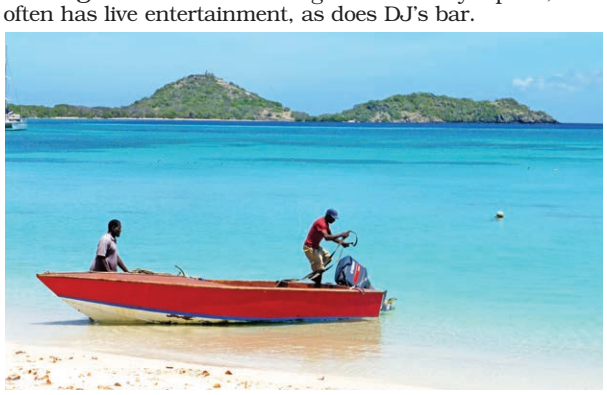
• ISLE DE RONDE

Isle de Ronde, between Grenada and Carriacou, is a good lunch stop in fair weather. Snorkeling in the bay and around the northern point is interesting, and gets even better if you dinghy over to Sisters Rocks. There can be strong currents, so be careful. There are a couple of beaches surrounding the anchorage. Although beaching the dinghy can be difficult in any swell, the best place is the northern bay opposite Diamond Rock.

• CARRIACOU

Tyrell Bay

Tyrell Bay is the yachting center of the island, and has the largest concentration of bars, restaurants, live entertainment, and yachting services. Both of Carriacou's marinas are here, and it's a good place to fill your water and gas tanks if you're running low. The large mangrove lagoon is open to yachts only when there is a hurricane warning, but it is a wonderful place to kayak or stand-up paddleboard. Lambi Queen restaurant has good Italian-style pizza, and often has live entertainment, as does DJ's bar.



Sandy Island

An uninhabited strip of sand held together by a line of tall palm trees and surrounded by bright turquoise water that seems to stretch on forever, Sandy Island is a popular getaway, and part of the Sandy Islands/Oyster Bed Marine Protected area. Pick up a mooring if one is available, otherwise anchor in sand if the rangers allow it. The snorkeling here, especially toward the northern end of the island, is excellent. Take some time to explore ashore as well: a shallow lagoon created by blocks of coral washed ashore during a hurricane is a nice place to lounge on a float with a cold drink.

Paradise Beach

Across the channel in L'Esterre is Paradise Beach, Carriacou's most popular and idyllic beach. A cluster of casual local bars and restaurants sits at the northern end, along with Fidel, a boutique with local Caribbean art, jewelry, and clothing in a brightly colored renovated shipping container.

A little farther south, among the beach almond and seagrape trees is Miss Alison's Paradise Beach Club: a bar, restaurant and cruisers' social hot spot. She has a water taxi, and will pick you up from any of Carriacou's anchorages. For a more local crowd check out the beach bars at the south end of the beach; Banana Joe's usually draws an interesting crowd.

Hillsborough

For some local culture drop the anchor off Hillsborough, Carriacou's capital. Fruit and vegetable stalls fill the spaces between variety shops selling a bit of just about everything. The museum is an interesting place, though it is partially closed for repairs due to termite damage.

While the Alexis supermarket in Tyrell Bay is the most modern, American-style place to provision, there are a number of good grocery stores in Hillsborough, and for specialty items, deli meats and cheeses, fresh baked goods, and good wines, don't miss Patty's Deli.

Bogle's Round House / Sparrow Bay

Tropical garden beds surround Bogle's Round House, a fairy-tale like building, its domed roof and cobblestone walls house this island's best restaurant. Roxanne, the chef, and her team prepare a range of excellent dishes (the lamb shank is mouth-watering). It is a great place for a romantic dinner or to enjoy a sunset cocktail. Anchor in Sparrow Bay and dinghy ashore to the small beach, where there is a path and stairs up to the restaurant. It's best to make a reservation.

Anse la Roche

Named for the large rock in the southern part of the bay, this small anchorage is a wonderful day-trip stop. The sandy bottom has good holding, or call Tim ([473] 415-3488) — who has a beach bar and barbecue restaurant here where he grills up huge plates of fresh seafood — and he can send a complementary water taxi to pick you up from Sandy Island or Hillsborough. Beaching the dinghy can be difficult when there is a bit of swell, but you can call Tim for help.

There is a trailhead at the southern end of the beach that takes you on a short but steep hike up to a gently sloping grassy meadow with a breathtaking view of the anchorage, Union Island, and the Grenadines beyond. The path continues up the hill to the road, where there is a trailhead to Carriacou's highest point, High North. This moderate to difficult hike is about three hours round trip and best done with a guide; call the local Tourism office ([473] 443-7948) to arrange one.

• PETITE MARTINIQUE

The sail north to Petite Martinique (a.k.a. PM) is short, but can be rough and into the wind. The anchorage here is large, though often filled with fishing boats. Anchor with care. Wander ashore and spend a couple hours walking around. This is a quiet place, where sheep graze in roadside pastures and life moves slowly.

A single road goes most of the way around the island; follow it as far as you can and you should find a path up the Piton, the island's highest point. Keisha of Bamboo Tours ([473] 535-0893) will be happy to guide you and tell you all about the local flora and fauna.

For a good meal, book at Palm Beach, facing the anchorage.

Lexi Fisher is co-author of Sailors Guide to the Windward Islands, *available at chandleries or from www.cruisingguides.com.*



Right: The shops in Hillsborough have a bit of everything!

Below: Petite Martinique boasts a long and enduring ship building tradition.



Cruising the Island Chain:

South to North is the Winning Strategy!

Part One: Grenada to Martinique

by Don Street

Boats coming from the US East Coast to the Eastern Caribbean in the fall nearly all intend to cruise the Eastern Caribbean island chain for the winter. For many, the goal is to island-hop down to Grenada and then island-hop back up again, before heading back to the US or onward to Europe in May.

A typical route involves a landfall in St. Thomas or Tortola, and then fighting your way across the Anegada Passage and on eastward to Antigua, all to windward against the ever-present and sometimes very strong easterly trades and a westward-flowing current. From the Virgin Islands to Antigua the straight-line distance is 240 miles, but tacking to windward on a cruising boat your actual sailing distance could be as much as 500 miles. Only after reaching Antigua can you head south and enjoy the majority of the rest of the trip to Grenada with eased sheets. It's 300 miles from Antigua south through the islands to Grenada, then 500 miles back up through the islands to St. Thomas. The total sailing distance will be about 1,300 miles with up to 500 miles of it really hard work.

An unconventional but easier way to cruise Eastern Caribbean is to first head south directly from the Virgins or St. Maarten to Grenada. In the information that follows, all courses are magnetic and distances are approximate. (*Editor's note: These litigious times compel us to say, "This article is not to be used for navigation." The prudent mariner will use all available resources, including up-to-date information on Covid protocols related to border crossings [see page 24], and his or her own skill, in passage planning.*)

From St. Thomas straight to Grenada the course is about 170° for 415 miles; from St. Maarten the course is 180° for 410 miles. From Grenada you can cruise north through the entire chain with little or no beating to windward.

The passage to Grenada from the Virgin Islands or St. Maarten is usually easy sailing on a close or beam reach. Then going north almost all passages will be close or beam reaching. Toward the end of the trip — Antigua to the Virgins — you will be sailing broad off.

When you arrive back in the Virgins you will have sailed a loop of about 1,000 miles of mostly easy sailing versus 1,300 miles with over a third of it hard work.

When sailing or motor-sailing up the lee sides of the islands stick right up on the beach. Norie and Wilson's 1867 *Sailing Directions for the West Indies* advised that when passing the lee of the high islands, stay "within two pistol shots distance of shore or seven leagues off." Inshore you may find wind and you will always find smooth water and excellent scenery.

There are a few inter-island channels in the Windward Islands where, going northward, if you are unlucky and the wind is north of east, you may be hard on the wind on starboard tack to stay on the rhumb line. Guadeloupe to Antigua can also be to windward. But if you check the time of the Meridian Passage of the Moon (see page 35 in this issue of *Compass*) and cross the inter-island channels with a weather-going or neutral current it will take much of the pain away. If you do not lay the course, wait until you have passed the south end of the island and are in smooth water where the wind has eased off before going on port tack.

As you will be on starboard tack most of the time heading north, and as roller-reefing headsails set best if they are rolled counterclockwise on starboard tack, I advise doing some re-rigging to your roller-reefing headsails (and in-mast roller reefing main if fitted). See details in my article "Crossing Inter-Island Channels with Minimal Pain" on page 18 of the January 2021 issue of *Compass* at www.caribbeancompass.com/online/january21compass_online.pdf

Grenada to Carriacou

If the wind is east or south of east, you can sail up Grenada's windward coast. See sailing directions in the booklet accompanying Imray Iolaire chart B34.

If leaving from one of the bays on Grenada's south coast, it's a downwind sail to Point Saline. Once you have rounded Point Saline, come hard on the wind and short tack along the coast, avoiding the shoal off Quarantine Point, until you can turn north and sail right up to the lee coast.

Hug the shore about 100 yards off, sailing, or motor-sailing. You will have smooth water and a very scenic trip to the island's northwest point, Tanga Langa. Here a decision must be made. The course is 055° for 15 miles to Tyrell Bay, Carriacou. It can be hard on the wind so, unless you can lay 065° or 070°, tack eastwards along the north coast of Grenada, out of the sea and westerly flowing current, until near Sauteurs. Then stand north for Carriacou.

Or, if the groundswell is not running, you can anchor behind the breakwater at Sauteurs. Anchor bow and stern or use a Bahamian moor to minimize your swinging room. Explore ashore. The village has been largely bypassed by tourists. Check the Meridian Passage of the Moon, published monthly in *Compass*, and time your departure for two hours after moonrise or two hours after moonset. This will give you either a weather-going current or a neutral current, which will increase your chances of laying Carriacou with a fast, eased-sheets passage. The course is 040° for seven miles until north of Kick 'em Jenny, and then 055° for seven miles to Tyrell Bay.

Remember the Rule of 12. In the first hour of a rising or falling tide the tide rises or falls one twelfth of its total rise, the second hour two twelfths, the third hour three twelfths, the fourth hour three twelfths, the fifth hour two twelfths, and the six hour one twelfth. Thus, the strongest tides and currents will be during the third and fourth hour after moonrise or moonset.

The Grenadines

Zigzag your way through the Grenadines and enjoy the various anchorages. Use Imray Iolaire charts B31, 311 and 30 and study the booklets accompanying them for piloting directions to all Grenadines anchorages, including some not mentioned in Doyle's guide.

The one sometimes hard leg, if the wind is in the north, is from the northwestern end of Canouan to West Cay, Bequia, 22 miles on a course of 027°. Again, do some figuring of the current as previously described. Try to depart the north end of Canouan two hours after moonrise, or moonset so that you have a weather-going or neutral current.

—Continued on next page



Straight is great! With half a century of sailing experience in the Eastern Caribbean, Don Street recommends sailing straight to Grenada from the Virgin Islands (keeping an eye out for Isla Aves) and then island-hopping back up the chain.

—*Continued from previous page*

From Admiralty Bay, Bequia, to the south coast of St. Vincent is an interesting passage that few boats do correctly. The channel between Bequia and St. Vincent has such a strong westerly current driven by the tradewinds that the weather-going tidal current minimizes but seldom overcomes it.



The Frangipani Hotel dinghy dock in Admiralty Bay, Bequia, St. Vincent & the Grenadines

When the tidal current is running westwards it can suck you off to leeward like a vacuum cleaner. With a strong spring weather-going tide, the first mile out of out of Admiralty Bay can be the roughest in the entire Eastern Caribbean.

The course from Admiralty Bay to the south coast of St. Vincent, where you'll find Young Island Cut and Blue Lagoon, is a distance of seven miles on a course of 045°.

Unless you can sail 070° or 075° do not try to go across the channel as soon as you leave Admiralty Bay, as you will not lay your anchorage. You'll then have to tack up to the south coast of St. Vincent, which is a good way to go backwards. Instead, short tack up the northwest coast of Bequia until you are far enough east to lay your anchorage allowing for a 20-degree westerly set.

Continuing north along the lee coast of St. Vincent, stay 100 yards offshore, sailing or motor-sailing and enjoying the scenery and smooth water. Stop at Cumberland Bay, which has developed a good reputation for catering to the cruising yachtsman and makes a good jumping-off point for the leg to St. Lucia.

St. Vincent to St. Lucia

Before leaving Cumberland Bay to head to St. Lucia, again check the Meridian Passage of the Moon and try to cross the channel with the weather-going or neutral current. Wind against the current will make the first few miles of the passage rather lumpy but at least you will not be sucked off to the west. Hug the St. Vincent coast and follow it around the corner to the east until the sea builds up to a point that it is time to crack off and head north on a course of 030° for 20 miles.

If you're not laying the Pitons not to worry, as most of the time once Vieux Fort comes abeam the wind swings a bit to the south and the seas become smoother, allowing you to head up and get back to the rhumb line.

If you are still too far to leeward, continue north until you are behind St. Lucia where the wind has eased off or died and the sea has flattened out. Then tack back east. You can find a mooring buoy and go ashore to clear in at Soufriere, or carry on to Rodney Bay.

North from Soufriere to Rodney Bay hug the coast but avoid the unmarked rock of Grand Caille Point just north of Soufriere, which through the years has nailed a number of boats.

St. Lucia to Martinique

When planning to sail from Rodney Bay or Pigeon Island to Martinique, decide whether to sail straight to Cap Salomon and then up the lee coast, or to Ste. Anne. At Ste. Anne there is a choice between sailing up Martinique's lee coast or windward coast.

From Pigeon Island to Cap Salomon the course is north for 20 miles. This is my favorite inter-island passage as it is guaranteed to be a very fast beam or broad reach.

To Ste. Anne the course is 025° for 21 miles. This is likely to be a tight reach or, if the wind is north of east, hard on it. Again, plan to time your passage to benefit from a weather-going tidal current. If you are not quite laying Ste. Anne, do not tack to until you are sheltered by the south end of Martinique.

Once you have enjoyed Ste. Anne, loaded up with French wine, cheese and other wonderful things, and visited Marin by dinghy, it's time to decide whether to head west to Cap Salomon and onward to Fort de France and the lee coast as described below, or cruise the wonderful east coast of Martinique, which I consider the best cruising in the entire Eastern Caribbean now that Venezuela is unsafe for yachts.

Do not believe those who say that it's "too dangerous" to cruise the east coast of Martinique. I did eight cruises there in the engineless yawl *Iolaire*. The first time was in 1963 with my late wife, Marilyn, and our two-year-old daughter.

To prepare to cruise this area, be sure to have Imray Iolaire chart A301, and read the booklet that accompanies Imray Iolaire chart B30 carefully. See also my *Cruising Guide to the Eastern Caribbean: Martinique to Trinidad* (available from Amazon). When in Marin buy the excellent local French guide *Martinique, côtes et mouillages*, produced by local yachtsman Jerome Nouel, who has spent 40 years cruising Martinique. Even if you do not speak French you will still be able to gather enough information from the guide to make purchasing it well worthwhile. Check the weather forecast — clear, settled conditions are best for eye-balling your way through the many reefs. Allow a week or better ten days to explore the wonderful east coast with its uncrowded anchorages.

From La Caravelle, the easternmost point of Martinique, to Scotts Head in Dominica will be a glorious broad reach for 32 miles on a course of 325°.

Alternately, from Ste. Anne head ten miles west, dead downwind to Diamond Rock and Pointe du Diamant. If you do not have a spinnaker pole or whisker pole, rig a main boom preventer and wing your headsail out on the other side. Sheet it outside the lifelines through a block as far aft as possible and thence to a winch. Dead downwind a genoa will fill beautifully even without a pole.

Once Pointe du Diamant has been passed you have numerous anchorages available. Avoid Grand or Petite Anse d'Arlet from Friday afternoon until late Sunday afternoon, as both will be inundated with local weekending boats.

For anchorages in Fort-de-France Bay, see the booklet that comes with Imray Iolaire chart B30, pages 4 and 5.

From Fort-de-France to Le Precheur at the north end of Martinique is 15 miles of sailing or motor-sailing right up on the beach. At Le Precheur is a small shelf where the local fishing boats are anchored. If the groundswell is not running an anchorage could be found. The village has been bypassed by tourists but has a superb restaurant on the beach.

If you prefer, anchor a few miles south at St. Pierre and explore the history of the town, which was decimated by a volcanic eruption in 1902 and has recovered.

Next month: Part Two, Dominica to the Virgins.

Don Street is the author of The Ocean Sailing Yacht, Street's Transatlantic Crossing Guide, Cruising Guide to the Lesser Antilles *and more. He compiled the Imray Iolaire Caribbean charts and wrote the booklet that accompanies the charts. Visit his website at www.street-iolaire for piloting, rigging, hurricane and other information.*



Who Are You Going to Believe?

Some reliable websites and contacts for Caribbean yacht entry protocols in the Covid era

by Louise Kupka and Steve Siguaw

As the Caribbean's winter sailing season commences, more and more people are asking about Covid-related protocols for entry into the various countries of the region. We have not attempted to give all yacht entry procedures and protocols here, as they are so likely to change. But following is a summary of some official websites and other reliable contacts that offer up-to-date information on protocols when doing your passage planning.

Noonsite

A good overall reference for current yacht-related regulations worldwide is www.noonsite.com. All Caribbean countries' yacht-entry information on Noonsite was up to date as of early November. Go to noonsite.com, click on the Covid bar at the top, and you'll find links to each of the countries in the Caribbean on the next page.

Pre-clearance

Note that many Caribbean countries require pre-arrival notification via SailClear at https://sailclear.com. For Antigua & Barbuda only, yachts must pre-clear with www.eseaclear.com before arrival. Check your desired destination's requirements.

Pre-arrival PCR tests

Many Caribbean counties require proof of negative results from a PCR test taken within three days of arrival. Check your desired destination's requirements.

Vaccination status

Being fully vaccinated against Covid-19 will make traveling easier. Some destinations (currently including Anguilla, Grenada and Trinidad & Tobago) now allow only fully vaccinated visitors to enter. In many countries, quarantine time for vaccinated visitors has been reduced (e.g. pending the results of an arrival PCR test — usually 48 hours or less) or eliminated. Check your desired destination's requirements.

It is often possible for cruisers to get vaccinated in the Caribbean; go to the nearest health clinic and ask.

For the latest Covid-19 infection rates by country refer to www.worldometers.info/coronavirus/#countries and government sites listed below.

Additional resources

Once you have had a look at the official websites, contact marine trades associations, marinas, haulout facilities and/or service providers directly for further information on your desired destination. They are usually prompt to respond to individual queries.

It is important to note that there is no "one answer fits all situations," so what you may read on social media, though at times informative and often entertaining, may not be the protocols or entry requirements for your particular situation.

Confirm before you go!

While it is possible that entry rules might change while you are on passage, it is prudent for sailors to use the contact information given below to obtain the most recent information pertaining to individual circumstances before you leave port.

The websites and contact details below were obtained from the relevant government agencies, Noonsite, marinas, service providers and reliable cruisers in the countries in question. The links were checked and the information was updated to the best of our knowledge before this issue of *Compass* went to press, but things are changing rapidly, so confirm before you go!

Anguilla

Entry requirements and application for permission to enter can be found at https://escape.ivisitanguilla.com (the Anguilla Tourist Board).
See also https://bit.ly/3DHO5yH, www.anguilla-beaches.com/covid-19.html, and www.gov.uk/foreign-travel-advice/anguilla/entry-requirements.

Antigua & Barbuda

Yacht entry details are available at http://abma.ag/covid-19-protocols and https://abma.ag/yachting/yacht-entry-and-clearance-procedures. Another source for arrival information is https://eSeaCOVID.com.

Ports of entry for yachts are now English Harbour and Jolly Harbour. Inquiries about vessel arrivals at Nelson's Dockyard (English Harbour) can be sent to ndharbour268@outlook.com. For Jolly Harbour contact info@jhmarina.com.

Aruba

Yacht arrivals are permitted *only* with a marina reservation. Varadero Marina (www.varaderoaruba.com), and Wind Creek Marina (www.windcreekmarina.com) are authorized for arrivals. Contact them for the latest advice or visit https://bit.ly/32qL4oz

Barbados

While yacht arrival details are not specifically addressed, this link provides the latest information: www.visitbarbados.org/covid-19-travel-guidelines-2021#health-protocol.

Find the online pre-arrival form at www.travelform.gov.bb/home.

Clear in at Bridgetown. Port St. Charles can be used to clear *out* only: www.portstcharles.com.

Belize

Schedule entry by emailing vto@portauthority.bz, submitting a Notice of Arrival form at https://portauthority.bz/wp-content/uploads/2019/08/NOTICE-OF-ARRIVAL.pdf, and contacting Belize Port Authority on VHF channel 16 upon arrival.

For details contact amarin@portauthority.bz, bzportauth@btl.net or +1 (501) 222-5666/5665/5662/5663

Bonaire

A health declaration must be completed in advance at www.bonairepublichealth.org/en/form.

A marina reservation is required prior to travel. More information can be obtained from Harbour Village Marina: dockmaster@harbourvillage.com.
See also www.bonairecrisis.com/en/travel-to-bonaire.

Questions can be directed to the Harbor Master at gunther.flanegin@bonairegov.com.

British Virgin Islands

Protocols are available at https://bvi.gov.vg/travel-protocols.

As of October 1st, fully vaccinated persons from overseas entering the BVI are no longer required to apply for entry using the BVI Gateway Portal. For vaccinated yacht crews, the BVI Customs Department is now using SailClear (www.sailclear.com) as its pre-arrival registration portal.

Updates are also available at https://nannycay.com.

Carriacou, Grenada

Once registered with SailClear (www.sailclear.com), send an email to tyrellbay@grenadaports.com indicating your ETA at Tyrell Bay.

Additional official updated information can be obtained at https://covid19.gov.gd.

Cayman Islands

Before departing from last port, contact the Cayman Islands Government Travel Branch for entry approval at www.exploregov.ky, TravelCayman@gov.ky, or +1(345) 949-7900.

Updates are available at www.visitcaymanislands.com/en-us. More information can be obtained from Barcadere Marine on Grand Cayman: enquiries@barcadere.com, info@barcadere.com, +1(345) 949-3743, www.barcadere.com.

Colombia

An arrival notice must be made in advance of arrival at www.dimar.mil.co/sistema-integrado-de-trafico-y-transporte-maritimo-sitmar.

When arriving in the port of Cartagena, contact Estación de Control de Tráfico Marítimo y Fluvial San José via VHF 16.

For information about Club de Pesca, which can advise on yacht arrivals in Cartagena: (+575) 660-5578, contacto@clubdepescadecartagena.com, www.clubdepescamarina.com.

Also open for yacht arrivals: Marina Puerto Velero near Barranquilla, (+573) 04 228-7282, info@mpv.com.co, www.marinapuertovelero.co, and Marina Santa Marta in Santa Marta, (+575) 436 3601, comercial@marinasantamarta.com.co, https://marinasantamarta.com.co/en/marina.

Cuba

For information visit www.minint.gob.cu/tramites/4#table-link (in Spanish), or contact Hemingway International Yacht Club of Cuba at yachtclub@cnih.mh.tur.cu.

Curaçao

All travelers, regardless of where they are coming from, must digitally fill out the Passenger Locator Card (PLC) within 48 hours before departure from last port and carry a printed document of proof. Go to dicardcuracao.com. A PLC form in digital and hard copy is available from www.curacao.com/en/article/travel-updates.

For more information (in English) visit https://gobiernu.cw/corona-travel-to-curacao.

Dominica

An agent is currently required for entry into Dominica by yacht. The agent can be any Portsmouth Association of Yacht Services (PAYS) member (dominicapays@gmail.com), Cobra in Portsmouth (explore@cobradominica.com), Dominica Yacht Services (info@dominicayachtservices.com), or any agent you are familiar with.

All arriving yacht crew must submit a Health Questionnaire online at least 24 hours prior to arrival at https://domcovid19.dominica.gov.dm.

The official entry information is here: https://dominica.gov.dm/corona. See details at https://domcovid19.dominica.gov.dm.

For PCR payment online via credit card https://epayment.dominica.gov.dm.

Helpful numbers to contact if there is a delay: +1(767) 448-2151, 448-2153 or 611-4325.

Dominican Republic

See protocols at www.godominicanrepublic.com/newsroom/coronavirus.

Cruisers who are not fully vaccinated against Covid-19 can only enter the Dominican Republic at "all-inclusive" marinas. If entering the country at a marina, contact the chosen marina in advance for advice.

If arriving in town anchorages such as Luperón and Samaná, remain aboard and call the Comandante on VHF16/68, who will advise.

Denise Simpson, OCC Port Officer and SSCA Port Host is an excellent resource: deniswithane61@gmail.com, +1 (829) 926-9392.

Grenada

All yachts must register with SailClear (www.sailclear.com) and submit all necessary documentation before departing the last country and at least 24 hours prior to entering the state of Grenada.

More information is at https://bit.ly/3HFFA9L.

Confirm the above information with the latest official information at https://covid19.gov.gd/travel.

General questions can be directed to info@puregrenada.com; health protocol questions can be directed to info@health.gov.gd.

Guadeloupe

As of October 8th, 2021, only entries from certain countries/territories can enter Guadeloupe, including St. Barts, St. Martin (French part), Martinique, Guyana, any EU port, St. Lucia, Dominica, Curaçao, Barbados, Antigua & Barbuda, the DR, Puerto Rico and the USA. Protocols differ depending on your point of departure; see www.noonsite.com for details.

Before departing for Guadeloupe, contact the French Coast Guard (CROSS-AG) at least 48 hours before arrival to obtain approval to enter: fortdefrance.mrcc@developpement-durable.gouv.fr, +(596) 596 71 24 74.

The official regulations for yacht entry (in French) are at https://bit.ly/3kZAHye

See also www.guadeloupeyachtconcierge.com.

Honduras, including Bay Islands

Borders are open to the Bay Islands and mainland Honduras. The port to check in into the Bay Islands is Coxen Hole, Roatan.

Everyone wishing to enter Honduras must complete the pre-check document online prior to arrival. Go to prechequeo.inm.gob.hn.

More information is available at https://covid19honduras.org.

Martinique

For all travel information and Covid–19 protocols visit www.martinique.gouv.fr and outre-mer.gouv.fr. For specific individual queries regarding movements by air and sea, email pref-covid19@martinique.pref.gouv.fr or tel 0800 130 000.

Marina Le Marin has clearance procedures and a testing station in place. Contact the marina for additional information: www.marina-martinique.fr/en/marina/covid-19, +596 596 74 83 83, contact@marina-martinique.fr or marinamarincovid@gmail.com.

To contact CROSSAG (French coastguard): antilles@mrccfr.eu or fortdefrance.mrcc@developpement-durable.gouv.fr, +596 596 70 92 92 / 73 16 16 / 71 24 74.

An additional resource for getting help to enter Martinique is Douglas Yacht Services: www.douglasyachtservices.fr/en.

Mexico – Caribbean Coast

The clearance process for Isla Mujeres, a port of entry for yachts, is available at https://bit.ly/3DINhcO. Links to sources of restriction data by state/municipality are available at www.sailingtotem.com/covid.

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Panama

For information on arrivals by air, sea or land visit https://pa.usembassy.gov/covid-19-information. Another resource for Panama information is https://visitpanama.com/information/travel-guidelines.

A helpful contact is Juan Jose Boschetti, OCC port officer and Shelter Bay Marina manager, at +(507) 6813-5327, info@shelterbaymarina.com.

Puerto Rico

Entry to Puerto Rico is regulated by US Customs and Border Protection. The office that regulates incoming yachts is located on the Aguadilla Airport, (787) 729-6840 or (877) 529-6840.

The easiest way for entry is using the CBP Roam Application. You can download it on your smartphone for free and proceed with your entry upon arrival.

If you have any questions feel free to contact Marina Pescaderia: (787) 717-3638, info@marinapescaderia.com. Puerto del Rey Marina can provide additional information: marina@puertodelrey.com.

Saba

For entry forms and information visit www.sabatourism.com/travel-requirements and www.sabaport.com. Sea Saba can help with additional information: info@seasaba.com.

St. Barths (St. Barthelemy)

Ask for current entry rules and protocols at plaisance@portdegustavia.fr or directeur@portdegustavia.fr. Contact the French Coast Guard for additional advice: +(596) 596 71 24 74), fortdefrance.mrcc@developpement-durable.gouv.fr.

St. Eustatius (Statia)

The email address to register for pre-arrival government approval is info.covid19@statiagov.com. More information and arrival documents can be found at www.statiagovernment.com/key-topics/covid-19/entry-policy.

St. Kitts (St. Christopher) and Nevis

Information can be obtained from St Kitts Yacht Services: +1(869) 762-4400, www.stkittsyachtservices.com

St. Lucia

Current arrival protocols can be found at www.stlucia.org/en/covid-19/marine-protocols. Also contact Rodney Bay Marina at marina porthealthigymarina@gmail.com or Marigot Bay Marina at troy.blanchard@marigotbayresort.com for details.

Sint Maarten (Dutch Side)

Current rules can be found at https://stmaartenehas.com/travel-requirements and www.stmaartenentry.com.

Further details for yacht arrivals can be found at https://bit.ly/32t1X1W. One can also contact Rene Tuerlings for the latest information regarding requirements and forms: Rene@islandwaterworld.com.

St. Martin (French Side)

Use these contacts for arrival information:

The French Coast Guard (CROSS/AG; +596 596 71 24 74); fortdefrance.mrcc@developpement-durable.gouv.fr; Wery in St. Martin at michael.wery@developpement-durable.gouv.fr; and Valerie at Island Water World on the French side at Valerie@islandwaterworld.com.

St. Vincent & the Grenadines

The official government website for all forms and the most current information is https://svgarrivals.com.

See protocols as of October 29th at https://bit.ly/3DHjFMF. Check http://health.gov.vc for updates. Other information is available from svgarrivals@gmail.com, info@bluesvg.com and coronavirustaskforcesvg@gmail.com.

Mustique is open to yacht arrivals. However, you need to email in advance (moorings@mustique.vc) and ask for permission to enter.



CHRIS DOYLE

Before arriving at a new destination, check dependable sources to find out what the current yacht-entry procedures and protocols are.

Trinidad & Tobago

Requirements for yacht entry are at www.ysatt.com/yacht_entry.php.

All travelers to Trinidad & Tobago must apply for a Travel Pass, available at https://bit.ly/3CLOSNr.

Always helpful with reliable information is Jesse James: *jessejamesmembersonly@yahoo.com. Also* contact your intended boatyard or marina for updates.

United States Virgin Islands

Contact Customs/Immigration via the ROAM app when approaching territorial waters (www.cbp.gov/travel/pleasure-boats-flyers).

See https://usviupdate.com/travel-form and https://usvitravelportal.com.

All arriving yachts must submit a request for an anchoring permit: https://dpnr.vi.gov.

Information concerning USVI Covid-19 infection rates can be seen at www.covid19usvi.com/covid19.

Information included in this article was first posted by Steve Siguaw on the OCC Caribbean Cruising Facebook page on May 21st, 2021. It has been edited and updated by Louise Kupka for Caribbean Compass. *Thanks to all the cruisers, government officials, private enterprises and other individuals who assisted in compiling this data resource. Your assistance is most appreciated. Any updates or corrections are welcome and may be directed to sally@caribbeancompass.com.*

Happy sailing everyone!

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The Sky from Mid-December to Mid-January

by Jim Ulik

The launch of the James Webb Space Telescope is scheduled for December 18th from Kourou, French Guiana. Of course, it is dependent upon a good weather window. If the launch window opens at night there may be a chance for those with a clear view of the horizon from east Trinidad or Tobago to spot the rocket leaving Earth's atmosphere. It might be possible to see the Ariane 5 rocket plume or exhaust up to 600 nautical miles away when it reaches 60 miles above Earth. Added to the visual distance is the viewing height of the observer. A person six feet tall would add another 2.87 nautical miles. The formula used to calculate the visual distance is the square root of height X 1.17 = distance to the horizon in nautical miles.

This is all an exercise in viewing possibilities. One variable, the rocket is launched in the direction of Earth's rotation and orbit around the Sun. A rocket launched near the equator will get an initial boost of 1,675 kilometers per hour (1,041 miles per hour) equal to the velocity of Earth surface. While the rocket arcs eastward any location on Earth also rotates in the same direction allowing some potential to keep an eye on the rocket.

Thursday, December 16th

Mars is rising early this morning just out of reach from the claws of Scorpius. In the predawn sky there may be a shooting star or two from the Comae Berenicid meteor shower. This shower peaked overnight and may produce its best displays shortly before dawn. The Comae Berenicid shower will be active December 12th to 23rd.

Comet C/2021 Leonard may become visible in the western sky shortly after sunset this evening. Even though it is potentially bright enough to be seen with the naked eye, a pair of binoculars may be required to spot the comet. The comet is located between Mercury and Venus. Over the next few days it will become less bright as it shifts left of Saturn. See Image 3. The incoming comet was discovered in January 2021. It reached its closest point to Earth on December 12 but not visible because it was lost in the glare of the Sun. The comet is destined to make its closest approach to the Sun on January 3rd, 2022.

Saturday, December 18th – Sunday, December 19th

The Moon will transition into its full phase just after midnight. The Moon is 180 degrees away from the Sun's ecliptic longitude, as observed from the center of the Earth. Taurus, Orion and Gemini will carry the Moon across the night sky until sunrise.

Monday, December 20th

The December Leonis Minorid meteor shower is active from December 5th through February 4th. This shower may peak tonight, but the best dates to spot any meteors will be before December 14th or after January 1st when there is no interference from moonlight. Meteors will radiate out of an area between Leo and Leo Minor.

Tuesday, December 21st

Today is the darkest day of the year in the Northern Hemisphere. The Sun is directly over the Tropic of Capricorn in the Southern Hemisphere. Like it or not, today is the winter or December solstice.

There is a conjunction between the Moon and Pollux tonight. The pair can be seen in the eastern sky around 2200 hours. The yellow orange star is located below or east of the Moon. Pollux is almost nine times the diameter of the Sun and about 30 times the Sun's brightness in visible light. The planet orbiting Pollux has over two times the mass of Jupiter.

Thursday, December 23rd

The Ursids meteor shower produces shooting stars from December 17th to December 26th.

—Continued on next page

IMAGE 2 ESA - D. DUCROS



James Webb Space Telescope leaving Earth for its 1.5 million kilometer (1 million mile) journey.





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The maximum number of meteors from this variable shower will pass into Earth's atmosphere for a few hours before sunrise. The totals could range from ten to 50 meteors per hour. Only the brightest meteors will be seen due to the abundance of moonlight. Look at a dark area of sky at least 90 degrees away from the Moon.

Monday, December 27th

Every couple of years Mars passes near Antares. Both objects appear orange in color so can be easily confused. Antares is a red supergiant marking the heart of the constellation Scorpius. It has a color similar to Mars hence the name Antares, or "Ant-Ares" meaning like Mars to some and anti-Mars to others. Either way Antares is "not Mars." Ares is the Greek name and Mars is the Roman name for the god of war. This morning in the predawn sky Mars makes a close approach to Antares. Mars is positioned left or north of the brighter Antares.

Tuesday, December 28th

Four planets remain lined up along the ecliptic (path of the Sun) in the west southwestern sky after sunset. Near the horizon Venus and Mercury appear close together. The pair will separate over the two days. Venus will drop towards the horizon while Mercury will rise higher towards Saturn. Jupiter resides high above the rest.

Friday, December 31st

The Moon is making way towards its New Moon phase. This morning it makes a close approach to both Mars and Antares.

Sunday, January 2nd

The Moon is located on the same side of the Earth as the Sun and will not be visible in the night sky. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere.



IMAGE 1 NASA & THE SPACE TELESCOPE SCIENCE INSTITUTE

Top right: Hubble Telescope card "Cosmic Reef."



IMAGE 3 JIM ULIK

Locations of comet C/2021 Leonard over a five-day period at approximately 1800 hours.

Tuesday, January 4th

Another event for the early riser is the Quadrantids meteor shower. This shower is active December 28th to January 12th. The Quadrantids is a variable shower that could produce from 60 to 200 meteors per hour. The Moon is just past new so will not brighten the night sky. Look for the first shooting stars to radiate out of the northeast just before 0400h.

The crescent Moon appears close to Saturn after the Sun sets and Venus sinks below the horizon. Mercury is approaching its highest point in the sky positioned below or west of Saturn.

Wednesday, January 5th

The Moon has left Saturn and is now located near Jupiter in the constellation Aquarius. Saturn and Mercury are located in Capricornus.

Friday, January 7th – Tuesday, January 11th

The next few evenings will offer the best opportunities to view Mercury. On January 7th Mercury reaches its greatest separation from the Sun. Mercury will reach its highest point in the sky on January 8th. Between January 9th and 11th Mercury moves closer to Saturn. Mercury is only half illuminated but is still brighter than Saturn.

** 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.

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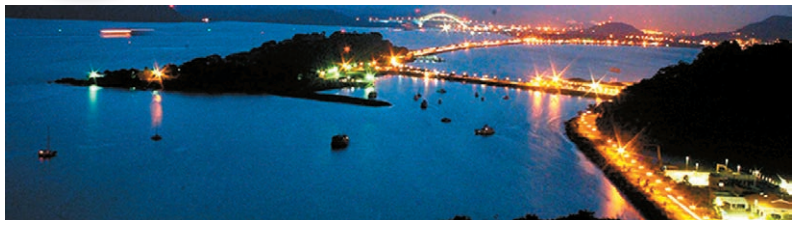
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The Green-Throated Carib Hummingbird



This large hummingbird loves the heavily scented lantanas with nectar-laden blooms.

A beautiful, unexpected visitor has made his home in our garden in Grenada. Dressed in emerald feathers and flashes of iridescent blue, the Green-Throated Carib arrived on invisible wings to sip on a heavenly brew. Now I listen for the sound of his humming wings and watch him as he dances in the early morning glow. He hovers in midair gently rising and falling, back and forth and even upside down — then with a loud whirr of wings, his beautiful violet-blue breast glowing, he chases after a rival like a comet blazing across the sky. Later, he sits dark-eyed and demure, perching delicately on a moon-shaped twig as he flirts with the sun-kissed blossoms.

The Caribs are a genus, *Eulampis*, in the hummingbird family Trochilidae. The word Eulampis derives from the ancient Greek word *eulampēs* meaning bright-shining. There are two species of Caribs — the Green-Throated Carib (*Eulampis holosericeus*) and the slightly larger Purple-Throated Carib (*Eulampis jugularis*) — both of which are endemic to the islands of the Caribbean. They are sufficiently specialized foragers that they can coexist side by side with minimal competition for resources. Contrary to most hummingbirds, the Caribs are known for lacking strong sexual dimorphism — meaning that males and females are almost identical in appearance to the point where the casual observer may have difficulty distinguishing one from the other.

Also known as the Emerald-Throated Carib, Green Carib and Green Doctor-Bird, the Green-Throated Carib is a large hummingbird (4.1 to 4.7 inches or 10.5 to 12cm including bill and tail) that can be identified by a somewhat long, slightly down-curved bill, black belly, blue tail and iridescent green head, back and throat. Its dazzlingly blue-violet breast and blue tail may appear black under low light conditions. The female is similar to the male, but has a longer, more decurved bill and slightly duller mantle.

Resident in the Lesser Antilles, Virgin Islands and Puerto Rico, the Green-Throated Carib is found at all elevations where flowers abound, from gardens and parks to backyards, cultivated fields and rainforest. The Green-Throated Carib is known to travel between the Lesser Antillean islands, with individuals reported at sea between Antigua and Montserrat and between the Grenadines.

There are two subspecies of Green-Throated Carib, the nominate race *holosericeus* found across most of the species' range except Grenada, and the *chlorolaemus* which is endemic to Grenada. The two groups are very similar, but *chlorolaemus* has a darker green throat with a broader blue-violet patch on the breast.

Like all hummingbirds, the Green-Throated Carib feeds on nectar and small invertebrates such as ants, small spiders, wasps, beetles, and fruit flies. It hunts by hover-gleaning, that is, hovering in midair and snatching the prey from a leaf or flower; or by sallying, where the bird flies out from a branch to catch the flying prey in midair. Hummingbirds can catch insects with their needle-like bills, by flexing the lower mandible downwards and widening the base, then snapping the mandibles closed at dazzling speed.

The Green-Throated Carib drinks nectar from a variety of bright-coloured flowers native to the Caribbean, including the blooms of flowering trees, shrubs and epiphytes. It favours heliconia plants with their vivid tube-like flowers and the heavily scented lantanas with nectar-laden blooms, as well as any flowering plant with deep, high-sugar content reservoirs. Feeding is carried out by hovering over the flower, inserting the long bill in the tubular-shaped corolla and lapping up the nectar with its slender, forked tongue. As males and females have slightly different length and shaped bills, each sex tends to favour the heliconia species that best matches its bill.

Hummingbirds, like bees, play a crucial role in the reproduction of plants, by carrying pollen from one plant to another. Green-Throated Caribs can often be seen with yellow patches of pollen stuck to their heads, where they inadvertently brushed against the tall anthers of deep blooms; the pollen is then transported to the next flower that the birds visit.

Like most other hummingbirds, the Green-Throated Carib is a solitary creature in all aspects of life, except during the breeding season when adult males and females come together for courtship and mating only — couples separate immediately after copulation. The mating season is between March and July, but its onset is dependent on the arrival of the first rains. The male asserts his territorial dominion and advertises to the ladies with towering and electrifying U-shaped flights. An extremely accomplished aerialist, he climbs sky-high, hovers momentarily and then plunges towards earth at lightning speed, stopping just before crashing to the ground. This heart-stopping performance dazzles the eligible neighborhood lady who shows her keen interest by entering his territory. He then comes within one or two feet, faces her and courts her with an intense, shallow pendulum-like flight.

Once copulation takes place, the male departs in order to resume territorial displays and potentially mate again with other females. The female is left alone to complete the breeding cycle. She chooses the nesting site, usually on the horizontal fork of a low, slender twig, about two to nine metres (six to 30 feet) above the ground. A consummate builder, she weaves a cup-shaped nest using plant fibers and spider webs, giving the structure an elastic quality that allows it to stretch to twice its size as the nestlings grow and need more space. The interior is lined with the soft fibers of tree ferns, feather down and animal hair, while the exterior is camouflaged with bark and lichens.

The Green-Throated female then lays and incubates two tiny white eggs for about 17 to 19 days. Her chicks are altricial — born blind, naked, completely helpless — and must be carefully brooded, protected and fed for the first few weeks of their lives. The female is highly territorial, attacking anyone who comes within ten metres of the nest, including much larger birds, namely the Grey Kingbird that is known to prey on Green-Throated chicks. As all hummingbirds, she feeds the youngsters a diet of regurgitated insects and nectar by pushing her long bill down the chicks' throats and thrusting the food directly into their stomachs. The chicks are brooded for the first eight to 12 days and fledge the nest at about 20 to 22 days old. They remain with their mother for another few weeks until they are old enough to survive on their own.

Immature Green-Throated Caribs resemble the females with the addition of a faint brown wash on the head. Like all young birds, they face many dangers and challenges during the first year of life. Not only must they learn to avoid cunning, unnatural predators like the domestic cat and mongoose, but they must also assert themselves in the race for feeding territories. Immature males expend a great amount of energy practicing territorial flight displays in readiness for mating at two years old. Males and immature females defend feeding territories with high-pitched chirps and whistles, while adult females only defend territory during the non-breeding period.



It can be identified by its blue tail and iridescent green back.

The Green-Throated Carib competes for nectar with the much smaller Antillean-Crested Hummingbird. I have often seen the two hummingbirds battling one another with feisty flight displays and fast-paced chases that sometimes threaten to spill over into our veranda. Indeed, the beautiful Green-Throated Carib in our garden has carved a little patch of flowers for himself and is now challenging anyone who dares to trespass, including other hummingbirds, butterflies, moths, bumblebees and even the sweet Bananaquit gets scolded now and then with a sharp "chuwp!" He is, however, reasonably tolerant of humans and can be readily found darting lightly through the garden, hung in midair among the tilted blooms or just dozing quietly on slender twigs, his silken feathers shining bright like emeralds in the morning sun.

CARIBBEAN CRABS

Part 2 - The Sea Dwellers

by Darelle Snyman

This month we continue to delve into the lives of these odd-looking creatures whose sweet-tasting meat is considered a delicacy by many. Crabs themselves are not picky eaters and these scavenging omnivores will feast on any plant and animal matter they come across. The feeding habits of one of these Caribbean residents, the Caribbean King Crab (*Mithrax spinosissimus*), might actually help conserve coral reefs. Seaweeds or macroalgae are key components of a healthy coral reef ecosystem. Problems start when changing conditions allow fleshy macroalgae to proliferate at the expense of the other coral reef inhabitants. The continued decline in herbivorous fish numbers as a result of overfishing has exacerbated the problem. Seaweed also produces chemicals that repel larval reef fish and shut down reproduction in corals. Under such conditions the coral reef ecosystem faces collapse.

The Caribbean King Crab

This crusty critter has many aliases: you might know it as the Channel Clinging Crab, Coral Crab or Reef Spider Crab. This is the largest crab you will encounter in the Caribbean waters. The well-camouflaged Caribbean King Crab in the photo is one of a few individuals I encountered beneath the dock at El Milagro Marina, Isla Mujeres, Mexico. The algae cover hides its typical reddish carapace and knobby exoskeleton. In the photo you can clearly see the characteristic spines and nodules that cover its legs.

The herbivorous role of crabs has not yet been well investigated, but a study done by Florida International University has shown that the Caribbean King Crab might be one of those herbivore heroes that can create the conditions needed for coral reefs to recover from macroalgae overgrowth. Its spoon-shaped chelipeds (claw-bearing legs) have been perfectly designed for scraping algae, its main food source, from coral and rocks.

The Caribbean King Crab became the focus of a study because of the rapid rate at which it consumes seaweed and its appetite for those species of seaweed that are generally avoided by other herbivores, such as the calcareous green algae, *Halimeda*, which is a problem on many coral reefs across the Caribbean. Seaweeds not only smother corals but also fill the nooks and crannies on the reef that fish and other marine life use for shelter. King Crabs, however, are not naturally present in large numbers as few survive to adulthood. Researchers therefore set out to investigate what the result would be if they experimentally increased Caribbean King Crab numbers on coral reefs overgrown with macroalgae. Research was focused on 12 isolated patches of coral reefs and the results were astounding. Over the course of a year they found that the crabs reduced the seaweed cover by 50 percent and they saw the return of small corals and fishes. This study has opened new avenues for coral reef restoration.

The Atlantic Blue Crab

Another find under the El Milagro dock was the Atlantic Blue Crab (*Callinectes sapidus*). This dock ended up being a font of fun finds, so never dismiss dock pilings when exploring your watery surroundings. The well-camouflaged individual in the photo was happily feeding away on its carrion find when I encountered it.

Blue Crabs are prized for their sweet, tender meat and their scientific name actually means “savory beautiful swimmer.” Their sapphire-tinted claws are their most distinctive feature and you can distinguish mature females from males by the red tips of their claws.

These feisty creatures have an olive-colored carapace and their paddle-shaped fifth pair of legs makes them strong swimmers. Females mate only once during their lifespan, just after their final molt, in their soft-shelled state. The developing eggs are carried in a bright orange spongy mass that can contain a whopping two million eggs. The resulting larvae are called zoea; unfortunately few survive the larval stage.

When it comes to animals there are always fun facts that make them even more interesting, an adult male Blue Crab, for example, is called a “jimmy,” an adult female a “sook” and an immature female a “sally.”

The Yellowline Arrow Crab

One of the strangest-looking crab species you are likely to encounter in your explorations is the Yellowline Arrow Crab (*Stenorhynchus seticornis*). Its triangular-shaped body, huge pointy nose (called a rostrum), and extremely long spider-like legs clearly set it apart from their other crabby family members.

This “daddy long legs” look-alike makes a fun photographic subject, but it is just not easy getting all those spindly legs into the frame!

These territorial critters come alive at night, scavenging the reef for algae, fireworms, small feather-duster worms and detritus. During the day you might spot them hiding among sponges, the spines of urchins, and under ledges and even under anemones. Their body color, as the name indicates, varies from yellow to golden brown. If you look closely you will see that their claws are blue or violet in color.

There have been numerous accounts of Yellowline Arrow Crabs maintaining cleaning stations for moray eels and squirrelfish, a somewhat unexpected symbiotic relationship considering these carnivores’ penchant for eating crabs.

The Giant Hermit Crab

Hermit crabs are always fun to encounter. The largest of these interesting creatures in the Caribbean is the aptly named Giant Hermit Crab (*Petrochirus diogenes*). This left-handed hermit crab has a rough, scaly looking exoskeleton with long red- and white-banded antennae.

You will most likely find them inhabiting the discarded shells of Queen Conch (*Lobatus gigas*) and tulip snails. They frequent seagrass beds and sandy areas.

Hermit crabs molt once a year and will often take refuge inside the safety of sponges until they are ready to seek out a new home. They rely on scent to find a new home and will first investigate the inside and outside of their prospective shell homes with their claws and walking legs before taking occupancy — or moving on if a shell is found unacceptable.

I hope you enjoyed learning about a few more of these crusty critters and I will leave you with two more fun facts about crabs: even though they prefer to scuttle sideways, crabs can actually walk in all directions, and a group of crabs is called a cast.



From top: This Caribbean King Crab is covered with algae but you can see the characteristic nodules on its legs.



A well-camouflaged Atlantic Blue Crab happily feeding on carrion.

One of the strangest-looking critters you are likely to see is the Yellowline Arrow Crab.

I found this individual peeking out of a Queen Conch shell in Clarkes Court Bay, Grenada.





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FAVORITE COMPASS RECIPES

CLASSIC Caribbean Christmas CUISINE

You find yourself rushing through crowded supermarkets at the last minute, buying large quantities of food and stocking up on candles… Is it hurricane season? No, that's over now — it's Christmas time!

Those of you on boats will put your letter to Santa in an empty bottle, throw it overboard, and hope the mermaids will take it to him at the North Pole. Then you'll make decorations from popcorn, seashells and whatever else you can find, and decide what to use for a tree — a cactus? A pineapple? A sea fan?

"What are you doing for Christmas?" As cruiser Ken Douglas once wrote, the question can be an emotionally tinged one, especially for sailors far from home. For cruisers, it is common to invite anyone around to share the day. Restaurants offer special Christmas Day menus, and Christmas beach potlucks turn into memorable affairs.

Will you roast a turkey while you, too, are sizzling at 35°C temperatures? Some hardy souls will. Or you can go local and enjoy some traditional Caribbean holiday fare.

Drinks, of course, are a major part of the Caribbean holiday season festivities. Guavaberry liqueur, ponche de crème (similar to eggnog), *coquito* (rum-and-coconut eggnog), sorrel and ginger beer (see recipe below) are among the favorites.

For the main course, rather than big bird, think pig. Ham, often boiled over an open fire, is a mainstay in many English-speaking islands. In Cuba and Puerto Rico, it's *lechón asado* — a whole pig roasted on a spit.

And virtually throughout the Caribbean, if you're lucky enough to be invited to a local home at Christmas time, you'll be served a wonderful leaf-wrapped parcel. Whether they're called pastelles (in Trinidad), conkies (in Barbados), ducana (in the Grenadines) or *hallacas* (in Venezuela), the tasty vegetarian (coconut and pumpkin or sweet potato) or meat-based filling is a treat. Every family has its own special recipe and makes dozens at a time. Some accompany Christmas Eve or Christmas Day dinner, and others are given as gifts.

In Venezuela, Christmas wouldn't be Christmas without rich *pan de jamon*, nor in the English-speaking islands without black cake — a moist, flavorful, alcohol-soaked fruitcake.

Here are some of our favorite holiday recipes, contributed over the years by *Compass* correspondents:

Shirley Hall's Ginger Beer

1 Tablespoon of the freshest ginger root you can find, peeled and grated
1 Cup sugar
juice of 1 lemon
1/4 Tablespoon baker's yeast
filtered or bottled water

You'll need a funnel and a two-litre glass bottle with a screw-tight cap or cork. If you can't find a glass one, a clean two-litre plastic bottle will work. For the best results, sterilize all of your equipment as much as possible. Immerse it in hot water, close to boiling.

Through the funnel, put sugar and yeast into the bottle. In a bowl, combine the grated ginger root and lemon juice and transfer it to the bottle. Add water to fill it halfway and shake well to mix all ingredients. Add more water, leaving about an inch of space at the top. Screw the cap on, or cork it, and shake again. Leave in a warm place (but not in direct sunlight) for about two full days. Then put the bottle in the fridge to stop the fermentation process. Refrigerate at least overnight. Shirley recommends pouring it through a strainer unless you like pieces of grated ginger in your drink.

Anne Robinson's Hallacas

FILLING
oil for sautéing
1 leek, thinly sliced
3 spring onions, thinly sliced
1 small onion, thinly sliced
5 *aji dulce* (small sweet peppers or "flavor" peppers), thinly sliced
2 cloves garlic, crushed
1/2 kg stewing beef, diced very small or passed once through a food grinder
1/2 kg pork loin, diced very small or passed once through a food grinder
8 large capers, chopped
8 olives, chopped
1 Cup red wine
1 pinch salt
1/2 Tablespoon ground annato (*achiote*)
1 pinch sugar
1 pinch ground cumin
1 pinch black pepper
1 pinch ground marjoram
1 chicken breast


LAURA SORRENSEN

Place first six ingredients in pan and sauté until translucent. Add diced beef, pork, wine, olives, capers and spices and cook slowly until the meat is tender, adding enough water to keep mixture from sticking. Meanwhile, simmer chicken breast in plenty of water. When it is done, remove and shred the meat, then add to the cooked filling. Save the stock to mix with the cornmeal.

CORNMEAL DOUGH
1 kg yellow cornmeal
3 Cups water
3 Cups chicken stock
1 pinch salt
1 pinch ground annato

Pour water and chicken stock into a large bowl and add salt and annato. Gradually add cornmeal, stirring slowly. The mixture should be quite sloppy rather than dry. Leave for five minutes while the cornmeal absorbs the excess liquid. Knead for a few minutes to remove any lumps and add extra liquid or cornmeal if necessary.

WRAPPING
20 plantain leaves 30 cms x 30 cms
20 plantain leaves 15 cms x 30 cms
1 roll thin cotton string
1 Cup oil mixed with 1/4 teaspoon ground annato (for lubricating the leaves during assembly)

Trim the spine from the plantain leaves and cut into appropriate sizes. Wash under running water and drain. They should be dry when you are ready to assemble the hallacas.

—*Continued on next page*

—*Continued from previous page*

GARNISH
2 large red bell peppers, sliced into thin strips
300 grams stuffed green olives
100 grams capers
400 grams raisins
ASSEMBLY

Prepare ahead of time the filling and plantain leaves, and set the garnish and annato oil in bowls on the table. The dough should be prepared just before assembly time. Then gather your family and friends around the table and make a party while you assemble your hallacas.

Place a square leaf flat on the table so that the ribs of the leaf run left to right. Make sure the leaf is dry, then, using the oil-and-annato mixture, liberally moisten hands and top of plantain leaf so the dough won't stick. Then take in your hand enough cornmeal mixture to make a tangerine-sized ball and place it in the middle of the leaf. Gently press it flat into the size of a tea plate, oiling hands when necessary. Now, place about three tablespoons of filling in a line in the center from left to right, allowing a good two inches on either end. Garnish filling with one strip of red pepper, four olives, two capers and four or five raisins.

Now comes the tricky part. The goal here is to fold the dough over the filling so that you end up with an envelope-shaped goody sitting atop the plantain leaf. Pick up the edge of the leaf opposite you and fold it towards you and over the filling, allowing the dough to separate from the leaf. You may have to help it a little. Then repeat with the side closest to you. Do the same for either end so that the dough covers the filling. If you have any filling showing, take a little more dough from the bowl and make repairs, like playing with playdough. Don't worry; the bumps will smooth out when it cooks.

The final step is to wrap the hallaca in the leaf and secure it with string. Wrap the hallaca as you would a parcel, first the long sides of the leaf are folded over, and then the ends are folded up. The last bit is to place the hallaca at one end of a small leaf, flap side down, wrapping the leaf around the hallaca so that there are no loose flaps. Tie it securely with a string, and there you have it!

Before serving, place the hallacas in boiling water and cook for 20 minutes. Hallacas will store well in the refrigerator for 1 1/2 to 2 weeks, or you can freeze them for a few months.

Patty Tomasik's Pan de Jamon



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FILLING
Ham, thinly sliced
Bacon, lightly fried (save the drippings)
Whole stuffed green olives
Capers
Raisins (plump them ahead of time in Venezuelan rum)
BREAD
Mix together in a large bowl:
1 1/2 Cups flour
1/3 Cup sugar
2 packets yeast
1 teaspoon salt
Heat in a saucepan to 105°F to 115°F:
3/4 Cup milk
1/2 Cup water
1/3 Cup that is half butter and half bacon drippings (i.e. 1/6 Cup butter plus 1/6 Cup bacon drippings — yeah, grease!)

Add liquid ingredients to dry ingredients, and beat with a mixer at medium speed for two minutes.
Add 2 eggs that are at room temperature
Add 1/2 Cup flour
Beat two minutes with mixer at high speed.
Stir in approximately 2 1/2 Cups of flour or enough to make a stiff batter.

Knead six minutes, and then form dough into a ball. Grease lightly with oil, place in bowl, cover, place in a draft-free place and allow to rise until double in size.

Punch down. Then with a rolling pin, roll out dough into a rectangle 14 by 19 inches. Cover with sliced ham, and sprinkle on olives, raisins, capers and some strips of lightly fried bacon. Roll up like a jellyroll and fold the ends under to seal. It will be 14 inches long.

Place pan de jamon on a greased cookie sheet and bake at 400°F for 12 minutes. Brush with beaten egg, lower heat to 350°F and bake for 30 minutes more. Cool before slicing.

Fenella Hall's Christmas Cake

This is the moistest fruitcake I have ever tasted and, thanks to the alcohol content, it will stay fresh and moist for months; we rarely had any left over, but if we did it lasted well until Easter.

INGREDIENTS
1 1/2 kilo (3 pounds) mixed fruit (e.g. raisins, currants, chopped mixed peel and red and green glacé cherries)
2/3 Cup sherry, rum, whisky or brandy. You will also need some extra to "feed" the cake with later on.
1 Granny Smith apple, peeled and grated
1 Tablespoon honey or golden syrup
1 1/4 Cup brown sugar firmly packed
250g (9 ounces) unsalted butter
4 eggs lightly beaten
2 Cups plain/all purpose flour
2/3 Cup self-raising flour or plain flour with 1 teaspoon baking powder added
1 teaspoon mixed spice
METHOD

Grease a two-pound loaf tin plus a one-pound loaf tin (the mixture is too much for the one tin and it gives you a second smaller cake to save for another occasion). Line with greaseproof paper/parchment paper.

Put the chopped mixed fruit in a large bowl (put aside several cherries to decorate the top) and add the alcohol, grated apple, honey or golden syrup, sugar and eggs; mix all these well and make sure the fruit is all separated. Melt the butter, cool, add to the bowl and mix. Sift in the flour and spice and mix it all well.

Place the mixture in the prepared loaf tins and decorate the top with cherries.

Bake at 150°C (300°F) for about two hours (keep a good eye on it as it can overcook or burn). When a toothpick comes out cleanly the cake is done. After removing from oven, leave the cake in the tin for about 15 minutes and then lift it out carefully. Cool on a cake rack and then make a few small holes top and bottom and feed it with some more of your preferred tipple.

Wrap in greaseproof paper and then in aluminium foil and put somewhere cool. If time permits, unwrap it once a week for about three weeks and feed it again with alcohol. If not, do it every other day for about a week.

Happy Christmas!

This article first appeared in the December 2017 issue of Compass.





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LOOK OUT FOR...

The Mighty Moringa

by Lynn Kaak

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

Moringa oleifera, or plain Moringa in most places, is also known as the Drumstick or Horse Radish Tree in some parts of the world. It has spread out from its native India over the years.

It is a toss-up whether the seed-bearing pods or the flowers are the most recognizable part of the tree. Since they often coexist on the tree during the year, maybe it is the combination that stands out.



The delicate white flowers grow in a long drooping stalk that can be from ten to 25 centimetres in length. The flowers don't present as a symmetrical bloom, but rather the five yellowish-white petals tend to curl and let gravity pull them down. They are extremely fragrant, which attracts pollinators and humans. In areas with a cooler season, the trees may present flowers once a year, but here in the Caribbean we can see them twice a year, if not all year around.

The pods, or fruit, are long and narrow. With a diameter of one centimetre and a length from 20 to 45 centimetres, it isn't hard to figure out where the name "Drumstick Tree" comes from. The pods are full of small seeds, each seed having three papery little wings to aid in wind assisted dissipation. The pods start out as green, but mature and dry to brown. They act as one of Mother Nature's wind chimes.

The tree itself will grow to a height of ten to 12 metres, but trees are often cut back for commercial purposes or purely for esthetics if they are part of a garden. The bark is a light grey colour, except on the new shoots where it can be purplish or greenish. The tree branches out to a decent crown, but the branches are not very strong and prone to drooping and breaking. With a trunk that is about 45 centimetres in diameter, it stands to reason that the branches are not going to be massive, either.

The leaves lend a frilly, light look to the landscape, as they are small. They tend to fan out much like a fern does. The tree loves the full sun, and its plentiful leaves make it a pretty good place to hide out from the heat.



Please don't think that this is just a pretty face, though. The roots, leaves, immature pods and flowers are all edible. The seeds are a rich source of oil. These trees are commercially grown for a number of purposes. The name Horse Radish Tree alludes to the similar taste that one gets from the roots.

The leaves are a rich source of many nutrients, and can be cooked and used much like spinach. The green pods are often used in curries in Asia. The roots, as mentioned, are also quite edible. There are plans to use the Moringa tree to fight malnutrition in some places. It isn't yet part of the culinary repertoire in the Caribbean, but it easily could be.

Moringa is used in some parts of the Caribbean for traditional medicinal purposes. It is supposed to be good for helping control diabetes, and studies are being done for other uses. It is a common ingredient in bush tea.

An interesting use for Moringa seeds is for water purification. After the seeds are pressed for their oil, the seed cakes can be placed in water to help draw out impurities and toxins. This is reportedly a natural way to create safe drinking water.

You will find Moringa trees in yards and gardens throughout the Caribbean, particularly in the more arid regions.



Letter of the Month

HELP US FIND QUINN!

Dear *Compass* readers,

We are family of four from Poland — Ania (age 5), Stasiu (8), Gosia and Krisu — sailing around the Caribbean on our Leopard 45, *S/Y Rybka*. A couple of years ago we decided to sell everything and we bought a boat, where we have lived for two years non-stop so far. We sail, we explore places, we do home-schooling and enjoy our family time on the boat.

Last year Stasiu found a real letter in a bottle floating near where we were anchored close to Cockburn Town, San Salvador Island, Bahamas.

It was written by a young boy named Quinn and sent from Rancocas Friends School, New Jersey, USA. Headmistress Nora Dunfee had the idea for the kids to send messages in bottles to learn about winds and currents. We found an article about the school's message-in-a-bottle project in *Echoes of LBI* magazine: https://echoesoflbi.com/annual-trip-to-barnegat-light

The bottle Stasiu found had been in the water for four years! From New Jersey to San Salvador in the Bahamas there is no way to float straight — there are the Gulfstream and other currents — so we think the bottle might have drifted far away to the Azores or even close to Canary Islands and then came to the Bahamas with the tradewinds.

Stasiu and Ania were and still are so excited about this message in a bottle. We have tried to find out more so we could contact the boy who sent it. I wrote to *Echoes of LBI* and they put our story in the magazine, but it didn't result in contact with Quinn or his parents. We also were so sorry to find out that Nora Dunfee passed away and the school is not running any more. It's very difficult to find Quinn now.

It would be great to find Quinn or to have any news from you if you can help. Maybe we will find him!

Best regards,
Gosia and family
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The Night Before Christmas

Island Poets

'Twas the night before Christmas, I swung on the hook
Flaked out on the settee, asleep with my book
When up on the deck I heard footsteps and stuff
"I've been boarded!" I thought, and I tried to be tough.

Then down the companionway hatch came a dude;
He was dressed like a nut and I thought, "I'm so screwed."
But he laughed and he hummed as he surveyed my junk
So I figured he must be the resident drunk.

His eyes were lit up like a junkie on speed
But he gave me a whole bunch of stuff that I need,
Like rum and cigars and new charts and a dinghy
And some kind of fancy electrical thingy.

I thought it was stolen but I wasn't telling,
I hoped he was giving and wasn't just selling
And I poured him a grog, which he downed with a wink
Then I poured one for me (I sure needed a drink!).

Then he staggered above to the dark tropic night.
As I peeked I beheld an incredible sight —
Eight tiny dolphins and a beautiful sleigh
And the dude hopped aboard and prepared to make way.

The dolphins were ready to power the sled
But the guy raised a genny and mains'l instead.
With a burp and a chuckle he gathered the breeze
And called to the dolphins, now swimming with ease:

"On Fatty and Foxy and Old Barracuda!
On Teva and Mountgay, Antigua, Barbuda!
Or whatever your names are, you cute little fishes,
Here's to every last sailor, my best Christmas wishes!"

As he sailed away leaving a wobbly wake
I hoped he had not many stops left to make.
He got close to shore and he soon was aground
But the dolphins proceeded to pull him around

And I heard him exclaim as he sailed out of sight
"Merry Christmas to all, and to all a goodnight!"

— *Cruiser Claus*

Editor's note: We don't know who originally wrote this poem that's been doing the rounds anonymously for a while, but we've published it regularly in our December issue by popular demand and it's become a tradition!



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by Jim Hutchinson



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— Thanks,
"One Man" Hutch

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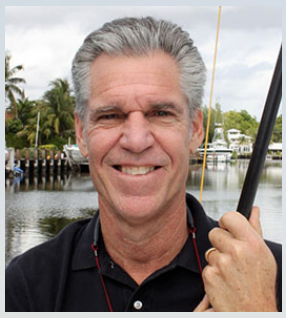
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West Palm Beach Fort Lauderdale

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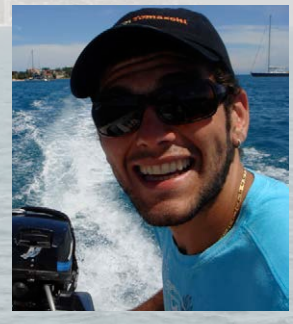
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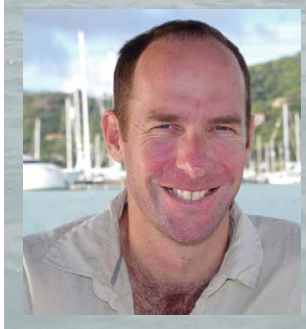
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Featured Caribbean Listings



2006 Privilege 745
$1,899,000



2014 Balance 451
$479,000



1997 Voyage 500
$365,000



2015 ALIBI 54
$750,000



2015 Lagoon 560 S2
$1,250,000



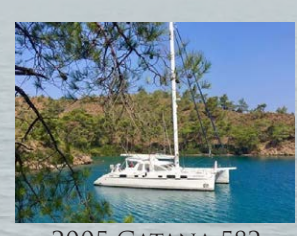
2008 Catana 90
$2,500,000



1994 Privilege 65
$750,000



2011 Privilege 615
$999,000



2005 Catana 582
$1,290,000



2014 FP Lipari 41
$345,000



2006 Lagoon 570
$615,000



2003 Catana 522
$619,000

SOME RECENTLY SOLD BOATS



2011 Catana 65



2019 FP Saona 47



2009 Catana 50



2014 FP Helia 44



2011 Privilege 615



2014 LAGOON 450



2005 Lagoon 440



2006 Sunreef 62

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CALENDAR

DECEMBER 2021

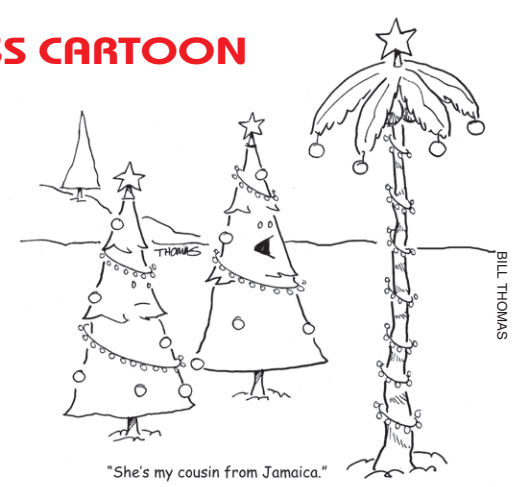
4 - 5 La Course de L'Alliance, St. Maarten-St. Martin. www.smyc.com/coursedelalliance
4 - 9 Antigua Charter Yacht Show. www.antiguacharteryachtmeeting.com
4 - Jan 8 Crucian Festival, St. Croix. www.vinow.com/general_usvi/carnival/schedule
10 Christmas Market at Royal BVI Yacht Club, Tortola. www.royalbviyc.orgSBYC:
10 – 12 Caribbean Foiling Championships, St. Martin. https://caribbeanfoiling.com
13 Public holiday in St. Lucia (National Day)
14 Gustav Wilmerding Race, BVI. www.westendyachtclubbvi.com
16 - 24 (TBC) Nine Mornings Festival, St. Vincent. http://discoversvg.com
18 FULL MOON
18 O'Neal & Mundy Commodore's Race, BVI. www.royalbviyc.org
21 Winter Solstice
25 Public holiday in many places (Christmas Day)
26 Public holiday in many places (Boxing Day)
30 (TBC) Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
31 Nelson's Pursuit Race, Antigua. www.antiguayachtclub.com.
31 (TBC) New Year's Eve Round St. Barts Race, www.saintbarth-tourisme.com
31 New Year's Eve/Old Year's Night: Fireworks in many places.
31 Public holiday in Cuba (Year End Celebration).
TBA Carriacou Parang Festival. www.puregrenada.com
TBA Carlos Aguilar Match Race, St. Thomas, USVI

JANUARY 2022

1 Public holiday or 'recovery day' in many places (New Year's Day)
3 Annual Festival Parade in Montserrat. visitmontserrat.com/festivals-events
6 Public holiday in some places (Three Kings Day/Epiphany)
6 Viking Explorers rally departs from Canary Islands bound for Grenada. www.vikingexplorersrally.com
8 RORC Transatlantic Race departs Canary Islands bound for Grenada. http://rorctransatlantic.rorc.org
9 ARC January rally departs from Canary Islands bound for St. Lucia. www.worldcruising.com/arc_january
9 - 16 St. Barth Classical Music Festival. www.saintbarth-tourisme.com/en/classical-music-festival-of-saint-barts
10 - 15 Panama Jazz Festival. www.panamajazzfestival.com
15 Cruiser's Power Management Seminar, Island Water World, St. Maarten
15 - 16 Martin Luther King Regatta, St. Thomas. https://stthomasyachtclub.org/sailing/regattas/mlk-regatta
17 FULL MOON
17 Public holiday in Puerto Rico & USVI (Martin Luther King Day)
18 - 23 Barbados Sailing Week. https://caribbean-sailing.com/event/barbados-sailing-week-5
21 Public holiday in Barbados (Errol Barrow Day) and in the Dominican Republic (Our Lady of Altagracia)
21 - 23 Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com
25 Public holiday in Aruba (GF Croes Day), in Cuba (Birthday of José Martí) and in Cayman Islands (National Heroes' Day)
26 Public holiday in Dominican Republic (Duarte Day)
26 - Feb 9 Mustique Blues Festival. https://basilsbar.com/mustique-blues-festival
28 - 30 Grenada Sailing Week. www.grenadasailingweek.com
29 – Feb 6 Manhattan Caribbean Week, BVI. https://myc.org/cruising/caribbean-week
TBA St. Barts Music Festival. www.stbartsmusicfestival.org/festival

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 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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MERIDIAN PASSAGE OF THE MOON



DECEMBER 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.

December

DATE	TIME		
1	0908	16	2211
2	1001	17	2258
3	1058	18	2347
4	1201	19	0038 FULL MOON
5	1306	20	0124
6	1412	21	0219
7	1515	22	0308
8	1614	23	0355
9	1706	24	0447
10	1754	25	0526
11	1836	26	0613
12	1921	27	0657
13	2002	28	0746
14	2044	29	0847
15	2127	30	0938
		31	1038

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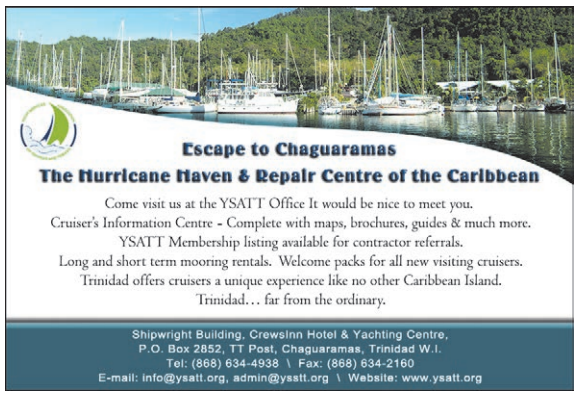
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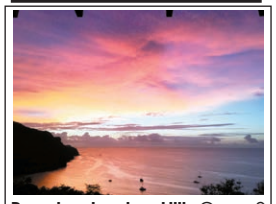
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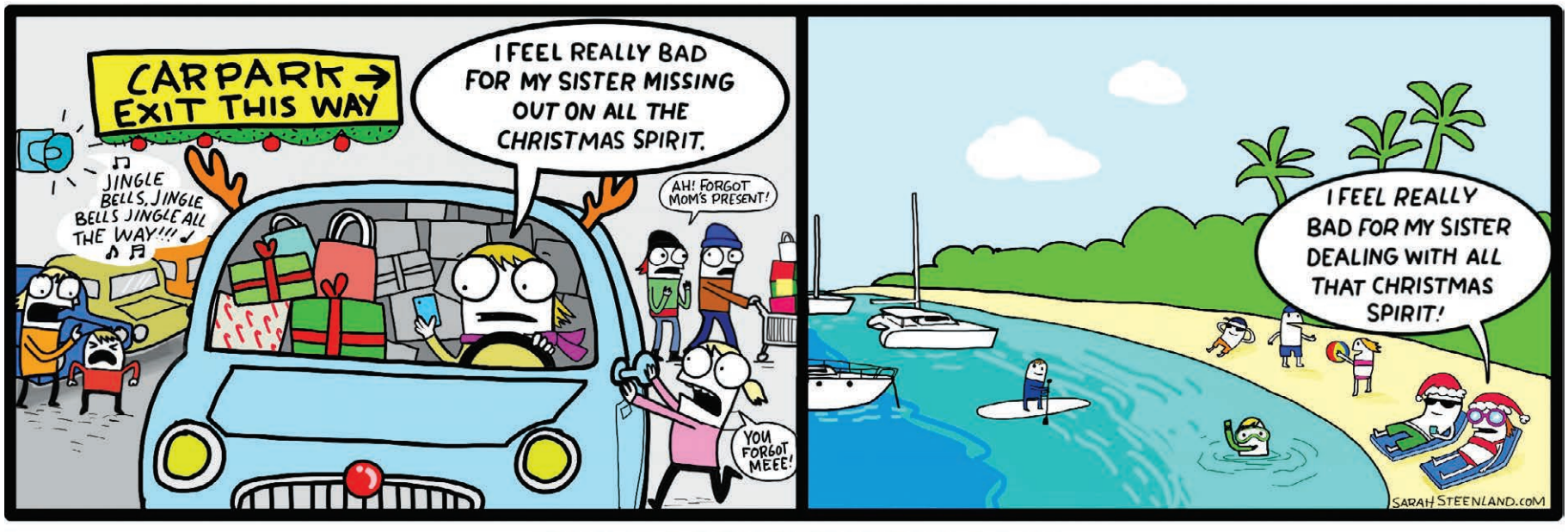
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