CARIBBEAN On-line
COMPASS
JULY 2020 NO. 298
The Caribbean's Monthly Look at Sea & Shore

SALT WHISTLE BAY

—Story on page 14

ELEANOR SCRIVEN


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JULY 2020 • NUMBER 298

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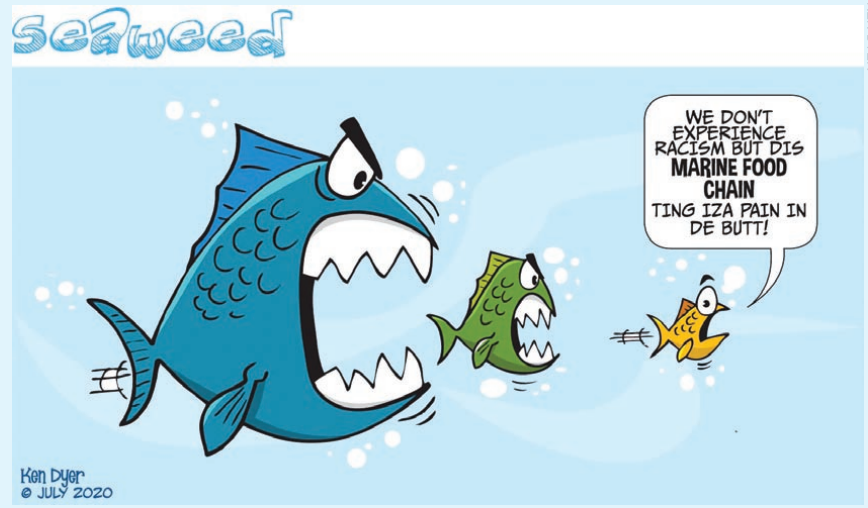
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Publisher.....**Tom Hopman** tom@caribbeancompass.com
Editor.....**Sally Erdle** sally@caribbeancompass.com
Assistant Editor.....**Tad Richards**
Art, Design & Production.....**Wilfred Dederer** wide@caribbeancompass.com
Editorial Assistant.....**Liesbet Collaert**
Advertising & Administration...**Shellese Craigg** shellese@caribbeancompass.com

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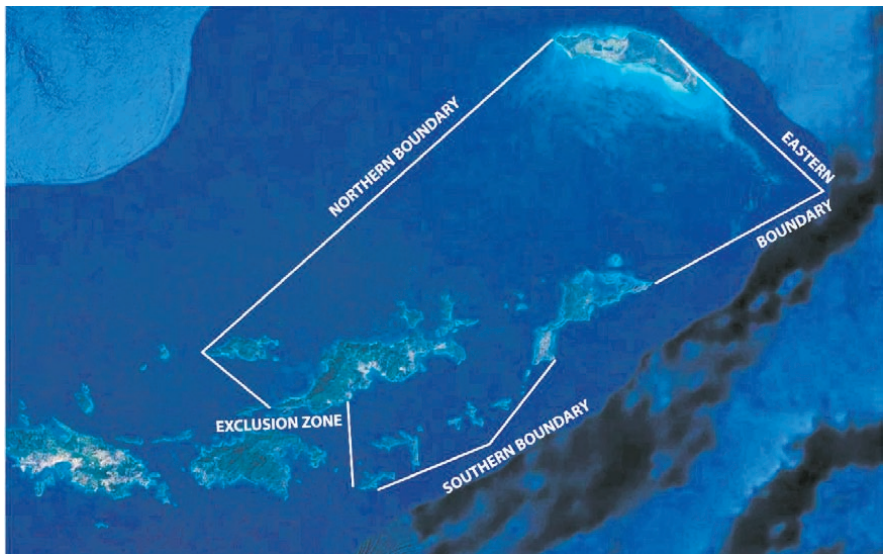
On the cover: The beauty of stunning Salt Whistle Bay in the Grenadines is captured by Eleanor Scriven. Is this scene timeless? See story on page 14.



Info & Updates

BVI Introduces Marine Exclusion Zone

Sheriece T. Smith, Information Officer in the BVI Dept. of Information & Public Relations, reports: The Government of the Virgin Islands has introduced an exclusion zone that would limit marine traffic as a result of Covid-19.



Premier and Minister of Finance, the Honourable Andrew A. Fahie said that unrestricted marine traffic and activity will be allowed only between 5:00AM and 5:00PM.

The Premier said, "Unrestricted marine traffic and activity will be permitted east of 64°38.300'W on the south side of Tortola and an area east of the dividing line between the westernmost tip of Jost Van Dyke and westernmost tip of Tortola."

The Territory's leader further stated that traffic through the exclusion zone and outside of the navigational limits is restricted and requires pre-clearance from the Multi-Agency Operational Command prior to transit.

Premier Fahie added that vessels fitted with Automatic Identification System technology will be required to use same while navigating within the Territorial waters, especially in the exclusion zone, to make them easily identifiable to law enforcement from a distance.

Boaters that enter the exclusion zone without prior permission will be in violation of Curfew (No. 21) Order, 2020, and can be penalized.

All cargo vessels and other vessels that have been granted permission by the Ministry of Health and Social Development, Environmental Health Division, and the Joint Border Taskforce to arrive or depart the Territory are exempted.

The exclusion zone is an area west of 64°38.300'W on the south side of Tortola. This area is loosely described as a line between the westernmost tip of Norman Island and Nanny Cay. It remains clear of USVI territorial waters, and west of a dividing line formed between the westernmost tip of Jost Van Dyke and the westernmost tip of Tortola. The exclusion zone around the BVI encompasses the western tip of Jost Van Dyke and western tip of Anegada.

Contact shersmith@gov.vg for more information.

Antigua & Barbuda Reopens

The Secretariat of the Antigua and Barbuda Marine Association reports: Both the port and the airport are now open. Please note:

All marine pleasure craft will enter ONLY at the Nevis Street Pier.

Passengers will be subject to protocols issued by Port Health.

Those arriving by sailing craft (private yachts) are subject to protocols to be enforced by the Antigua & Barbuda Port Authority, the Immigration and Customs Department, and the Ministry of Health. There will still be only one point of entry (at the Nevis Street Pier). Quarantine of two weeks may be instituted on arrival if Port Health determines it to be required.

At this time we do not have the details of any further Port Health protocols other than as listed above. As we get further details we will disseminate the information.

If planning to come to Antigua, alert the authorities ahead of time by using the Eseaclear.com pre-notification system. We suggest you fill it in prior to leaving your current port. You will be required to fill out a health declaration at this time.

Upon arrival in Antigua, call the coastguard and/or Port Authority on VHF16 to announce your arrival and request to clear in.

Port Health will complete its protocols prior to the normal clearance protocols of port, Immigration and Customs. Please be prepared for this to take time.

Unless directed otherwise by authorities, you are to anchor between Fort James and St. John's Harbour with your Lima flag flying until you are invited in to start the clearance process. The processing time will depend on the number of vessels ahead of you.

We have had verbal confirmation that a two-week quarantine is being instigated. Time at sea may be considered. We advise that you contact the port prior to your arrival to give this information, and again on meeting Port Health.

Useful information pertaining to clearance procedures, coastguard, marine services and current advisories can be found at www.abma.ag/faq. A full list of members and service providers who can assist you while here in Antigua is available at www.abma.ag/directory. We look forward to welcoming yachts back to our shores.

Contact news@abma.ag for more information.

—Continued on next page



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Grant for New Moorings in USVI

The US Department of Commerce's Economic Development Administration (EDA) is awarding a US$562,000 grant to the Virgin Islands Professional Charter Association (VIPCA), to install moorings in the bays of the US Virgin Islands as part of the tourism recovery effort following Hurricanes Irma and Maria. The EDA grant, to be matched with US$308,400 in local investment, is expected to help create or retain more than 170 jobs.

When Hurricanes Irma and Maria hit the USVI in 2017, the storms significantly damaged moorings, deterring vessels from visiting the territory. The installation of new day and transient moorings is intended to boost the local tourism industry, make the USVI more economically resilient, and reduce anchoring near coral reefs.

See the full press release at eda.gov/news/press-releases/2020/05/18/st-thomas-usvi.htm

Cuba Yacht Club Celebrates 28th Anniversary

Commodore Escrich reports: On May 21st, the Hemingway International Yacht Club of Cuba celebrated its 28th anniversary**.** The club fosters friendship among people who love the sea and has been a bastion in defense of Cuban maritime history and nautical traditions. HIYC has established relationships of friendship and collaboration with hundreds of institutions in the international nautical community and has welcomed representatives of numerous cruising associations to its headquarters in Havana. The club has also been welcomed as a member by dozens of these institutions, breaking Cuba's isolation from the international sailing community.

During these 28 years, many nautical and academic events have been held and have allowed us to share with representatives of the nautical community from dozens of countries, contributing to friendship and respect between people of different faiths, ideologies and social status who are united by a the love of the sea.

In its task of contributing to the rescue of Cuban history and nautical traditions, HIYC continues in its efforts to strengthen its collaborative ties with the Cuban nautical, maritime and port sector, for which it has celebrated and supported the organization of academic events and activities, with the aim of contributing to the revival of the "culture of the sea" in our nation.

Today, the Hemingway International Yacht Club of Cuba is very proud to be made up of a family of 3,506 members from 73 countries, many of whom have sent us messages of solidarity, hope and optimism in the midst of this pandemic that has brought us much sadness, misfortune and fear, but it has also taught us how important solidarity and love are.

There were multiple activities that we had planned to celebrate this 28th birthday, but for obvious reasons, they have been canceled or postponed. We hope, in the coming months, to resume some of the nautical activities that allow us to enjoy the pleasure of sailing, fishing and dreaming of a better world.

Eight Bells

• RALPH JOHNSON

Well-known racing sailor Ralph Johnson passed away on May 27th at age 80. He played many sports on his home island of Barbados before he settled on sailing. Johnson served on the Barbados Olympic Association's Board for 34 years, 28 of which were as Vice President. Johnson also served as President of the Barbados Yachting Association and President of the Caribbean Yachting Association. In 1997, he was awarded a Gold Crown of Merit for his contributions to business — he was long-time chairman of Harris Paints — and sport.

His racing yachts — *Bruggadung, Bruggadung II* and *Rapajam* (named after Ralph, his brother Paul and his son James) were frequent successful competitors in regional regattas.



Sir James Mitchell of Bequia says, "It is with sadness that I learned of the passing of our fellow yachtsman from Barbados, Ralph Johnson. With his crew and Barbados team, the celebrations at the end of each day's racing at the Frangipani Bar bestowed a charm to the fraternity around our Bequia Mount Gay Easter Regatta that will be a lasting memory. He was a great friend."

• ROGER MARSHALL

Eddie and Glenn Tuttle report: Our cruising friend Roger Marshall of *S/V Infinity* passed away in Panama on May 25th.

Roger was born in Blackpool in the UK and grew up in Rhodesia (now Zimbabwe). He then moved on to South Africa where he spent his working years until retirement. He was always a proud British citizen. He bought *Infinity* in January 1999 in Trinidad & Tobago, where he began his cruising life.

—*Continued on next page*



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Many of us first met Roger and his wife Frankie in Trinidad around 2002-2003, when Roger held meetings organizing cruisers for the passage to Venezuela. He held security briefings, organized cruising plans and contacted marinas in Puerto La Cruz to get a discount for as many as 300 cruisers headed that way. *S/V Infinity* sailed on to the ABCs, Cartagena, the San Blas and Bocas del Toro, Panama. Roger and Frankie, who predeceased Roger, were usually the life of the party and known for helping other cruisers.

Roger is survived by his second wife, Marilyn, and two daughters.



We have created a shared album of photos at www.icloud.com/sharedalbum/#B0p59v1AbGRx7Lo

Trinidad Not Open… Yet

Despite the recent and ongoing efforts of the Yacht Services Association of Trinidad & Tobago (YSATT) to seek a government exemption to the closed borders, to allow cruisers to shelter in Trinidad, as this issue of *Compass* goes to press yachts are not yet allowed to enter the country. The government's position is that they must give priority to their own citizens who are begging to come home from all over the world.

As this issue of *Compass* goes to press no projected date for yacht arrivals has been given, but government has indicated that after nationals have returned and once no more cases of Covid are detected, YSATT's proposal will be reconsidered. The issue of the hurricane season was put forward for government's consideration. YSATT members feel that the soonest possible date to get permission for cruisers to enter Trinidad is some time after the end of the second week in July.

If you are interested in coming to Trinidad, please contact Bruce Amlicke at bamlicke@ix.netcom.com and copy to Jesse James at jessejamesmembersonly@yahoo.com. If you have made a firm reservation with any of the yards here in Trinidad, please let them know of any change in plans.

Visit http://membersonlymaxitaxi.com/q-a-for-cruisers-trying-to-sail-to-trinidad-for-hurricane-season-2020 for more information.

Navigating Noonsite Just Got Easier

Sue Richards reports: Frequent visitors to Noonsite will have noticed our new BETA mapping feature, making navigating the website easier than ever to quickly see ports, find out information and add comments. Our database of marinas and boatyards is being updated so all can appear on the map eventually, but for now they can easily be found by going to the port page.

The map distinguishes between ports, ports of entry and recognized transit ports open to cruisers during the current Covid-19 pandemic. Clicking on a pin will open an info box about that port that gives you access to view or post comments and access to further information on the port page.

You can also post your own favorite anchorages on the map. Simply click on the map to place the red marker, then click on the red marker to open the add anchorage window. We hope you will all post at least the anchorage you are currently at for starters, and spend a little time posting others you have enjoyed so far this season. Remember, you must log in to post an anchorage and comments.

Visit Noonsite at www.noonsite.com

Rough Guides Wants Your Stories

Joanne Owen reports: With travel on hold at the moment, we at Rough Guides travel guides believe it's more vital than ever to provide our global community with information, inspiration and hope for the future, which is why we've set up a Rough Guides news channel dedicated to sharing coronavirus travel updates, alongside features covering destinations around the world. Rough Guides invites tourist boards, travel initiatives, female-empowering projects and other sustainable, travel-related businesses to tell us their stories to be shared with the global, internationally minded Rough Guides community of 500,000 subscribers. Whether you're an established business adapting and preparing for the future, or a community project working to make a difference, we're here to listen to your story.

Visit https://go.roughguides.com/tell-us-your-story to share news that might inform and inspire our community. Contact Joanne@insightguides.com for more information.

Welcome Aboard!

In this issue of *Compass* we welcome new advertiser Trinity Agencies of St. Vincent, on page 17.

Good to have you with us!



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BUSINESS BRIEFS

Budget Marine Has Good Bonaire News

Pam Teitel reports: Budget Marine Bonaire is happy to announce that it is now possible for visiting yachts to enter Bonaire under strict rules, including a two-week quarantine aboard your yacht upon arrival. Bonaire has been a safe haven during the Covid-crisis, with only two cases in the very early days. They have long ago recovered.

Please contact the harbormaster at bonairepilots@bonairegov.com to get permission and rules prior to arrival.

We are fully stocked and awaiting you!

See ad on page 2 for more information on Budget Marine.

Carriacou Marine Welcomes Yachts Back

Piero Zipoli reports: On May 26th, Carriacou Marine Ltd welcomed the first international yacht to arrive in Carriacou after almost three months of lockdown. The yacht



SISTER-ISLES MEDIA SERVICES (2)

was given a warm welcome by the Minister for Carriacou & Petite Martinique Affairs, the Honorable Kindra Maturine-Stewart, and by the Permanent Secretary for Carriacou & Petite Martinique Affairs, Rholda Quamina, together with officials from the Port Authority, Immigration, Customs, and the Ministry of Health.

The crew took a temperature test prior to being given permission to proceed to the quarantine area, as instructed by the Port Authority, where they would remain for 14 days. As this issue of *Compass* goes to press, we are informed that after quarantining, the crew will receive a Covid-19 test. The Ministry of Health will issue a health certificate on confirmation of a negative result. The yacht and crew can then proceed to haul out their boat and will be permitted on land. During the quarantine period, Carriacou Marine will arrange delivery of requested provisioning supplies.



If you are planning to haul out in Carriacou this hurricane season and need further information, contact Carriacou Marine directly via www.carriacoumarine.com, tel (473) 443-6292 or WhatsApp (473) 406-0314, and see ad on page 19.

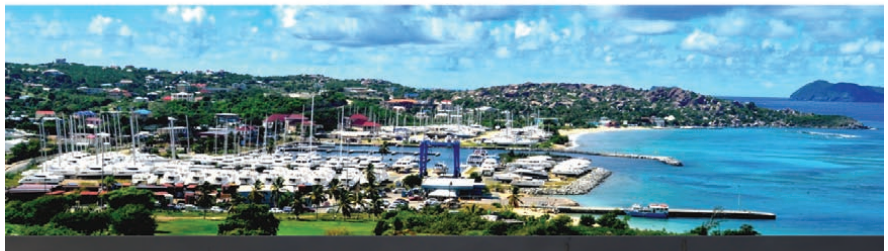
Puerto Del Rey Prepared for Hurricane Season

Nicole Quintero reports: Puerto del Rey Marina is located on the northeastern tip of Puerto Rico, in the Municipality of Fajardo. With 1,000 wet slips, it can accommodate vessels of up to 180 feet LOA and 15 feet of draft. These are complemented with an extensive storage of more than 600 spaces on 50 acres of land, which is home to 14 authorized contractors, skilled in areas such as propulsion systems, engine repair and mechanics, woodworking, electrical repair and much more.

Puerto del Rey has invested millions of dollars in infrastructure to increase the protection of vessels during hurricane season. Major upgrades to the breakwater and concrete piers have proven to be important factors in the success obtained over the past few years. Even the tie down area has been upgraded with four deep keel spaces, to make Puerto del Rey the most complete boatyard in the Caribbean.

—Continued on next page

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World-class beaches, luxury resorts & villas, and our own international airport make Virgin Gorda an ideal Caribbean destination. Haul or dock your vessel for storage or maintenance, and explore the beautiful island of Virgin Gorda.



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The addition of a 1,500Kw generator has allowed Puerto del Rey to be the only marina in Puerto Rico to offer all its customers a reliable power source after a storm.



The marina's management team also has the necessary training and certifications to know how to handle a marina during a major natural disaster.

For more information about Puerto del Rey and its hurricane preparedness program, write us at marina@puertodelrey.com or call (787) 860-1000 for more information.

Sailing Dates for Sevenstar & DYT Yacht Transports

Laurien Hoving reports: Sevenstar Yacht Transport and DYT Yacht Transport have the following fall sailings available. We hope to see you on board one of our company-owned vessels. Working with the very best loadmasters and crew worldwide, we make sure your yacht is in safe hands.



• SEVENSTAR
Departures from:
Monfalcone on October 20th and October 31st
Genoa on October 23rd and November 5th
Palma de Mallorca on October 25th and November 10th
Heading to Antigua, Le Marin (Martinique), St. Thomas (USVI), and Palm Beach, Florida (USA)
Departures from
Eemshaven on October 25th and November 10th
Southampton on October 25th and November 10th
Heading to Newport, Rhode Island (USA); Freeport (Bahamas); St. Thomas (USVI), and Le Marin (Martinique)
• DYT
Departures from:
Caribbean to US East Coast in November and December 2020
Caribbean to US East Coast to South Pacific in November 2020
Sevenstar and DYT are available 24/7 to answer questions. They are up-to-date with the latest Covid-19 rules and regulations in ports worldwide.

Contact Sevenstar Yacht Transport at www.sevenstar-yacht-transport.com or via email at welcome@sevenstar-yacht-transport.com for more information.

The Moorings Reopens for Caribbean Sailing Vacations

You're on the open water. It's just you and your family and a well-stocked sailboat. In other words, a sailing vacation in the Caribbean is one of the most enjoyable forms of social distancing.

Leading charter company The Moorings has announced how it plans to reopen when the Caribbean's travel destinations open their borders again. Every Moorings yacht will be disinfected by fogging immediately upon returning to the dock, before being cleaned, sanitized, and disinfected again prior to the next boarding.

Visit www.moorings.com for more information.

Antigua Charter Yacht Show Ready for December

Antigua Charter Yacht Meeting reports: Together, we have been sailing through uncharted waters, learning the new norms of social distancing and wearing masks in public. We owe it to ourselves to keep our minds in a peaceful state and to anticipate that there are calm waters ahead.

There is much to be grateful for. We are thankful for what Antigua's nature offers us. We will no longer take for granted a day sail to Green Island or a dip in our clear blue sea. Each time we walk the trails to Fort Berkeley and Shirley Heights and breathe the fresh air, we are thankful.

We are also appreciative of the large number of yachts that stayed with us over the past months and for all the captains and crew who remained safe and healthy.

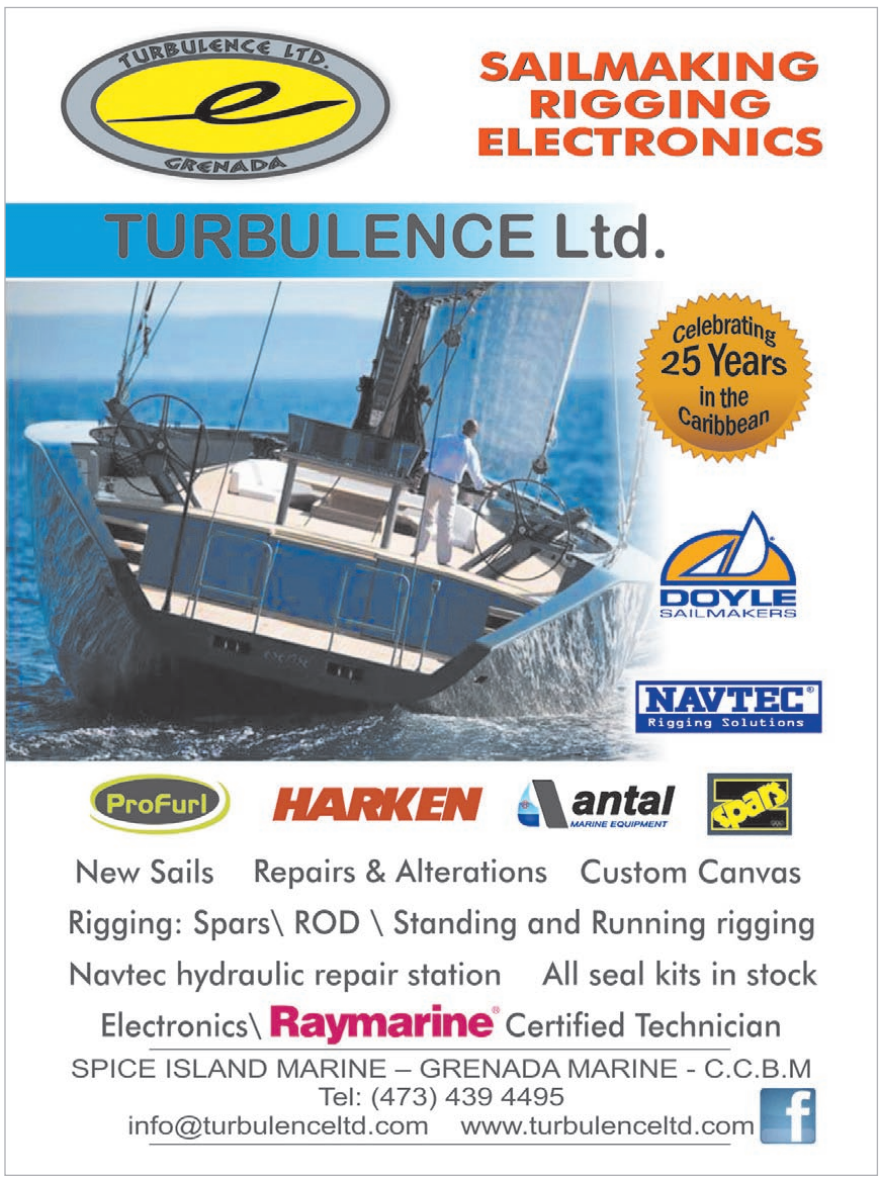
Antigua has taken many steps to ensure the health and wellness of its citizens, closely following guidance from the CDC and the WHO. We are working to put in place the necessary safeguards to ensure the health and safety of our team, visitors, owners, captains, crews, and yachting partners. Safety remains our utmost priority.

We at the Antigua Charter Yacht Show offer our unwavering support to meet the needs of our yachting community and friends. We are pleased to report that several yachts are ready to register for the 2020 Antigua Charter Yacht Show, taking place from December 4th through 9th. We anticipate that the Caribbean islands will bring lots of sunshine and relaxation as we pull our lives together.

We look forward to welcoming you back to our sunny shores in December or before!

Visit www.antiguacharteryachtmeeting.com for more information.





Yachting in Times of Covid: GRENADA'S RESPONSE



MAYAG

by Chris Doyle

I had just finished updating the information on Martinique for our *Sailors Guide to the Windward Islands* when Covid arrived. A day or so before I sailed to St. Lucia, Martinique had confirmed a couple of cases. I sailed into St. Lucia, happy to have my temperature taken on arrival — it seemed like a smart move. Then "bang" — country by country the Eastern Caribbean shut down as the number of Covid cases escalated. It is true St. Vincent & the Grenadines remained a little open to yachts, but only if you were willing to quarantine for two weeks ashore.

From a yachting point of view, the speed at which things changed was scary — it seemed it would be easy to get caught at sea with nowhere to go.

This virus and the response to it were world changers, unknown territory. The island governments did an exemplary job of keeping it in check and knocked back the infection with very few deaths. Many of us sat on our yachts in a state of uncertainty and some anxiety as our regular plans were shredded by events.

I was very pleasantly stuck in St. Lucia for a couple of months. The restrictions were moderate and carefully thought out. Except for about ten days of 24-hour curfew (with exceptions), shopping and exercising were no problem. But I wanted to return to Grenada, where I am a resident, so, like many others, I checked the Facebook cruisers' pages and news to see what was up. It was immensely comforting when Grenadalima.com made an appearance. They invited us to sign up, and when we did that, we knew that people were working to help get us back down to Grenada before the hurricane season got hot. I know hundreds of others felt as relieved as I did.

Yachting is a profitable form of tourism, especially in the Caribbean, where the conditions for sailing are close to perfect. No island has perhaps taken it more seriously, or benefitted from it more, than Grenada. To make yachting tourism really work takes both a vibrant association of those in the yachting industry, and a government that realizes the value of yachting and is willing to cooperate with the private sector. Grenada has both. MAYAG (Marine and Yachting Association of Grenada) has been doing an excellent job at being the interface between the yachting industry and the government, and the Grenada government has passed much legislation to make things work.



CHRIS DOYLE

When Covid hit the Caribbean, Grenada responded by closing its borders at 2359 hours on March 20th. This left about 20 boats sailing en route to Grenada, who were at sea and had no idea this had happened.

MAYAG set up a Covid-19 subcommittee the very next day. The immediate concern was with those yachts already in Grenada, full of questions about what this meant, and needing reassurance and help, and those at sea intending to clear in with no idea they could not. The volunteer members of this subcommittee will be familiar to many who know Grenada well: Karen Stiell, the secretariat of MAYAG, an independent businesswoman who handles much of the business end of MAYAG, and who directly interfaces with those on yachts; Jason Fletcher, president of MAYAG and representing boatyards; Dawn DeCoteau, MAYAG Vice President; Patrick Braithwaite, MAYAG executive member and representing chandleries; Anita Sutton, former MAYAG president and representing small marine businesses; James Pascall, former MAYAG VP and representing charter companies and marine businesses; Charlotte Fairhead, MAYAG member and representing marinas.

At this point, visiting yachts were probably more of an added complication and responsibility to the government than anything else. I imagine they were glad to have an organization willing to help. The government team that interacted with MAYAG included the Minister of Health, Nickolas Steele; Acting Chief Medical Officer Dr. Martin; Minister of Tourism Modeste Curwen; also in tourism, Patricia Maher and Nikoyan Roberts; Deputy Police Commissioner Franklyn Redhead; Chief Immigration Officer Leroy Joseph; Manager Ports Authority Ian Evans; Coastguard Commander Watson Edwards; and Customs Officer Algernon Belfon.

Since all this was in the days of Covid, communications were via official WhatsApp and Zoom groups, which worked smoothly.

The yachts that had been underway and arrived after the lockdown were initially put in a kind of limbo quarantine off St. George's, and given permission to stay there while they worked things out. MAYAG came up with a simple provisioning scheme so they could order some food while they sat at anchor.

It became clear that the first thing MAYAG needed to know was who were the yachts at anchor, and where were they. So Grenada Lima (Grenadalima.com) was born, a data base that could help keep track of how many yachts there were, where they were, and how many were on board. This was done by the Secretariat of MAYAG, rather than MAYAG as whole, which enabled privacy concerns to be met and to make sure the data was not misused.

The black and yellow checked signal flag "Lima" (for the letter L) when flown in harbor means "ship is under quarantine."

Meanwhile, as Grenada went into curfew and heavy restrictions, MAYAG members were wondering how they could ever get back to working on yachts, and when yachts might be able to come back into Grenada. They also felt that Grenada was pivotal to the cruising community as one of the safest havens during the hurricane season, and that yachts really needed to able to come back around June when the hurricane season officially started. It was the right thing to do. Meanwhile, minor problems had to be solved, the gas stations were all closed; the only place to get fuel was in Port Louis Marina. People were running out on the south coast, and with good communications, the coastguard became instrumental in helping them out.

The 250 cruisers in Grenada quickly filled in the Grenada Lima forms, but MAYAG also started getting people who were not in Grenada wanting to register to be able to come down, so they opened that up and the numbers kept growing till Grenada Lima had about 1,250 people on their database, the majority wanting to come to Grenada.

After a couple of weeks, those who had arrived after the ports were closed and had been put in quarantine were allowed to bring their yachts into one of the floating superyacht docks in Port Louis, given a health check, and cleared in. This helped MAYAG to design a protocol for later when others would be allowed to come.



CHRIS DOYLE

Above: The quarantine reception and testing station at Port Louis Marina.

Below: Yachts in the quarantine anchorage between St. George's and Grand Anse.

During the heavy lockdown, cruisers themselves worried when they saw a boat they did not know enter their anchorage. MAYAG arranged to be the one to receive those calls, so they could check on their lists and only contact the coastguard if there was a problem. There was also a strict separation of Grenada (which had a few Covid cases) and Carriacou (which did not).

As the current situation came under control the Covid-19 subcommittee discussions centered on how to open Grenada up safely for the hurricane season, in a manner that would satisfy the government, keep the people of Grenada safe, and allow yachts to come back in. They also worked on protocols to reopen the marine industry, so that work on yachts could be done safely with social distancing, masks and contact tracing.

The basic protocol for arrivals had the arriving yacht go directly into a quarantine dock in Port Louis (open 24 hours), get a health check and temporary clearance, then return to the well demarcated quarantine anchorage in St. George's, and stay on board for two weeks (swimming is allowed but not to other boats or socializing), after which there would be further health check and a Covid test. If all was well, then the yachts could clear Customs and Immigration properly.

Grenada Lima kept us well informed so when the time came for me to set sail to Grenada, I was ready. We were given a three-day arrival window which made it easy. I had some questions and MAYAG almost instantly responded to e-mails. I sailed down from St. Lucia, waving at SVG as I passed by, and — except for arriving and getting docked single-handed in very squally late-afternoon weather — it was all smooth. The health team that checked me in the next morning was very welcoming, and I went out to anchor in the quarantine zone. Grenada Lima had information about how to buy stores online (a choice of several businesses where you can order online and then when the shopping arrives, go pick it up when told to do so). While at anchor I watched about a hundred more yachts arrive. I could tell by viewing Facebook posts that the yachts were all full of praise and gratitude for the system and their welcome. Grenada Lima kept us informed by e-mail about the procedures before they happened, and as those of us in the first batch neared the end of our two weeks quarantine we got a VHF call from Port Louis inviting us to come in for our Covid test. The next day we all received an e-mail that told us we were Covid free and could clear Customs. Since we were the first batch, there was a minor hiccup at Customs over the test results, which was quickly dealt with, and we were all cleared in an easy and pleasant manner. For the next batch, when you go for your tests you will fill in a form authorizing your results to go to Grenada Lima, which will smooth that out and speed things up.

While Covid-19 caught us all off-guard. Grenada responded instantly. It was the first island to come up with a workable protocol to get boats to be able to move again, which was done well, intelligently, and very professionally. I have nothing but praise for MAYAG's achievement, and the cooperation they got from the government. It sets a high standard for other countries to follow.

The 2020 USVI Charter Yacht Show will take place November 12th to 15th, at Island Global Yachting's (IGY) Yacht Haven Grande Marina. Show organizers will adhere to Covid-19 safety orders in place at the time. This "Best of all Worlds Show," organized by the Virgin Islands Professional Charter Association (VIPCA), features a one-stop opportunity for charter brokers to see an impressive display of sail and power catamarans, monohulls and luxury motoryachts all in one location at one time. The event also enables crews, managers and local vendors to launch their Caribbean season and promote themselves and their services.

THE SHOW MUST GO ON!

USVI Charter Show On for November

by Carol Bareuther

Phil Blake, general manager of Yacht Haven Grande Marina, says, "Our dockside services, resort-like amenities and deep-draft alongside berthing, plus 24/7 security, make Yacht Haven Grande the best spot in the Caribbean to welcome and receive guests."

Charter brokers, yacht crews and charter guests alike will find two notable additions at the marina. The first is the use of the property's prominent outdoor spaces for artists to display their work, thanks to a partnership with the Virgin Islands Council on the Arts. The second key change is that IGY has introduced a new restaurant group that will operate three of Yacht Haven Grande's food and beverage establishments. The three restaurants, Navy Beach, ISLA Cantina and Sylvette, as well as Enkai Sushi and Moe's Gourmet Grocery, will be open in time for the 2020 USVI Charter Yacht Show.

Yacht Haven Grande is making it easy and inexpensive for crews to jump-start their season. First, the exceptionally low show berthing rate of US$1.50 per foot per day runs November 4th through 22nd. Second, there's an additional ten percent early-bird discount for dockage paid in full before September 11th. Third, the "on arrival" fuel rate comes with a ten-percent discount. What's more, yachts traveling north from the Southern Caribbean for the show or chartering in this area afterward can enjoy a five percent dockage discount at IGY marinas in Rodney Bay, St. Lucia, and Isle de Sol, St. Martin, from November 1st to December 15th.

More than 70 yachts and over 150 charter brokers from the Caribbean, US and Europe are expected to attend. Direct flights to St. Thomas from major US international gateway cities make it easy for brokers to fly to St. Thomas from the US or Europe.



PHIL BLAKE

The 2019 USVI Charter Yacht Show at IGY's Yacht Haven Grande Marina on St. Thomas.

For those attending the Charteryacht Society of the BVI Fall Charter Yacht Show (November 8th through 11th, www.crewedyachtsbvi.com/boatshow), the USVI Charter Show offers direct water taxi service from the BVI to Yacht Haven Grande with expedited US Customs clearance. Once in the USVI, there are discounted rates at the show's preferred hotels.

The marina is only 15 minutes away from the airport, making it convenient for charter guests to arrive on the island and quickly get to their charter yachts.

This is VIPCA's fourth year as host of the USVI Charter Yacht Show. "Seminars with catered lunches ashore provide industry updates, leaving the evening events to focus on the networking between crews and charter brokers. The first night, we embark on a sunset sail for our Welcome Party. Night two has metamorphosed into a Progressive Dinner with three seatings onboard participating yachts. The third and final night has moved ashore to the chic new Navy Beach restaurant for the Awards Dinner Ceremony," says Oriel Blake, VIPCA executive director.

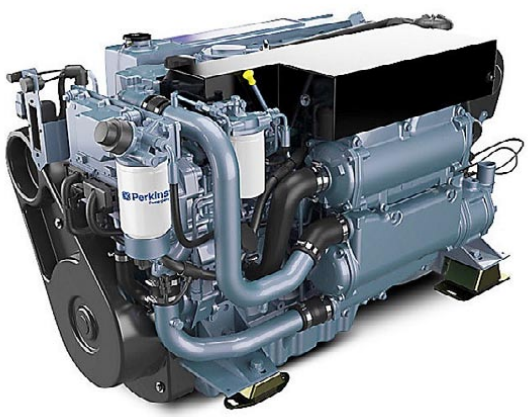
VIPCA is the territory's nonprofit marine association. Its purpose is to promote, protect and further the capabilities of charter yachts and the marine businesses that sustain them. Projects and initiatives that VIPCA membership supports include producing a marine directory of local information, technical advice and resources; improving Customs and Border Protection facilities; gaining ease of access for charter vessels between the USVI and Spanish Virgin Islands; compliance guidance; installation of territory-wide new transient moorings; and marine vocational training for VI youth under the organization's charity fiscally sponsored by Community Foundation Virgin Islands (CFVI.net), Marine Rebuild Fund.

Contact vipca.org for more information.

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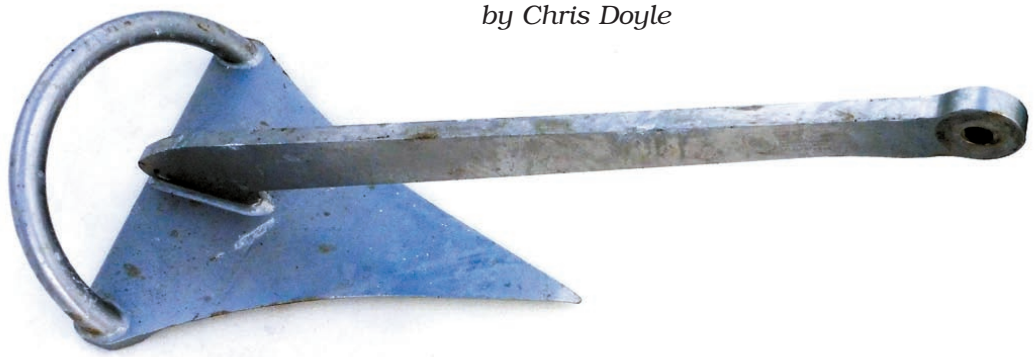
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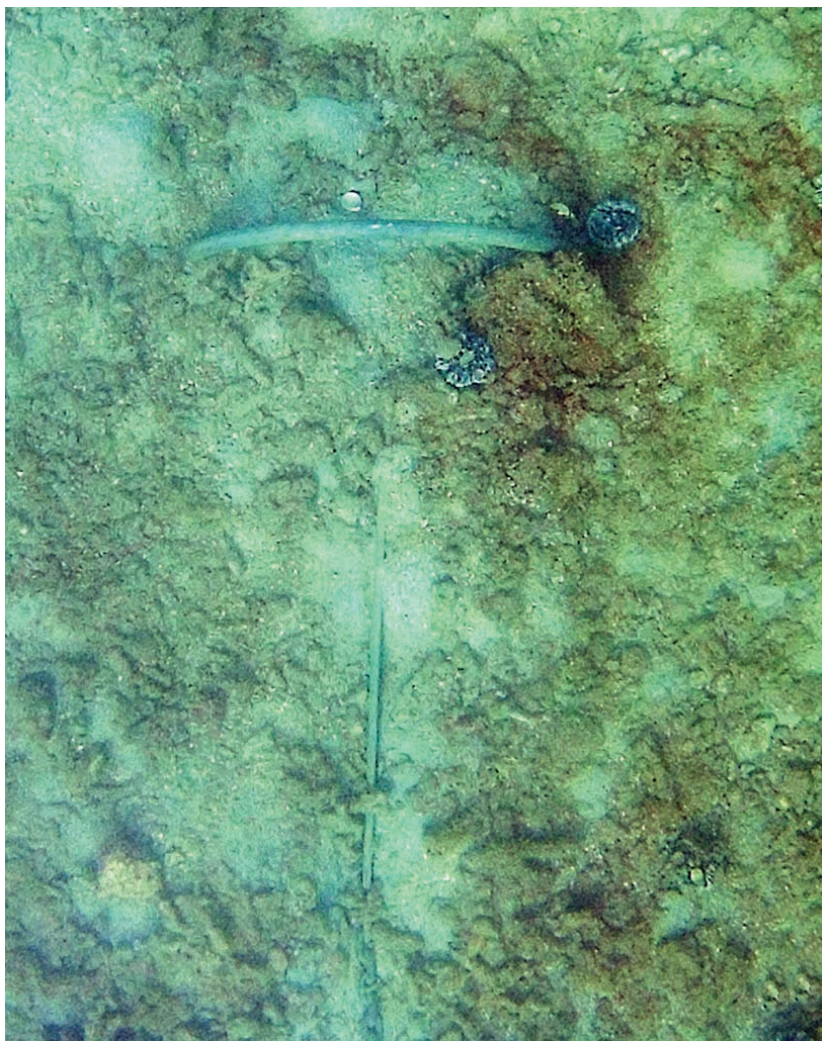
by Chris Doyle



We all love possessions, some of them anyway, but when does our possessiveness end up owning us?

Something happened to me quite recently. Before I had my catamaran, *Ti Kanot,* built in Trinidad, I had owned an old monohull – one of the really old, original, CSY unsinkable bareboats, called *Helos* — for about 20 years. It came with the standard anchoring equipment for the time: 12 feet of stainless chain and 120 feet of rope rode, and a CQR anchor, with a Danforth as a spare. Strangely enough, bareboats in those days mostly did fine on that meagre ration, but there was a lot more dragging room in the anchorages back then.

But *Helos* had been out of charter for a few years and I had a terrible time getting it to stay put anywhere except in the softest sand. On one memorable occasion I had both anchors out in series (one attached to the next) and was still steadily moving with the wind through Hillsborough anchorage with a diplomat on



board who was getting late for a meeting and becoming frantic. This was a puzzle; I had used these kinds of anchors on other boats and they were fine. What was wrong? I kept asking people. It took a while, but eventually I found someone who knew: "Anchors with moveable parts, like Danforths and CQRs, become useless after some years of heavy work. The angles of the parts are critical, and when they wear enough for that to change, they no longer hold." I replaced them and all was well. I eventually bought a Delta with no moving parts and that was fine.

When I had *Ti Kanot* built, I considered what I had learnt, and what I needed. One lesson was that stainless chain was wonderful: there's no rust and no mess, and mud does not stick to it. The stainless chain that had come with the old CSY boat never had to be changed and close inspection proved it to be perfect after 30 years of use. But at the same time I was hearing about people buying new stainless chain and having the whole thing disintegrate on them after only a year or two. In the old days we never had that problem, and it seemed unlikely to be the quality of the chain; the chain on those old charter boats was cheap Taiwanese stainless and it appeared to last forever. I noticed that all those with stainless chain woes were using all chain rodes, and they all had windlasses. Those old charter boats had no windlasses, and they only had 12 feet of chain attached to rope. The cause of chain deteriorating today seemed most likely to be electrolysis.

Hauling anchors and chain up from the seabed was getting old (and so was I), so I was installing a windlass on *Ti Kanot*. But that should be fine — I was not going to use all chain (too heavy for a cat), so the chain would always all be in the water when anchored and there should be no electrolysis. Although up till then I had managed with 12 feet of chain, it was not really enough, so I decided on 50 feet.

And just to make things perfect, I would splurge on an all-stainless anchor, the 40-pounder I'll call Brand X, to go with it. This, back near the turn of the century, was considered the ultimate in new design. It had a giant flat slab of amazingly thick stainless steel shaped like a spade with a sharp point. This slab was welded to an equally massive stock, and, to make sure it set the right way up, a roll-bar. Brand X made both the anchor and the chain, and they were things of beauty, gleaming, shiny, and pretty much a guarantee, if you read the brochure, that that every piece had been welded by a guy with a PhD in metallurgy.

In the beginning all went relatively well and I was happy till one day I sailed into Tyrrel Bay, Carriacou, towing Jeff Fisher's little racing boat, with Jeff and his racing crew on board. We dropped anchor under sail, so I did not back down on the engine, and we went ashore for pizza. A squall came through (it was dark by then) and soon we got an urgent message that *Ti Kanot* was moving through the anchorage. Happily, a bunch of wonderful cruisers had grabbed her and tied her to the dock. Whew!

Left: My new anchor finds a way to dig right in and set hard. I should have made the switch years ago.

Right: The Brand X anchor looked hefty, but never held as well as I thought it should.

This dented my confidence in my new system somewhat. I do normally both back down on the anchor and dive on it; this made me extra careful.

At that time Tyrrel Bay had a lot more weed on the bottom than before (it comes and goes) and I soon found that the gleaming Brand X did not like holding in weed and had little ability to grab again if it started moving. When the bottom had a lot of coral rubble, the Brand X would scoop it up into a big heap, and if the heap got big enough, it would stop the boat moving. But it was not a comfortable set. I could snorkel down and grab the anchor, and it would wobble around and not feel secure. Of course, if I could find some decent sand it would set like a rock, sometimes disappearing altogether.

Had I not had this very lovely, brilliantly shiny, maintenance-free system, I would have given some more thought to how to modify it to make it work better. I thought about adding more chain, but that would have been hard to do well in stainless. So instead I became very adept at knowing where all the bits of good sand were likely to be, and trying to make sure the anchor dropped right in one. And, by being careful, I did not have too many problems. But this was not great, inasmuch as it seemed to me the weed was growing well (good from an ecological perspective: it supports conch, turtles, sea urchins and many more critters) and the sand was washing away, leaving more and more coral rubble.

I had some memorable drags. One was in the middle of the night in a heavy squall off Riviere Sens in Guadeloupe. Another time I was anchored in Deshaies in Guadeloupe, when the wind was funneling through the bay at well over 25 knots. I dived on the anchor many times; the chain fell over a ledge and the anchor seemed well hooked on a solid lump of rock. I was there for some days waiting for friends. When they arrived, I took them out to the boat and prepared lunch. Halfway through the meal, the boat took off all on its own. The anchor had somehow, after three days, decided to break free.

The worst drag was on a night in the crowded anchorage in Clifton, Union Island. The anchor, which had withstood some major squalls during the day, lost its grip in the night. To make things worse, the windlass was slipping and as my friend Pinky and I tried to extricate ourselves from the mess, one or two nearby yachts shone bright searchlights at us, blinding us. (Such lights, while they may gratify the person holding them, make life really hard when under stress, so if the person who did this has been leading a miserable life, I hope it was not due to the curse I uttered, but just to make sure, I have rescinded it.)

So I was managing, and generally it was okay but far from perfect. The Brand X had never held as well as I thought it should. So why did I not do something? I had a big investment in that shiny stainless chain and anchor, so I was not in a hurry to change. I did sometimes wonder about swapping the anchor back for a regular Delta just to see what difference it made. But as new anchor designs came out, and people sung their praises, I started to think. I bought a 20-pound Mantus as a second anchor and was impressed with the way it dug in.

Finally, at the beginning of this season, I was unshackled from my stainless chain when my annual anchor inspection revealed several small areas of crevice corrosion forming on several links of the chain. The chain had been in use nearly 20 years and owed me nothing. Time for a change.

I switched it for 80 feet of galvanized chain. I put the shiny Brand X in a locker and bought a 45-pound galvanized Mantus. The difference is amazing. I now have an anchoring system that really works. On coral rubble the Mantus does not heap it up but finds a way



to dig right though it and set hard. Same on weed. I no longer need to be so picky about where I anchor, and the feeling of security that comes with knowing the anchoring system works really well is huge. Having been anchored on coral rubble for a couple of months in St. Lucia during Covid quarantine, I can see no galvanizing is left on the chain, so there will be maintenance issues. But the primary purpose of an anchor is to hold you in place; the rest is minor.

I should have made the switch years ago.

Caribbean ECO-News

Regional Strategy for Key Marine Habitats

World Oceans Day on June 8th celebrated the underwater world whose abundant marine resources sustain the land above it. Some of these resources and ecosystems, such as the seagrass, mangroves, and corals, offer potent, nature-based solutions to climate change and sustainable development.

Seagrasses, for example, purify ocean water, provide fish nurseries, and support rich biodiversity. A single acre of seagrass may support as many as 40,000 fish and 50 million small invertebrates. Seagrass sediment is one of the planet's most efficient stores of carbon.

The habitats act together to trap and store carbon: seagrasses support mangrove function by protecting them from waves, and mangroves protect seagrass beds from excess nutrients and sediment. The coral reef-mangrove-seagrass complex has been described as one of the most biologically diverse and productive systems in the world, with strong inter-linkages between the three. Collectively, the ecosystems provide benefits to adjacent coastal communities and countries. Protecting marine ecosystems in the Caribbean is vital to safeguarding the future of countries and territories in the region.

One tool that can help is the Regional Strategy and Action Plan (RSAP) for the Valuation, Protection and/or Restoration of Key Marine Habitats in the Wider Caribbean 2021 – 2030. The RSAP aims to strengthen national and collective action to manage coastal ecosystems, particularly coral reefs, mangroves and seagrasses, to maintain the integrity of the habitats and ensure continued flow of ecosystem goods and services.

Visit www.unenvironment.org/news-and-stories/story/three-habitats-nourish-our-oceans for more information.

Landmark Agreement for Mangrove Restoration

The Inter-American Development Bank has signed a landmark agreement for mangrove restoration with The University of the West Indies. The UWI-based Solutions for Developing Countries (SODECO) agreement will enhance Jamaica's ability to adapt and increase its resilience to climate change through a technical assistance programme on mangrove restoration.

Financing for the restoration project will come from a grant valued at US$2.45 million, provided by the "UK Blue Carbon Fund," which was established in the IDB in 2019 and financed by the United Kingdom's Department for Environment, Food and Rural Affairs.

There is a growing recognition of the critical importance of mangrove forests in providing economic, ecological and social goods and services, including the provision of coastal protection, habitats for commercially important seafood, and the capture and storage of carbon dioxide. The carbon that is captured and stored in these coastal and marine ecosystems is referred to as "blue carbon" and is an important element in reducing the impact of climate change.

As these vital ecosystems are restored, conserved and managed, their capacity to carry out this natural storage function improves. The blue carbon restoration in southern Clarendon is designed to restore more than 1,000 hectares of degraded mangrove forest, and boost ecosystem-based livelihood opportunities.

The project is the first of its kind in a series of blue carbon projects in Latin America and the Caribbean to be implemented by the IDB under its UK Blue Carbon Fund, through its Natural Capital Lab and Sustainable Islands programmes. The fund was designed to promote the sustainable management of mangrove forests and accelerate the blue economy and sustainable development in countries with important mangrove ecosystems in the Caribbean and Latin America.

"With the recovery to the Covid-19 pandemic and 2020 hurricane season set to overlap, we urgently need to provide quality green jobs while building resilience to the climate emergency. This project can be win-win at this remarkably difficult time," says Therese Turner-Jones, the IDB's country representative for Jamaica.

Asif Ahmad, British high commissioner to Jamaica, adds, "With one eye on the upcoming Atlantic hurricane season and the next firmly set on the current global pandemic that is Covid-19, this project will not only firm up climate resilience but provide much-needed environmentally friendly, green jobs in this most difficult period."

The project, which will be the largest mangrove restoration project undertaken in Jamaica, is expected to be completed by 2026. It is expected to result in a mangrove system that is viable, healthy and optimally functioning.

"Having this opportunity to restore these decimated mangroves in Jamaica, and with them the several recognised ecosystem services which they provide, is nothing short of an absolute privilege," said SODECO'S head Forrester.

Read the full story at www.jamaicaobserver.com/news/millions-donated-to-save-clarendon-mangroves_194385

Coral Mapping to Accelerate Reef Protection

Commonwealth countries are responsible for more than a third of the world's coastal ocean, and 45 percent of its coral reefs.

The Commonwealth Secretariat is joining forces with Vulcan Inc. to help member countries manage their ocean spaces via cutting-edge mapping technology. The new tool will use satellite technology to create country-specific data and generate high-resolution images to help map, manage and monitor coral reefs in the Commonwealth.

Announcing the initiative in time for World Reef Awareness Day, June 1st, Secretary-General Patricia Scotland said, "The threats confronting our ocean are numerous and can be perceived by governments as overwhelming, with 90 percent of coral reefs at risk of disappearing within the next few decades due to climate change.

"That is why Commonwealth leaders launched the Commonwealth Blue Charter in 2018, which is a shared commitment from all 54 member countries to tackle urgent ocean issues together. Our partnership with Vulcan Inc, as well as others in the private sector, academia and science networks, will work to translate our vision into meaningful on-the-water actions."

Building on the technology behind Vulcan's Allen Coral Atlas (https://allencoralatlas.org) – a public platform that converts data from a range of sources to generate detailed maps, images and alerts on coral reefs – an interactive coral reef map will be hosted online on the Commonwealth Innovation Hub (www.thecommonwealth.io). The information it contains will support marine ecosystem planning, management, governance and community action in member countries.

Chuck Cooper, Managing Director of Government and Community Relations at Vulcan, says, "The Allen Coral Atlas is helping to provide foundational data which inform critically important conservation efforts. Working with Commonwealth countries, we can change the trajectory of the coral reef crisis."

Visit https://bluecharter.thecommonwealth.org for more information.

'Building Resilience with Nature and Gender' Toolkit

Each year since 1974, the international community has observed June 5th as World Environment Day (WED). To mark WED 2020, the Organisation of Eastern Caribbean States (OECS) Commission released a publication entitled *Building Resilience with Nature and Gender in the Eastern Caribbean: A Toolkit to Mainstream Ecosystem-Based Adaptation, Gender Equality & Social Inclusion.*

This Toolkit is intended to support climate change practitioners and decision-makers in mainstreaming ecosystem-based adaptation and gender equality and social inclusion considerations into climate change adaptation-related policies, plans, and on-the-ground activities. It provides detailed guidance on how gender equality and social inclusion aspects should be taken into account as part of the process of mainstreaming ecosystem-based adaptation and formulating concept notes for funding.

The ultimate purpose of the Toolkit is not to create new tools, as many of these have already been developed, but, rather, to gather, select and/or adapt available methods and resources that are most relevant in the Caribbean context.

Director General of the OECS, Dr. Didacus Jules, says,"This Toolkit arrives at a time when the islands of the Eastern Caribbean are placing increasing focus on the concept of resilience. The fact that it promotes the integration of ecosystem-based approaches, gender equality and social inclusion makes it highly relevant, not just for climate change, but also for resilience-building in the broader socioeconomic context."

Contact joan.norville@oecs.int or visit www.oecs.int for more information.

Coastal Risk Screening Tool and Risk Finder

For the sixth year in a row, the first named storm of the season formed prior to the official June 1st start of hurricane season. This year's early-bird storm was Tropical Storm Cristobal.

Experts are predicting a more active than normal hurricane season for 2020 due to above-average water temperatures and the expected absence of El Niño. And climate change appears to be making severe hurricanes more frequent. Rising temperatures are causing hurricanes to become more intense, strengthen more rapidly, produce more rainfall, and create higher storm surges.

Storm surge is the leading cause of loss of life during hurricanes. Sea level rise exacerbates the dangers of storm surge by raising the platform atop which storm surge arrives.

You can learn about risks to your community from storm surge and other coastal flooding, using Climate Central's Coastal Risk Screening Tool and Risk Finder. Scroll the map down to find Caribbean locations. The Coastal Risk Screening Tool allows users to see what global coastal locations are threatened by sea level rise and coastal flooding now and in the future.

See the map at https://sealevel.climatecentral.org/news/new-coastal-risk-screening-tool-supports-sea-level-rise-and-flood-mapping-b/; find locations of interest and zoom in.

Preserving Nature in the Grenadines

Throughout 2020, the organizations Environmental Protection in the Caribbean (EPIC) and St. Vincent-based SCIENCE aim to enhance the capacity of enforcement officers in monitoring and protecting nature on Grenadine islands through training in modern technologies, such as drones. The organizations will also work with local stakeholders to implement the Grenadines Seabird Conservation Plan, develop a school curriculum focused on nature, and conduct environmental education programs in the community. In addition, researchers and local volunteers will census the seabird populations on the islands to get an accurate estimate of the total population for our region. The team is regularly assessing which aspects of the project are feasible given changing coronavirus restrictions and hopes to complete all aspects of the project, even in modified form.

Project Coordinator Juliana Coffey noted "If there is anything to be learned from the current global crisis,



JULIANA COFFEY

Laughing Gull and Grenadines Pink Rhino Iguana are some of the species found on Grenadines islands threatened by human activities.

it is that we must begin to adjust our relationship with nature and wildlife. Preserving biodiversity is an important aspect of both preventing and being able to respond to such events."

The Grenadines consist of approximately 80 islands that are politically split between the nations of SVG and Grenada. Due to their isolated settings, the uninhabited islands in the Grenadines exist as natural reserves for biodiversity. Because not all of the islands have been inventoried for biodiversity, it is possible there may be unique species on these islands which have yet to be discovered

Throughout the island chain, there are over 120 species of birds who use the islands and surrounding waters for breeding, feeding and resting. The endemic Grenada Flycatcher and various restricted range species, such as the Antillean Crested Hummingbird (Doctorbird) can be found in these islands. Others such as the Scaly-naped Pigeon (Ramier) and Carib Grackle (Blackbird) frequently nest on offshore islands. Several unique reptile species are found on Grenadine islands, such as the Union Island Gecko, the Grenadines Sphaero, the Grenada Snake Boa and the Grenadines Pink Rhino Iguana. In addition, several species of sea turtles nest on beaches throughout the archipelago, such as Green, Leatherback and the critically endangered Hawksbill. Perhaps most impressive however, are the more than 54,000 pairs of 12 seabird species that nest and raise chicks on the most remote and inaccessible islands.

Unfortunately, most of the uninhabited islands of the Grenadines are threatened in one way or another. Many islands are privately owned, some of which are featured on the international real estate market, leaving them vulnerable to development projects that may not consider their environmental or cultural values. Unregulated visitation by tourists to remote islands creates disturbance to native wildlife and damages natural habitat, while improperly disposed garbage regularly washes up on shorelines. Poaching of seabirds, their chicks and eggs from offshore islands continues to occur, as well as illegal vegetation-control fires. Non-native predators, such as cats and rats, injure and kill native wildlife, while freely roaming goats and sheep overgraze vegetation and contribute to erosion.

Although some of these islands are federally designated wildlife reserves or fall within the boundaries of marine protected areas, enforcement of protective legislations has been limited. The remote setting of many Grenadine islands contributes to their inaccessibility. Research, monitoring and enforcement at these sites has been limited, an issue EPIC and SCIENCE hope to address through the current project.

Contact juliana@epicislands.org for more information.

St. Martin's Marine Reserve Journal

The latest issue of the bilingual (French and English) *Journal of the Marine Reserve of St. Martin* is available for free download now at https://reservenaturelle-saint-martin.com/journaux-pdf/2020/journal37.pdf

SAVING SALT WHISTLE:

The Tiny Island That Could

MARY BARNARD



by Nancy Saul-Demers

As people across the world struggle to withstand ravages of the Covid-19 pandemic, a tiny island of some 280 souls In St. Vincent & the Grenadines is focused on a completely different threat. The Atlantic Ocean is threatening to breach the narrow isthmus that protects Mayreau's picture postcard perfect anchorage: Salt Whistle Bay. With hurricane season approaching, it is clear that the isthmus couldn't withstand a tropical storm much less a major hurricane. Facing this ticking time bomb, the people of Mayreau joined together to tackle this challenge with the resources at hand.

"We've been trying to gather as much conch shell as possible and as much stone as we could lift to reclaim that area," explains Munro Forde, a 40-year old entrepreneur who has emerged to lead this community effort. "We don't have the equipment to move huge boulders but we can see Happy Island in Clifton Harbour that was built from conch shell." In mid-May, some of Mayreau's small fishing boats headed over to nearby Union Island where huge piles of conch shells, discarded by fisherfolks, were creating an eyesore. Crates and buckets were used to load the boats with shells to be placed on the badly eroded windward shore of the Salt Whistle isthmus.

"Over the years we have been concerned about coastal erosion here due to climate change," said Forde. "It is now urgent, with only seven to 12 feet of land left before both sides merge. We're trying to take back whatever land has been taken away."

Forde set the record straight on the idea some have floated that the erosion was caused by intentional removal of mangroves or other natural growth. "There were coconut palms anchoring that entire isthmus. One by one the coconut palms have fallen as the constant banging of the Atlantic has eroded the soil from their roots. And even the sea grapes went due to the erosion."

Does the tiny population of Mayreau have a chance in this David and Goliath struggle with Mother Nature? Time will tell, but the early signs are all positive. After the progress made by a relatively small group during the first work bee, word went out. The people of Mayreau came out in droves and soon their efforts were bolstered by men and women from the neighbouring island of Canouan. By Day Three of their efforts in late May Forde reported, "So far we've been able to add 12 or more feet of conch shells to fill the space taken by coastal erosion." Benefactors stepped forward to buy gas for the boats travelling between islands laden with conch shells and a GoFundMe page (www.gofundme.com/f/fix-saltawhistle-bay-mayreau) was established.

Some observers have suggested it might make sense to just let nature take its course. Forde and his supporters would firmly disagree. "We know the importance of Salt Whistle Bay — about 50 percent of our meaningful employment on this island comes from Salt Whistle Bay. That's why we're striving to get it fixed as soon as possible. Even the engineers admit that without a fix, it won't last a year. What we are working for is a quick fix to hold the area until a more permanent solution can be put in place. We need to keep working until the government understands the importance of this and steps in." [*Editor's note: As this issue of* Compass *goes to press, the SVG government has announced that official work to protect the isthmus will commence this month.]*

Forde recognizes, "Because of the geography of the place, we are challenged getting the best equipment, the proper tools and the proper transportation for the job." He recounts his efforts to negotiate a budget to get the right equipment onsite for an entire weekend to complete the interim project. Until those funds are in place, Forde reveals that "people on Canouan are planning to load a truck with stone and conch shell and send it down on the ferry for the weekend and we're exploring having people on Union fill bags with conch shells and sending them over by ferry also. Honestly, I'm on it 24-7."





Above: Vercil Glynn places conch shells as a temporary breakwater.
Top left: The wider isthmus protecting Salt Whistle Bay in the mid-1970s.
Top Right: Norfrick Grant and Sammy Cupid carry another crate of conch shells.

But what keeps him going in the face of great odds? "There is so much history at Salt Whistle Bay — it has a lot of significance for our whole community. We used to picnic there and fishermen from Bequia used to camp there. I acknowledge that. The beauty and the tranquility of Salt Whistle Bay is just too much to mention. What I'm doing is for the interests of Mayreau now and for the future generations of Mayreau."

When asked what assistance he'd like, Forde was frank. "We need to see the Tobago Cays Marine Park involved. They should be leading the fight."

He would also like yachties to understand the threat of the Atlantic breeching the isthmus and destroying Salt Whistle Bay. "We want them to know that collectively, the people of Mayreau are engaged in trying to reduce that threat to the beautiful sheltered calm anchorage they love. I'd like to see every visitor to the island bring whatever conch shells they can. Every bit helps. One by one, we'll eventually fill the whole basket."

You may want to share your thoughts about the need to secure the Salt Whistle isthmus, thereby protecting the Salt Whistle Bay anchorage, with relevant government officials and entities. Please take a moment to e-mail (and copy SaveSaltWhistle@gmail.com):

Hon. Dr. Ralph Gonsalves, Prime Minister and Minister responsible for Grenadines Affairs: pmosvg@vincysurf.com
Hon. Cecil O. McKie, Minister of Tourism, Sports and Culture: tourism@gov.vc
National Parks, Rivers and Beaches Authority: nationalparkssvg@gmail.com
Mr. Thomas, Board Chair, Tobago Cays Marine Park: tcmp191@hotmail.com
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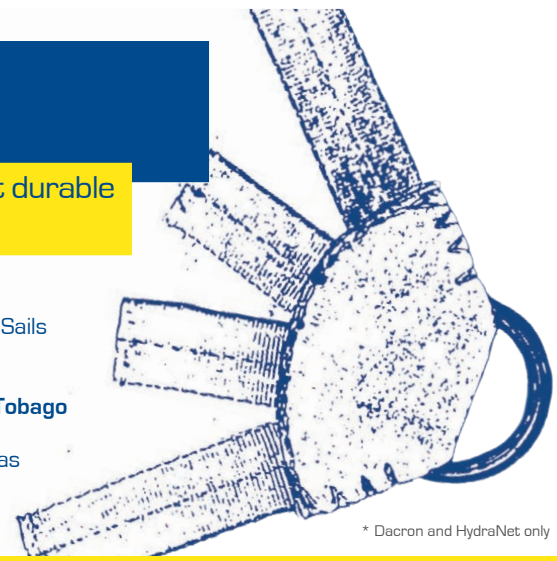
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Caribbean Marine Parks are Missing Cruisers

by Emma Doyle

Cruisers directly support so many positive conservation and education programs across the Caribbean region through contributions of mooring and visitor fees at marine national parks. The start of the Covid pandemic triggered immediate concern among park managers about the loss of visitors.

Of 30 priority marine national parks that collaborate with NOAA's Coral Reef Conservation Program and the Gulf and Caribbean Fisheries Institute, about half of the funding for national park operations comes from tourism-related sources.

The response to this loss has been austerity measures — staff cuts, salary cuts and shrinking park programs. Many marine national parks in the Caribbean closed their doors. Some kept skeleton staff on-site to ensure basic operations. All avoided laying off valued staff who they've invested time, energy and expense in training, and who will be needed again as the parks will play an important role in national economies rebounding from the crisis.

Concerns about the loss of local livelihoods abound — impacts on fishers from market changes and impacts on those employed in the tourism sector.

At the same time, parks are seeing sometimes exponential increases in poaching. Some are making use of drones for surveillance. Most are working more with local law enforcement partners to help make spot-checks and safeguard natural resources that have benefited from past protection.

Curfews are a particular challenge, limiting activities like night-time and early morning sea turtle monitoring patrols.

Public consultation meetings are prohibited and keeping programmatic activities like education and coral monitoring going is a challenge. Some of the more mature education programs have converted to online activities. A shortage of volunteers, both local and from visitor programs, is limiting monitoring activity just when parks were looking to ramp up efforts to monitor and treat a parallel coral pandemic — the spread of stony coral tissue loss disease in the region.

There are also reports of good things happening. Many parks are sharing anecdotal reports of cleaner water, enhanced visibility and more sightings of marine fauna than before. Parks are taking the opportunity to focus on maintenance work and back-of-house activities. As they look to get back to full patrol schedules and prepare to re-open, the parks are implementing Covid-19 response and visitor management plans.

You know how you feel better when you visit a national park or other natural area, especially when you've been stressed? As cruisers become free to travel once again, know that we all make a difference as part of the community of the Caribbean national parks that we visit.

For general information on marine protected areas, I suggest the MPAConnect Instagram: @MPAConnect_caribbean

Also, the Gulf and Caribbean Fisheries Institute website, www.gcfi.org/initiatives/mpa-capacity-program, has a map and list of priority sites.





Above: Rangers at the Turneffe Atoll Sustainability Association, Belize

Top: Rangers at the the Soufriere Marine Managed Area, St. Lucia





Trinidad, Part III:

How Trinidad Makes Learning Fun

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

Kathryn Christopher of the Trinidad & Tobago Yachting Association would title this piece "Summer Camp Bits and Bobs, Tips and Tricks":

"Our primary goal as a sailing school has always been to make sailing a fun, accessible sport for our communities. This means supporting those who may be differently abled, may require special attention, or might not be well off financially. The Antigua Yacht Club recently donated two Challenger trimarans specially designed to allow sailors with mobility difficulties to experience freedom on the water. We are excited to begin hosting classes in these vessels, and our instructors and volunteers have been working hard to ensure both they and the boats will be in top shape to take on this new endeavour. We've faced similar challenges before. I've seen kids come in with waterproof casts on their arms, still determined to get a little bit of sailing in and even if it means we need to swap them out every time we need to switch tacks or re-rig systems, it's worth watching their faces light up.



Trinidad's summer youth sailing programs make learning fun.

Right: Learning to windsurf is fun, too!

"Unfortunately, due to financial constraints our government has not been able to continue stipends to support our schools to the extent they once did. Any financial support currently received is primarily used for Learn to Sail outreach programs run in the sailing schools in Vessigny and Point Fortin, Trinidad. Our Chaguaramas branch is partially supported by TTYA (Trinidad & Tobago Yachting Association) through fundraisers and events, and Ullman Sails assists with sail repairs. However, we are responsible for all other maintenance costs across all three sailing schools, so we charge TT$1,000 (approximately $US150) per term for youth sailors and TT$1,200 (approximately US$180) per six sessions for adult sailors. This just about allows us to break even financially with a little left over to attend an international regatta or two.

"Rekindling the Carenage Police Youth Club (CPYC) Learn to Sail programs located in Chaguaramas has been made possible recently by NGO financial support and by hardworking volunteers. We have incentivized older youth to run classes by providing them sailing time on TTYA-owned boats.

"Overall, the Summer Camps are our primary income generator, with many kids returning for multiple weeks. I believe this to be reflective of the hard work and dedication our instructors put into making each child's experience truly memorable, in the same way the instructors did for me. Instead of focusing on each individual syllabus objective, we create an environment where kids gain practical sailing skills through games and adventures," Kathryn concludes.

Ellen Birrell and her captain and partner Jim Hutchins are taking a reprieve from running six-day High Adventure and STEM Teen Scouting USA charters in the USVI due to Covid-19. Instead, Ellen will be racing Elliott six-metre boats and watching her seven-year-old grandson learn to sail in Park City, Utah this summer while Jim enjoys his first summer back on his native Utah turf in 11 years.

TTSA's Games & Adventures to Improve Sailing Dexterity and Skills

Red Light, Green Light: For stopping practice

This one is a twist on a popular primary school game — you might know it as "statues." The sailors begin sailing toward the coach. With eyes closed, the coach calls out: "Red light, green light, one, two, three!" at which they have to stop their boat by pointing into the wind and backwinding or heaving to, essentially freezing in place. The coach's eyes open. Anyone caught moving or drifting too quickly has to go back to the start point. No one is allowed to remain in irons and constantly drift downwind. The idea is to learn to stop and "stall" the sailing dinghy. The process repeats until a sailor wins by making it to the coach boat without getting caught.

Infection: The boat-handling zombie game

One sailor is designated as a zombie and given a tennis ball. They can infect other sailors by hitting their sail with the ball. Sailing within a limited area, boats are eliminated when they become "infected." Last boat standing (sailing if you will) wins. If you don't have tennis balls, we've found that throwing bailers of water works pretty well too, especially on a hot day.

Capture the Flag

This one is best done on land but can be modified for on-the-water fun on a hot, windless day. The kids are divided into two teams. The aim is to capture the opposing team's flag without getting caught. In the land version, each team secures their flag in a visible, accessible location in their designated territory. In the sailing verion, a flag is flown on each of two Optimists. To win, you must "capsize to capture."



Sailing to an Island

Here at our Chaguaramas school, we are lucky enough to be based near a small cluster of islands known as The Five Islands. Since camps are run weekly, at the end of each week, we have our sailors take shifts making the trek to the islands. The wind can be quite shifty so you often end up sailing on each of the points of sail. When we reach the islands, we find a suitable stretch of beach to pull the boats onto or anchor them just outside, have a swim and a little picnic. It's truly a great end to a week of hard work and learning the fun way.

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Telfor Bedeau Completes 2,000 Miles by Kayak

by Simon P. Green

AT age 80, time hardly seems to have had any adverse effect on the mind and spirit of Telfor Bedeau! After knowing him for more than three decades it seems as though I am still having the greatest boyhood adventures exploring the nature and culture of island life with this Grenadian "pioneer of adventure" whom I first met when I was around seven years of age.

While the Covid pandemic became the central focus for many on our islands over the past few weeks, and some of us were slowly emerging from quarantine and rediscovering the simple pleasures we took for granted, such as walking on the sand or swimming in the ocean, Telfor was quietly reaching a personal milestone which he set out for in 2012.



On May 21st 2020 Telfor completed 2,000 miles of kayaking, mostly along the Atlantic coastline of Grenada near Grenville Bay.

Through this achievement, Telfor debunked the idea that age is a barrier to learning new skills and excelling at your passions. His achievement also highlights the attributes of perseverance, resilience, and mental fortitude, qualities that are innate to us as a Caribbean community, which the Covid-19 pandemic seem to have re-awoken. Telfor's achievement at this time also beckons us to enjoy the experience of living an exciting, healthy and adventurous Caribbean life!

When I asked Telfor "why kayaking?" he said, "One day I saw some foreigners kayaking on Grand Anse beach and it looked like fun, so I said why not?" Just like that, a passion was ignited. He first rented a kayak on February 9th 2012 from Eco Dive, a popular dive shop on Grand Anse beach. He soon realized that as age-related knee pain challenged his former passion of hiking, perhaps kayaking was the answer to keep him active. He continued sharpening his skills over time, by practicing whenever he found kayaks for rent, mostly in the southern part of Grenada.

In September of 2012, through his old friend Jeff Fisher, he got connected with Johann Hoschtialek, who gave him his first kayak — a generous gesture that he constantly acknowledges as one of the best gifts he ever received. This kayak was used to complete his circumnavigation of Grenada in October 2012, and is still in use today. He speaks of it as a schoolboy with his favorite toy: "Like man… that kayak ain't 'fraid anything! It's the best sea kayak I ever had… wave could high like what… it either riding it or cutting through it."

Telfor remarks that while many Grenadians complain that island life is boring, in contrast many visitors come to Grenada to have fun and explore! He affirms his belief that many of our citizens have not yet embraced the abundance of the good life around them, and sadly have a false notion that such fun activities are exclusively for tourists. He laments about his efforts to teach some the youth in his village to windsurf and kayak, but after a few attempts many seem uninterested. He continues, however, to challenge the youngsters in his village of Soubise and islanders in general to love and explore the land and sea around them, to have fun, and enjoy our Caribbean heritage.

Upon my reflection, Telfor's life reads like Mark Twain's classic novel *The Adventures of Huckleberry Finn*, in that from birth he seemed to have had a knack for rebelling against established forms of "normalcy" and was deeply focused on self-directed pursuits of adventure and learning.

Telfor grew up in Soubise, on Grenada's windward coast, and the sea was a natural extension of his backyard; he recalls making his own rafts with banana stalks, and "borrowing" the rowboats of the local fisherfolks at night and heading out to the barrier reef (Big Dry) to dive for lambie (conch) and sea eggs (sea urchins). In time, he taught himself land surveying, navigation and sailing, and became a skilled boatbuilder, having even built a schooner that he sold to one of the merchants in Carriacou a few years ago.

Over the years, Telfor always saw great humor in the fact that many of his friends and family scolded him for not being too keen on following his peers, and "wasting his brains on things that are not profitable," but in retrospect those are the very pursuits which today have sustained him and transformed him into one of the most highly respected and knowledgeable outdoorsmen and hiking guides in Grenada and probably in the entire Caribbean, with noteworthy honors and distinctions. He always assures anyone who aspires to pursue such feats that there is no secret to his achievement: it's all about discipline. He remarks that, as with all sports, what made these adventures possible is preparation by training and gaining the requisite knowledge — in the case of kayaking, knowledge of the island's geography, tidal patterns, seasonal weather patterns and many other variables.

When he feels prepared for a challenge, he sets a target and keeps logs of all his activities as he works toward his goal.



JEFF FISHER (2)

Telfor Bedeau recently completed his 2,000th mile by kayak. The Grenadian adventurer has also circumnavigated Grenada by both rowboat and windsurfer.

Anyone who has had the pleasure of hiking or conversing with Telfor would agree with me that his mental brilliance is extraordinary. He lives a simple life, he remains humble, but he is far from simple in his intellect and experience; he really seems to have discovered the secret to long life and happiness.

Telfor's next target is to kayak around the sister isle of Carriacou, the birthplace of his mother and one of his favorite playgrounds. Among his friends, he jokingly suggests that he will be "retiring" to a more quiet life in the Grenadines soon, but we all know that life for our dear friend is a continuous adventure of relentlessly challenging the mind, body and spirit to savor all the essence out of life!

I say hearty congratulations to my dear friend and mentor Telfor Bedeau, MBE, on his remarkable achievement.

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Caribbean Sailing Agents of Change

In our special March 2020 Silver Jubilee issue, we asked readers, "Who are the top 25 agents of change in the Caribbean sailing scene — people who have made a positive difference? We're taking a poll to find out who those in the sailing community think are the 25 most influential people in all facets of Caribbean sailing — cruising, racing, the yacht service industry, writing, youth sailing development, environmentalism, whatever floats your boat! Nominate your picks (any number up to 25) and tell us why you think they have made a positive difference in the Caribbean sailing scene." Here are your picks!

Jesse James

One person stood out for receiving the most numerous responses by far. Not for heroic sailing feats or historic accomplishments, but for welcoming cruisers to his island with genuine warmth, personal attention and enthusiasm, and for selflessly giving his time and efforts to support his homeland's yacht-service industry. Ladies and gentlemen, we give you our top-nominated Agent of Change, Jesse James of Trinidad.

Among the kudos Jesse received, this is representative: "We would like to nominate Jesse James. Jesse is a HUGE advocate for the cruising community and the love of his country. He makes sure that the yachting community has anything and everything they need, including tours of the country so that all can see the beauty that Trinidad has to offer, which is a lot. Even with the hardships that Trinidad has faced in the past, and now possibly the future, Jesse makes sure that the sailing community and his own family community are taken care of during this pandemic. He is keeping cruisers informed on updates of pandemic and also taking up donations for the individuals who are not as fortunate as some others here on the island. Thank you Jesse!"



Trinidad's treasured cruising advocate Jesse James, with his wife Sharon Rose

Congratulations, Jesse James!

Also receiving nominations are, in no particular order, the following:

Chris Doyle

Changed things by expanding the traditional concept of Caribbean cruising guides to include information on shoreside services and activities, food, island culture and much more.

"Chris Doyle, whose cruising guides to the Leewards and Windwards are extremely popular and widely read, also writes articles such as hiking off the beaten track on various islands, some of them quite challenging. It's one way for us cruisers to exercise and a great way to explore the islands. Chris still spends half the year cruising throughout the islands so his guides remain up to date."

Robbie Ferron

Changed things by creating a Caribbean chain of marine chandleries as well as promoting yacht racing and youth sailing.

"In 1982 Robbie Ferron started Budget Marine in the back bedroom of a house across from Bobby's Marina in Phillipsburg, St. Maarten where he would discount me 25 percent — more on larger purchases. He has since built up a chain of marine stores throughout the islands. The staff at the stores in Carriacou and Grenada are exemplary and I'm sure they are typical. Robbie has also been instrumental in promoting youth sailing through Budget Marine and the St. Maarten Yacht Club."

Don Street

Changed things by writing the first real cruising guides to the Eastern Caribbean decades ago. But he's kept up with the times and many of his writings, including invaluable hurricane experience and advice, can be found on his recently updated website (www.street-iolaire.com).



'Don Street's writing over the years has been a boon to the cruising community.'

"You have got to hand it to 'Squeaky': his cruising guides, Imray Iolaire charts, books such as *The Ocean Sailing Yacht*, and a plethora of articles over the years have been a big boon to the cruising community. I particularly like his route planning articles for passages between the Lesser Antilles and the East Coast of the USA, spring and fall. You can glean much useful info from his books and I always find them entertaining — Don is an old salt who tells stories that you have to take with a grain of salt!"

Loulou Magras

Another chandlery owner who changed things by promoting regattas.

"Loulou Magras in St. Barth's, who used to have the best marine chandlery, has always loved sailing. From early days he sponsored a series of informal regattas: one I remember in 1973 was a rowing race around Gustavia Harbour with a midpoint stop at Le Select into where you had to carry an oar and down a Heineken. The winner won a case of Cockspur Rum (and if memory serves me correctly all the other entrants won a case also!).

"In the late '70s Loulou sponsored the St. Barth's Regatta with the Single-Handed Around the Island Race, the main race day for all entries, and Gaffers Day. One year there were 22 gaffers racing, ranging from the big schooner *Puritan* to an 18-foot gaff cutter. When the regatta became too big Loulou called a halt — he never did like big crowds.

"Now we have the West Indies Work Boat Regatta each May in St Barth's to celebrate the heritage of the trading sloops from Carriacou, Petite Martinique and other islands trading in St Barth's, which was once a free port. Loulou co-founded this regatta with Alexis Andrews from Antigua."

Jerry Stewart

Changed things by establishing Carricou's first modern haul-out facility, and by helping add an official series of yacht races to the traditional Carriacou Regatta.

"Jerry Stewart in Carriacou started and ran Tyrell Bay Yacht Haul Out for years and catered not only to yachts but also to workboats from Petite Martinique and neighbouring islands, creating employment for many of the shipwrights from Windward. His fleet of tugboats and barges based in Tyrell Bay created more jobs for crew and maintenance crews. In 2004, during the Carriacou Regatta Festival, together with Roy Hooper, Jerry began the Carriacou Yacht Regatta, which features the Round the Island Double Handed Race."

—Continued on next page

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—*Continued from previous page*



Foxy Callwood of Jost Van Dyke with schooner skipper Rob Kunkel.

Foxy Callwood

Although working vessels in the Caribbean had been racing at a regatta in Carriacou since the Sixties, beach bar entrepeneur Foxy changed things by starting the Caribbean's first regatta especially for wooden yachts.

"In 1974 Foxy Callwood of Jost Van Dyke in the BVI started the first wooden boat race for yachts in the Caribbean, and it is still going strong. Even though they've had to add a 'Classic Plastic' class, there has been a resurgence of wooden boat entries since 2012 when *Principito*, a 37-foot Manuel Campos 1931 gaff cutter, was the only entrant. Years ago Foxy said as long as there were two wooden boats left in the Caribbean he would continue hosting the race (in fact the first wooden boat race at Foxy's was between two Block Island Cowhorn schooners built in St. Thomas: Augie Hollen's *Taurus* and Les Anderson's *Penelope*). Besides entertaining yachties and visitors for years with his calypso and guitar playing, Foxy also sponsored the sloop *Endeavour* project on Jost Van Dyke, which hired volunteers who trained a lot of local students over the years in various aspects of boatbuilding."

Kenny Coombs

Changed things by promoting the idea of having classic yachts compete in their own Caribbean event, rather than being mixed with modern designs in Antigua Sailing Week.

"Kenny Coombs was the driving force behind the Antigua Classic Yacht Regatta from its inception, in the late 1980s, up until his premature death in October 2013. He made us liveaboards feel as welcome as the big millionaires' yachts, and if you shared his passion for classic wooden boats he would make you feel like an old friend."

Sir James Mitchell

Changed things by simplifying yacht clearance paperwork.

Former Prime Minister of St. Vincent & the Grenadines Sir James Mitchell introduced the single-page yacht clearance form, a concept now adopted or adapted by many other Caribbean yachting destinations. This simplified form relieved yacht skippers from completing the extensive and often inappropriate paperwork required by commercial ship-clearance procedures.

"I nominate Sir James Mitchell for making SVG so yacht-friendly, and for making Bequia and the other Grenadines a sailing destination."

Ellen Birrell

Changes things by keeping a focus on youth sailing.

"Ellen Birrell has done a great job to promote youth sailing across the region wherever she cruises. I've seen her in action with the kids in Tyrrel Bay. Ellen's monthly youth-sailing column in the *Caribbean Compass* for the past five years Y2A (Youth to Adult) is still going strong."



'Ellen Birrell has done a great job to promote youth sailing across the region.'

John and Melodye Pompa

Changed things by helping form a nexus for yacht-security information in the Caribbean.

"While cruising on their *Second Millennium* between 1999 and 2012, John and Melodye Pompa raised the profile of a small voice radio net and created a website for the Caribbean Safety and Security Net. The website (https://safetyandsecuritynet.org) has become cruisers' primary source of yacht-related safety and security information in the Caribbean."

Commodore Escrich

Changes things by keeping Cuba on cruisers' radar and keeping nautical tourism in his government's eye.

"I nominate Commodore José Miguel Díaz Escrich of Hemingway International Yacht Club of Cuba. He has almost single-handedly put big, beautiful Cuba on the cruising map."

Caribbean Compass

Honest, we got nominated too! We changed things by providing a free monthly sailing publication focusing specifically and uniquely on the Wider Caribbean Region.

"The *Caribbean Compass*, launched 25 years ago, has been a tremendous help to cruisers. A lot has changed significantly in that time, the *Compass* has stayed current, making the shift from the 'back time' to now."



Melodye and John Pompa with an award from the Seven Seas Cruising Association, 2003

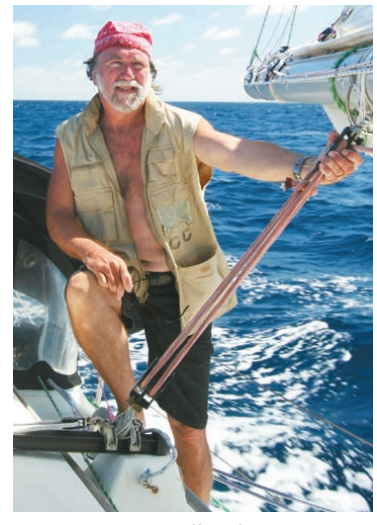


Cuba's Commodore Escrich, center, with British circumnavigators Pepe and Bear Millard

Honorable mentions also went to MAYAG (the Marine and Yachting Association of Grenada), which changed things by creating a protocol whereby yachts could safely enter Grenada even when the borders were closed due to Covid; Fatty Goodlander, who changed things by introducing the Caribbean cruising lifestyle to a wider audience with his early books such as *Chasing the Horizon* and *St. John People*; Dr. Len Ishmael, former Director General of the Organisation of Eastern Caribbean States, who changed things by spearheading a series of studies by the Economic Commission for Latin America and the Caribbean that established benchmarks for the state of the Caribbean yachting industry; the Caribbean Sailing Association, which changes things by promoting Caribbean regattas to the world and providing a workable rating rule for regional racing; and SailClear, which changed things by providing yachts with a convenient mechanism for electronic pre-clearance when sailing from country to country.

These days, as Covid seems to be knocking so much off course, many are asking, "Will the Caribbean ever be the same?" The answer is, "It's never been 'the same.'" The only constants are the sea, the tradewinds — and change. Since cruising began in earnest in the late '60s and early '70s, we've seen a score of island nations receive independence from Great Britain, and we've seen landscapes changed by development, hurricanes, volcanoes and sea level rise. We've survived political upheavals and a recession. WiFi, improved weather forecasting and modern navigation systems have changed the face of cruising. Bar scuttlebutt is replaced by YouTube videos. More marine areas are now protected by environmental laws. Catamarans are increasingly the cruising and charter boat of choice. The Caribbean sailing scene is always changing, and the people you have nominated as Agents of Change have helped guide some of the changes in positive ways. We hope they, and those who follow, will continue.

We can already hear, "But wait, what about…?" If we missed any Agents of Change that you would like to see highlighted, it's never too late for kudos! Write to sally@caribbeancompass.com and we'll give your favorites a round of applause in a future issue of *Compass*.



Cap'n Fatty Goodlander introduced the Caribbean cruising lifestyle to a wider audience.

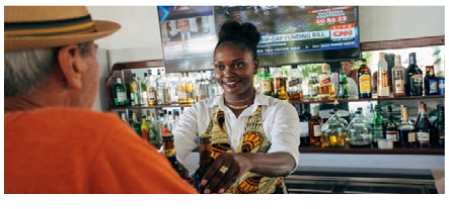
CARRIACOU MARINE

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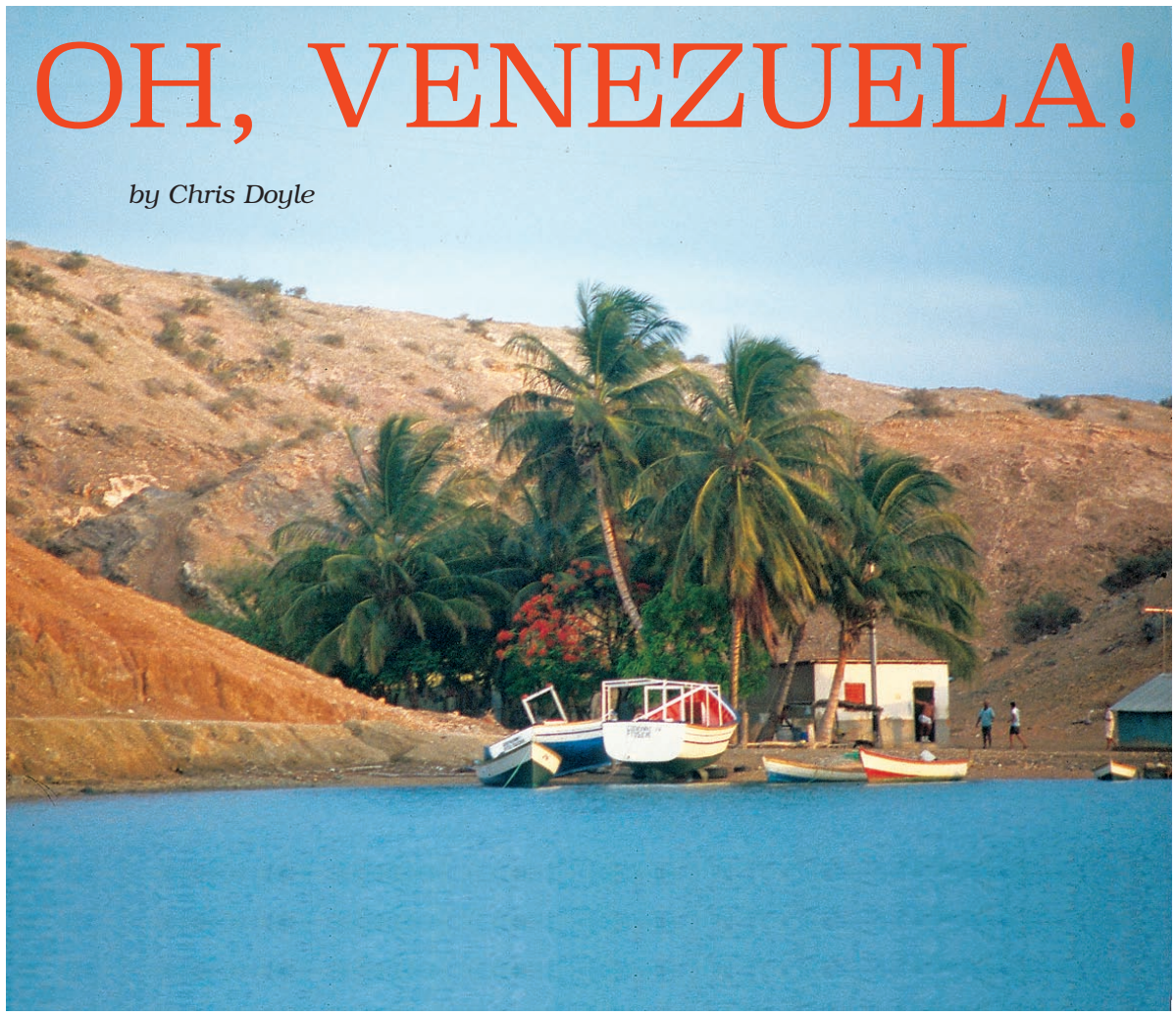




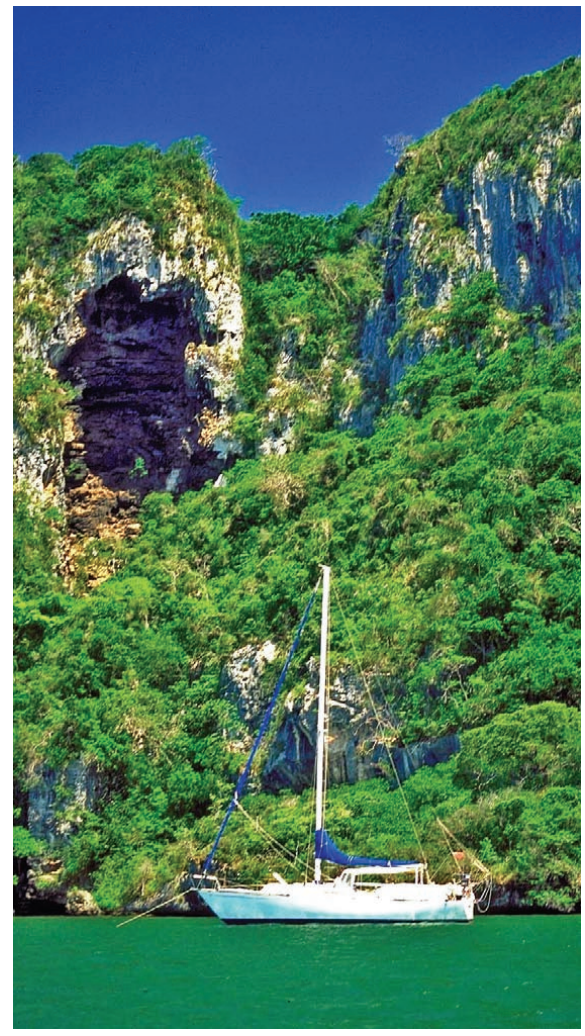


OH, VENEZUELA!

by Chris Doyle



In the Gulf of Cariaco, fishermen would tell us what they knew about a spot, and we would go anchor there.



Caves at the Gulf of Cuare, west of Caracas near Chichiriviche, contain pre-Columbian burial sites.

Oh, Venezuela, vast wondrous country full of contrasts, how we loved to spend the hurricane season with you and among your kind people, until a decade or more ago when it became too dangerous.

A few memories:

Swapping rum for lobster in Los Roques. If fishermen asked you for something you would always give it if you could, and they would repay you multiple times over in fish and lobster. My few words of Spanish are pitiful, but I usually managed to sail with someone who was proficient. It made a lot of difference.

Being anchored in Mochima amid little islands with trees full of small green parrots.



Eating like kings in high-end restaurants when we had very little cash, because of the falling Bolivar. If we went into a restaurant with a group that included a baby, the staff would grab her, ooh and ah, and the baby would only reappear when it was time to leave.

Charting the bays in Golfo de Cariaco for my *Cruising Guide to Venezuela and Bonaire*. Only a small scale chart was available at that time. I was with Jeff Fisher, for whom Spanish was his first language. So he would talk to fishermen, they would tell us what they knew about a spot, and we would go anchor the boat there. We'd jump in the dinghy with a handheld GPS, lead line and notebook, and run around the bay taking depths and positions, and noting any reefs and landmarks. It was simple, quick and dirty, and we would do several anchorages in a day. But the little sketch charts have stood the test of time. One late afternoon we took the dinghy about a mile and half up the river on the north side of Laguna de Cariaco. We saw plenty of herons, cormorants, pelicans and parrots. Darkness fell as we returned and there was a fair moon; suddenly we were surrounded above and on all sides by thousands of fishing bats keeping us company as we all followed the river to the main body of water.

Taking the bus to Caripe to visit the guácharo cave. It is huge, some eight miles long, full of stalagmites and stalactites and inhabited by 18,000 guácharo birds, which all seem to call at once. Guácharo birds come out at night and navigate by echolocation, like bats, to feed on fruit. Also known as oil birds, they are so rich in fat that many years ago they would be hunted, killed then tied to a stick and lit to make a flambeau. The tour takes you about a mile inside the cave, led by a guide with the dim light of an oil lamp. The floor of the cave is rough, and many women came in unsuitable high heels which broke, leaving them barefoot. Several shoe stores had opened nearby.

With my ex-wife Kristina, leaving the boat in Puerto La Cruz and going to Mérida, high in the Andes. Driving along a twisty mountain road, with a memorial at every turn to all those whose cars had crashed down the mountain in that particular spot. Horse riding on slopes filled with yellow and blue flowers, with bubbling streams, all shrouded in mist — it could have been Scotland. Staying in Los Frailes, a hotel that had once been a monastery, with a big fire in the evening to keep out the chill, sipping sambuca. Taking the teleférico across thousand-foot drops up the mountain, till we stood in snow in the tropics.

→

Left: Los Roques, where we traded rum for lobster.

Below: How we loved to spend the hurricane season with you and among your people.



Anchoring at the dry and stony island of La Chimana. Looking toward the land where you could see the terrain change from rainforest up in the hills down to the drier coast and then to completely desert islands with hardly a plant. Each night we would watch the thunderstorms water the hills, but they never made it to the coast.

Shopping with friends from Grenada, Alan and Shirley. We made a quick trip to Pampatar, Margarita, to buy things for Shirley's boutique. We rented a car, visited just about every craft market on the island, and slowly filled the trunk.

Touring with Kristina and friend Pam in Boca del Rio, Isla Margarita. We took a "lagoondola" with a local guide through the mangroves along miles of twisted, maze-like channels, across placid lagoons, though narrow tunnels where the branches were intertwined above, and finally to Playa La Restinga. Here we had lunch, walked the windward beach and collected bags of *guacucos* (clam-like shellfish), which we rinsed overnight and cooked the next day.

Exploring the incredible outer islands, Blanquilla, Tortuga, Los Roques, and Las Aves with Jeff Fisher. In Los Roques, putting a few ratlines up the mast to get a few feet above the deck. Sailing in flat water, brilliantly colored turquoise to deep blue, standing up high checking the reefs and places to anchor. The charts, based on old British Admiralty ones, had almost no depth detail close to the reef, but every surface reef had been meticulously drawn in. Flying in a plane owned by one of Jeff's friends, admiring the spectacular colors below as we took aerial photos all over.

Venturing to Guiria, on the southern side of the Peninsula de Paria, again with Jeff. It was my last Venezuelan trip to date. One of our first stops was the small town of Puerto Macuro. We had never seen so many smartly painted houses in such a town. We asked how this came about. We were told that then-president Chavez had recently paid a visit, and before he came he sent 300 national guardsmen and truckloads of paint. The whole town got together and painted everything so it would look good when he arrived.

Venezuela is a truly spectacular country, both along the shore and inland. There are many great marine parks amid mangroves, with wonderful bird life including the Scarlet Ibis. Creating these parks had taken some political capital, because some areas used to be dotted with dozens of holiday houses, which were all removed. In the early days it was a friendly and welcoming country, with little theft. Things deteriorated slowly: dinghies were stolen, cruisers were held up, robbed and even fatally assaulted in some areas; and then we had Chavez and now Maduro. Life is tough there now, and I feel sympathy for the Venezuelans who remain. I hope one day they manage to sort themselves out into a stable civil order, and that we sailors get welcomed back.



JEFF FISHER

Above: Helos *anchored in Mochima National Park.*

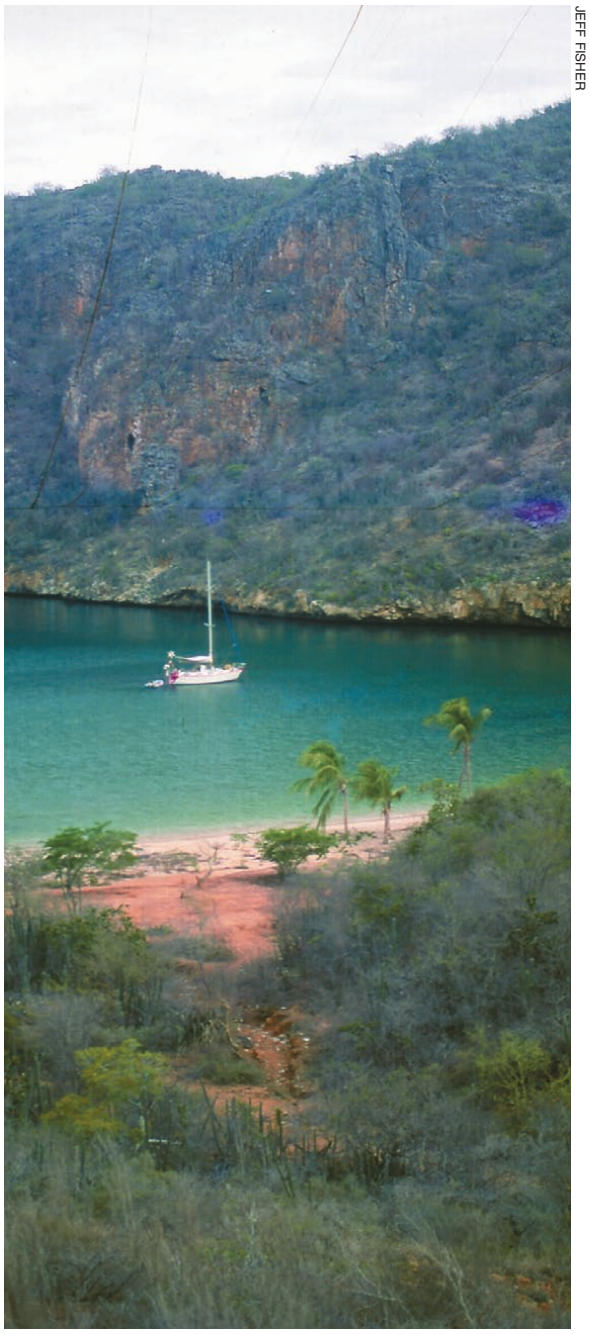
Far right: We would often be the only boat in an anchorage.

Below: You could see the terrain change from rainforest up in the hills down to the drier coast and then to complete desert...

Bottom: The dry coastal climate is perfect for working on boats.







JEFF FISHER



GRAND CAYMAN

by JoAnne & Bill Harris

On our non-stop sail from Panama to Georgetown, Grand Cayman last year (see page 16 at www.caribbeancompass.com/online/october19compass_online.pdf) we had not seen another boat other than a fishing boat for several days. But on our approach we were greeted by a commercial fishing boat, *Knight Ryder*, from the island of Guanaja. The captain hailed us on the VHF, welcomed us to Grand Cayman and complimented us on how beautiful our trimaran, *Ultra*, looked under sail. We thanked him, wished him and his crew a great afternoon, and proceeded to the harbor entrance.

Upon arrival in Georgetown, all vessels must call the Port Captain on the VHF to ask permission to enter the harbor. We did just that, and received a very friendly welcome to Grand Cayman and permission to proceed. It was a Sunday and we kindly asked to be allowed to check in on Monday since we were exhausted from our crazy 700-plus nautical mile passage. We we told that since it was Mother's Day, it would be no problem to check-in the following morning. We thanked him and were relieved.



We received a friendly welcome to the Cayman Islands from Ms. Derrie of Customs and Ms. Jessie of Immigration.

We proceeded to the mooring field, picked up a ball, poured two rum cocktails and congratulated ourselves on a job well done. Most of all we thanked *Ultra* for her sturdiness and for making it through the perilous weather and sea conditions between Panama and here. We also thanked Sailor Kitty for always being a fantastic crewmember, and never complaining or throwing up when it is squally out there. He is a trouper and just eats, sleeps and is a love bug throughout our wicked passages! He makes for a great distraction for the two of us for sure. We rewarded him with a can of tuna.

A few moments later, a Canadian couple from *S/V Barefoot 2* arrived by dinghy to welcome us and ask about our passage. They were working at a local dive shop to replenish their cruising fund. They gave us the rundown on Grand Cayman and then they were off to shore. We were ready to take a swim, tidy up *Ultra* a bit, assess the passage damage, and remove the razor wire we'd strung along *Ultra's* lifelines to deter any would-be pirates on the route from Panama!

The next day, after asking the Port Captain by VHF if he was ready for us, we were advised to bring *Ultra* to the dock. So we untied from the mooring ball and headed in. It was a bit precarious getting in there since *Ultra* is 26 and a half feet wide — and right on the way is a HUGE rock. We only have one 85-horsepower Perkins 4.236 engine, no bow thrusters, and our boat prefers to turn on a dime — to port.

The Immigration and Customs people had mercy on us and granted us permission to dock where it was a bit more convenient. We were greeted by Dwayne and Morris of the Harbour Patrol, who were there to catch our lines. Soon after, Ms. Derrie from Customs was there to greet us. We followed her with our papers to the Immigration office. There we met Ms. Jessie of Immigration and Mr. Jordan of Agriculture. After completing the super-easy paperwork and supplying all of the necessary documents we were on our way. We thanked them for making this check-in process such a delightful experience, since we have had experiences in other countries that were not so cruiser friendly.

Check-in at Grand Cayman during normal business hours was easy, and free for the vessel and the crew. A 30-day visa was granted. If you want to extend for another 30 days, it is US$150 per person, plus you must submit a written request to be approved by the Port Captain.

We headed back to *Ultra* and launched our dinghy, which was now unusually easy since we had removed the bow nets for the passage — the dink slid right through the port-side opening. We put our 15-horse Yamaha on it, tied it off at the stern, and cast off the docklines.

Back in the mooring field we picked up a ball again and jumped in the dinghy to get ashore, soak in the sights and stretch our legs after being at sea for a week. First stop was Burger King, since that was where free WiFi was located. Next stop was the amazing Kirk's Supermarket. Then we headed to the dive shop to check on tank fills, since we were ready to dive our hearts out. There are more than 365 dives here!

Finally, we went to get our roti fix. They were super-delicious, but are not the same



Bill was excited to arrive in time for Carnival.

price as in Grenada — we were shocked to receive a check for US$24 for two veggie rotis and a root beer! We had forgotten how expensive it was here.

While we hung out on the free mooring ball off Georgetown, several times a day our new friends from the Harbor Patrol cruised by to greet us and to check to make sure all was okay. The second day they came by, JoAnne was frying up bacon as a special once-a-year treat for Bill. It was to go into the homemade Eggs Benedict as a celebratory breakfast for our safe arrival. JoAnne offered the guys some bacon. Officer Dwayne's reply was that he loved bacon and if he could buy bacon-scented cologne, he would!

It is part of protocol to inform the Port Captain when you move your boat from place to place in the Cayman Islands. We stayed for a week in Georgetown and then headed over to Stingray City to play with the stingrays and to anchor for the night. Then on to Governor's Creek to anchor and enjoy a calm anchorage, since in Georgetown the winds were kicking, making for a rough anchorage.

A week later, we headed back to Georgetown, where we learned of the upcoming Carnival: the annual CayMas was happening in a few days. We have enjoyed being spectators as well as participants in countless carnivals and costumed parades throughout the Caribbean, so we were excited to be arriving at this perfect time to take part in this island-wide event. The day of the event, we dinghied to shore and enjoyed a full day of Caribbean music, dancing, costumed characters and fun.

We stayed in Grand Cayman for almost a month due to squally weather; however, we were still able to scuba dive daily. All of the dive sites are protected, so there is heaps of friendly sea life, and corals abound. To make it even more convenient, we downloaded a map of the dive site mooring balls and, since it was not too busy, decided which balls we were going to tie to for the day dives and then spend the night.



We had given away our old bikes in Panama, and purchased new ones from the local GC Hardware store. One day we decided to repeat our ride of five years ago, "to Hell and beyond," since a town is actually named Hell. There is a local bus, but seeing it by bike was a great alternative.

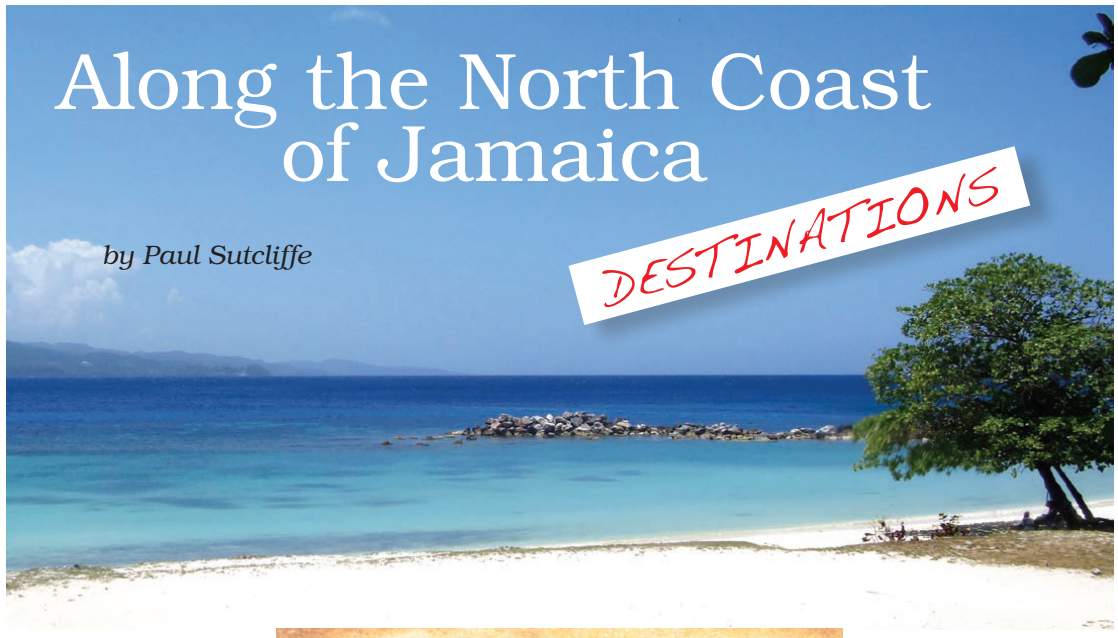
After Grand Cayman we were bound for the beautiful atolls of Belize and Rio Dulce, Guatemala.

We hope you enjoyed this adventure and we look forward to sharing more with all of you. We sincerely appreciate all of you cheering us on as we continue to chase our travel dreams! You can check out more of this adventure on our YouTube channel www.youtube.com/yachtultra1 or Instagram: #yachtultraadventures

Along the North Coast of Jamaica

DESTINATIONS

by Paul Sutcliffe



In 2016 I planned to cruise along the north coast of Jamaica so I waited until March to leave the Cayman Islands, to avoid the chance of storms from the north when I got there. The downside was southeasterly winds, which would make getting there more difficult. It was a hard 200-mile sail beating to windward, but 48 hours after setting off from Little Cayman I approached Negril. A few dolphins came to say hello and play around with *Sonic Boom*, my Elizabethan 31. I dropped my sails and anchored in Bloody Bay.

Jamaica. Not just one of the most beautiful islands of the Caribbean, but culturally one of the most important as well: reggae, Rastas, rum. And pirates. In the golden age of the pirates Jamaica was a pirate haven, and a major base for attacks on rich Spanish galleons. Henry Morgan, one of the most famous pirates, was actually appointed Governor by Charles II. Bloody Bay was where Jack Rackham (Calico Jack), was captured in 1720. With him at the time were Mary Reade and his wife Anne Bonney, two of the most famous woman pirates in pirate history. Jack was hanged at Gallows Point and his body put in a cage and hung on Deadman's Cay, now called Rackham's Cay. The women were spared because both were pregnant at the time.

I had started to tidy up after the passage — the whole boat was covered in salt, the cockpit covered in crumbs, and spilt drinks as well — when I saw a marine police boat approaching. Negril being on the west coast had been my closest arrival point, but it isn't a port of entry. That would be Montego Bay, a fair distance away. The police came alongside and then boarded. They checked my papers, and had a look around. I explained I was headed to Montego Bay to check in, and they were fine with that and left. Then a thunderstorm brought heavy rain and I got a free boat shower — perfect.

Bloody Bay was a very beautiful and protected anchorage, with white sand beaches and water so clear I could see hundreds of tiny transparent box jellyfish. I went snorkeling around the small island in the bay and saw lots of purple fan corals and squirrelfish. I walked along the beach and over the headland and had lunch on Long Bay. Also known as Seven Mile Beach, it was spectacular and very laid back, with Negril town at one end and Bloody Bay at the other.



The next day I motor-sailed in very light winds along the coast, and six hours later I approached Montego Bay. There were lots of reefs extending out from shore, but also a very long line of numbered buoys to follow, all the way to Montego Bay Yacht Club. There were plenty of local boats and some other sailboats there, but enough room to anchor. The Yacht Club has been around since 1936, and has a long tradition of hospitality to cruisers. As a visiting yacht I was an honorary member. The club is a point of entry to Jamaica, and I cleared in with Customs and Immigration. I had a swim in the pool, a shower, and a beer with some friendly expats and other sailors at the bar. Just over the road from the Yacht Club was Sunset Beach, a bar and restaurant on a beautiful beach, with a pool available to Yacht Club members.

I tuned in to IrieFM. There was great music everywhere. The annual music festival in Montego Bay, the Red Stripe Reggae Sumfest, started while I was there. The stage was just across from where I was anchored, so I could hear all the bands. One weekend it was Emancipation Day and another it was Independence Day. Both meant public holidays and more big parties everywhere.

I spent time visiting the beaches of Montego Bay. I took a shared taxi from the Yacht Club to downtown Montego Bay for 200 Jamaican dollars (two US dollars), where there were some really lovely beaches in small coves near Gloucester Avenue. I went to the almost-deserted public beaches, which had no facilities. I also went to ones that had security gates and an entrance fee, which had beach bars and showers. Doctor's Cave Beach was one of the most famous; the crystalline turquoise water off the white sand beach was once thought to have curative powers. It certainly made me feel a lot better.

Gloucester Avenue is an attractive part of town. There are parks and quaint old buildings, as well as lots of souvenir shops. This is also where the bars and clubs are — all-night parties at Pier 1 and Margaritaville. I saw the Jamaican Olympic bobsleigh, from the film *Cool Runnings*, in one bar. It was all quite touristy, but fun.

Days seemed to float by in Montego Bay. One evening I went to happy hour on the *HouseBoat* – a floating bar in Bogue Lagoon, a hurricane hole just around the bay. A tiny little ferry, with a bell and a ferryman, took us from land to the boat, which was only about 15 feet off shore. I noticed the boat listed to port slightly. I found out later it was because the smoking section was on the port side.

In Jamaica it is usually necessary to check in and out of every port, and there's a lot of form filling to do. However I was able to check out of Montego Bay and get a pass all the way to Port Antonio, even though I would stop off at different bays along the way.

I left Montego Bay early morning and sailed round to Discovery Bay, about 35 miles away, the first stop on my way to Port Antonio. It soon became a very difficult sail; there were big waves and wind so stiff that the wind vane blew off the top of my mast. It was slow going and got dark before I reached Disco Bay, so rather than enter a new harbor and try to anchor in the dark, I hove-to and grabbed a couple of hours' sleep. Then I decided to carry on through the night and made it to St. Ann's Bay the next morning.

At St. Ann's Bay the channel marker buoys were all missing. I had to surf in between waves breaking on the reef and quickly drop anchor before hitting the beach. It was a very small bay, very exposed, and very rolly. The town had a few small shops and restaurants, and an open-air market. There was a large statue of Marcus Garvey, who was born there. That night Jamaica's loudest sound system was in town, on the beach, and the music went on all night. Just as it finished at dawn, I pulled up anchor and motored through the channel before the waves picked up again.

Out in the open ocean, the wind soon picked up, and the waves got bigger. I decided to stop at the next harbor along the coast, Ocho Rios, only a few miles away. Ochi, as it is known, is a lovely and very sheltered bay, with a beautiful beach and a pretty town with lots of shops and restaurants. Cruise ships dock here, so at times there were a lot of tourists. Once it had been a sleepy fishing village; now there are big hotels and duty free shops. Not far from town are Dunn's River Falls, a series of waterfalls that cascade down from the hills into the sea.

After Ocho Rios I was tempted to stop at Port Maria, where Noel Coward's house Firefly is, but the wind was good so I carried on to Oracabessa Bay. A gorgeous little bay, nice and sheltered, Oracabessa is also famous for Ian Fleming's house Goldeneye, although it's now a hotel. The next day the wind dropped, then non-stop heavy thunder showers kept me there for a few days, together with a couple of French yachts also headed east.

It was a slow, eight-hour sail over 50 miles from Oracabessa to Port Antonio, my final stop and point of departure from Jamaica. It was a breath-taking sight as I approached Port Antonio, with the Blue Mountains rising over 7,000 feet in the background. I entered East Harbor and then followed the markers into West Harbor and motored into Errol Flynn Marina. There were lots of cruisers in the bay and tied up at the marina. Most were going southwest; some, like me, were going east to Haiti.









Above: Girls dancing on the seawall in Oracabessa Bay.

Top center: Montego Bay boasts beautiful public beaches.

Bottom left: Sonic Boom *anchored off Montego Bay Yacht Club.*

Right: The sea at Doctor's Cave Beach was once thought to have curative powers.

Left: Once Ocho Rios had been a sleepy fishing village; now there are big hotels and duty free shops.

Pole Star Days

Part One: A Leaky Dream Cruise

by John Everton

This is a story I have wanted to tell for a long time.

When I bought the 35-foot Crocker ketch *Pole Star* in St. Thomas in 1971 there was a copy of Don Street's original *Cruising Guide to the Lesser Antilles* aboard, which I devoured. Some start dreaming of transiting the Panama Canal and heading to Tahiti and beyond. With Don's guide at hand I decided to start small: I started planning my dream cruise, island hopping from St. Thomas to Grenada. I have been doing it ever since, along with cruises between Venezuela and Nova Scotia, and two transatlantic crossings.

In 1972, after teaching school for a couple of years in the public school system in St. Thomas, my first wife, Frannie, and I set out from Christmas Cove with our dog and cat to realize that cruising dream.

Our first passage after stopping in Virgin Gorda Sound was a typical "Omigodda" (Anegada) Passage. Considering it was only one night and two days of slogging, the crossing wasn't bad except for the fact that the 1933-built ketch was trying to work apart and admitted massive amounts of seawater through the hull. Only a recalcitrant hand pump and a lot of Swedish steam kept us afloat.

After a couple of days' clean-up and some guavaberry rum in St. Maarten, we were off to St. Barts where we fell in love with the island and the people and spent three months. After St. Barts we made our way south via St. Kitts, Nevis and Montserrat, where we anchored in the wonderful port of Plymouth before it was buried by volcanic ash. We sailed on to Guadeloupe, Dominica and Martinique, where we first attempted to address the leaks by hauling out and doing some structural repairs.

We hauled out in the government dry dock in Fort de France along with two freighters, letting the vessels down against the side of the wall with long lines while the water was pumped out of the dock. For the week or so we spent in the dry dock while re-caulking the garboards etcetera, we paid US$25, while the freighters bore the brunt of the bill. Alas, the leaking persisted after we went back in the water, but the haulout was one I will never forget, especially getting the dog and cat aboard via a ladder as the dry dock opened its floodgates to let the water back in.

From Martinique we sailed to St. Lucia, where we stopped in Vigie Cove, Marigot Bay and Vieux Fort. From there it was a long day's sail to Kingstown, St. Vincent, where we anchored at night, mistaking a cliff for the bow of a freighter. Glad I didn't decide to anchor behind the "freighter"! From there we crossed the Bequia Channel and beat up into Admiralty Bay in a strong wind. This caught the attention of Doug Terman of *S/V Encantada*, former partner of Haze Richardson on the 77-foot Crocker schooner *Jacinta*. One day one of their charter guests bought Petit St. Vincent (PSV) and paid them to develop the resort, starting with the desalination plant — talk about a profitable charter!

After a stop in Mayreau we got word that my wife's father had suffered a heart attack. Miraculously, before cell phones, someone had managed to notify us in Union Island. After seeing Frannie off at the airstrip that Johnny Caldwell had built on Palm Island I headed over to PSV with the dog and cat. At PSV *Pole Star* filled in while the charter boat hired for the season was still in dry dock. (Years later, my second wife, Roni, and I, with our two kids for crew did the same thing with our *Gaucho* while *Camelot* was hauled out.)

Then I sailed *Pole Star* to Grenada, stopping briefly in Hillsborough, Carriacou, to clear in. Finally that afternoon I anchored in the lagoon in St. George's, Grenada. It was so lush and beautiful I thought I had sailed in to Shangri-La.



IVAN GODFREY COLLECTION

Left: St. George's Lagoon, 1971

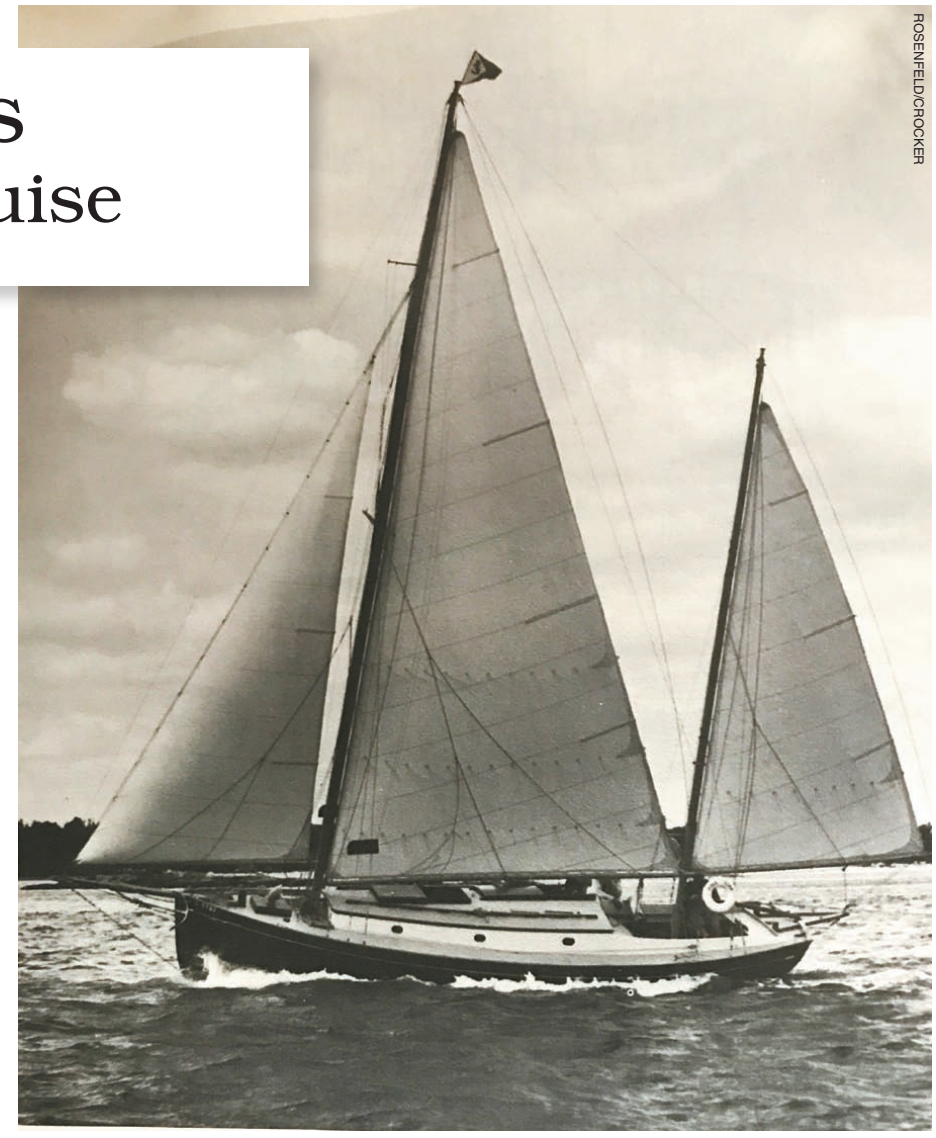
At Grenada Yacht Services (GYS, where Port Louis Marina is now) I got in touch with Tim Carr on *Curlew* anchored in Prickly Bay on the south coast. I had sailed my first offshore passage with Tim, from St. Thomas to Man O' War Cay. Tim and his wife, Pauline, invited me over for roast beef and Yorkshire pudding that night and said that Don Street would also be there.

With the dog and cat standing by for orders I sailed around to Prickly Bay, leaving the lagoon in the afternoon and arriving after dark in a blinding rain squall. Luckily we steered clear of the reefs on both the eastern and western points of Prickly Bay and managed to find *Curlew* easily: she was the only other boat anchored in the bay. I'll always remember *Curlew's* cozy interior, Pauline's charming presence, and enjoying the lovely dinner while listening to Don's non-stop stories. A fitting end to my dream cruise down the islands, inspired by his guide.

I spent a few days in Prickly Bay, where Tim and Pauline were busy preparing to head for Panama and continue on a circumnavigation before spending several years based on South Georgia Island, and all on a 28-foot gaff-rigged cutter built in Falmouth, Cornwall as a supply boat for entering ships. Tim and Pauline ultimately were awarded The Blue Water Medal from the Cruising Club of America before donating *Curlew* to the Falmouth Maritime Museum and retiring inland in New Zealand.

Back in St. George's Lagoon I met Don Street's nephew Morgan McDonald, who had just sailed down from Connecticut with his friend Geoff Curtin on his little Alden sloop, *Pied Piper*. A trained naval architect, Morgan advised me on the structural work that he thought I should do and suggested I haul out on the small railway at the Grenada Yacht Club across the lagoon from GYS.

This I proceeded to do, but not before sailing Don Street's engineless *Iolaire*, along with Morgan and Benny Benoit, a navigator from Canada, to Trinidad and back (pumping 200 strokes an hour on the Edson pump) while Don stayed in Grenada aboard *Pole Star* and typed his stories. We sailed there to pick up new sails for *Iolaire* and food for a few families in Grenada, as a general strike against the government that began in late November 1973 in the run-up to independence from Great Britain in February 1974 included a dock strike.



ROSENFELD/CROCKER

Above: The 35-foot Crocker ketch Pole Star *depicted in the book* Samuel D Crocker Designs

I was in the Carenage on November 18th, 1973 and remember a peaceful demonstration of school children marching. But then the demonstration by the opposition New Jewel Movement supporters erupted into violence when Rupert Bishop, father of the New Jewel Movement leader and future Prime Minister Maurice Bishop, was shot and killed by Premier Eric Gairy's "Mongoose Gang" and secret police violently confronted the demonstrators. This carnage became known as Bloody Monday.



IVAN GODFREY COLLECTION

Below: Grenada Yacht Services, circa 1975

In the meantime Don Street had managed to power his friend Ron's boat *Dora* onto the reef on the eastern point of Prickly Bay where it was stranded for two weeks. Morgan and I got back from Trinidad in time to work four days and nights, along with a couple of *Iolaire's* local crew, to finally get *Dora* pumped out and upright. This was done by way of a line from the masthead to block and tackle led around a coconut tree in Bill Stevens' yard to Bill's Land Rover. While driving as the turf spat out from under the tyres, Bill said, "Either the stick will break or she's coming upright!" Luckily the mast proved strong and up she came where we were able again to pump her more or less dry and then tow her into the railway in Prickly Bay, finally hauling her out about midnight. Bill was the founder of the pioneering charter company Stevens Yachts, and after each of the four days of work to get *Dora* off the reef his wife Barbara always fed us a good meal.

Then it was time to make plans to try to make *Pole Star* seaworthy again.

Next month: More work than I bargained for.



Hurricane Comin'

Part Three:

Hurricane Hugo, Aftermath

by David H. Lyman

The end is in sight, but the story is not over, yet.
See Parts One and Two in the May (www.caribbeancompass.com/online/may20compass_online.pdf) and June (www.caribbeancompass.com/online/june20compass_online.pdf) issues of Compass.

Monday, September 18th, 1989

By 6:00AM it's light enough to see. The wind is still howling, but I can now stand up on the deck and look around the harbor. I creep back to the cabin and get my camera to record what I can of what's left. There had been 55 boats anchored in Coral Harbor when Hurricane Hugo came rampaging through last night. All I count now are five of us still riding to our anchors. Derek's ketch is still there.

I sit on the rolled up dinghy and study the situation. There are boats stacked up on the beach road, two and three deep, their mooring lines chafed through, hanging limp off their bows. The chains of others lead back out into the water to where their anchors have dragged. Boats are ten feet inland from the water's edge, lifted there by surge, wind and waves. Others are piled on top of each other in the mangroves. Some smaller boats are crushed, a total loss, others only scraped. A crane will come in a few weeks, pick some of them up and drop them back in deep water, and away they'll go under their own power to be hauled, repaired and painted. Others, those beyond repair, will be loaded on a barge and dumped in deep water far off shore.

Top: Going ashore on a sandy beach can be a blessing, but being driven ashore on a coral outcropping and then pounded for five hours by waves resulted this yacht being holed and filled with water.

Right: Being in the mangroves was no guarantee of safety.

Below: Boats lined up ashore on a beach in Coral Harbor, some only scratched, others a total loss.



I look at my anchor lines. The snubbing line on the anchor chain parted sometime in the night. It hangs over the bow roller, the chafe hose missing. The abandoned sloop next to me is still riding to her anchor line. Her jib, which had been wound tightly around its furling headstay, came loose in the night and is now in shreds, what's left of it.

One look at the anemometer, now frozen at 90 knots, reminds me that lightning struck my mast head last night.

Below, out of wind, it's cozy and quiet. A relief. One tap on the barometer glass and the needle jumps up the dial; the eye of the storm passed sometime in the early morning, I knew that when the wind shifted at around four o'clock, it placed Coral Harbor on the back side of the hurricane. The worst is over. The wind is now southwest. We are in the lee of the hills of St. John. I shed my jacket and look in the mirror in the head. There's a red ring around my face from wearing the dive mask all night. I shower off the salt and sweat, towel off, brush my teeth, pull on a T-shirt and take my camera into the cockpit to document what is left of the mess.

By 9:00 it is all over, the harbor is quiet, calm. Twelve hours have passed.

I'm exhausted, yet full of nervous energy and adrenaline. I eat breakfast, then begin the process of getting the boat back into sailing condition.

After Hurricane Hugo

Getting the anchors up took more than an hour. They were buried so deep in the sand I had to work them out, by motoring forward then in reverse.

It took the rest of the morning to clean and stow the ground tackle, blow up the dinghy and get it back in the water. It was slow work: I was still in a daze, still processing the experience, shaking off the effects of the adrenalin and lack of sleep. All around me was destruction.

Curiosity got the better of me. I wanted to see what Hugo had left in his wake. I grabbed my camera bag, jumped into the dinghy and took a slow cruise around the harbor, photographing the devastation. It was sad to see all those fine yachts beached, on their sides, crews milling about. The dinghy took me over to Hurricane Hole, where the damage was worse.

Boats on top of each other, a few sunk with only masts visible above the water, hulls smashed, masts toppled. Crews in shock. Men in tears, their floating homes destroyed. I felt guilty at having come through with only a blown out VHF antenna. An old wooden motorsailer, smashed into a dozen pieces, was washed up on the coral shore. Crews were helping each other sort out the mess, untangling rigs, retrieving ground tackle. Hardly anyone came through untouched.

The devastation is beyond my ability to describe. My photographs tell a more compelling story.

On my way back to *Afaran*, Derek hailed me.

"We're going to Cruz Bay to get the boatyard cleaned up and the charter boats back on their moorings. You need anything?"

"Can I join you?" I shouted back.

"Sure. Tie up here. We'll go ashore in my dink. There's not much left of the dinghy dock."

The drive to Cruz Bay was saddening. This beautiful, lush green island was a wreck. Most of the leaves on the trees had been blown off, littering the road. The island looked like Maine in November, the trees skeleton-bare against the sky.



Limbs, whole trees littered the road. The sound of chain saws filled the air as we drove over the top of the island.

In Cruz Bay, the village looked like a war zone. Roofs missing, windows blown in. Trash and parts of buildings covered the streets. People walked around in a daze. Above Caribbean Connections, a two-by-four had been driven through a sheet of three-quarter-inch of plywood covering an office window. Electricity was off and would be for two weeks. There was no phone service.

The crew from the yard, Derek and I retrieved anchors, coiled rodes, and put the sleek Hinkley yachts back on their moorings in Great Cruz Bay. The fleet came through with no damage. The eye of Hugo had passed south of St. John. The north side of the island was in the lee. The fleet had been protected from the worst of the winds by the island itself.

Knowing the path of a hurricane's eye, the center of low pressure, is imperative, but that is often not known until it is too late. My next two hurricanes would prove that.

The maritime author and guru Don Street suggests running south to Grenada or Trinidad for hurricane season. I'd heed his advice now.

A few days later I got underway and motored over to West End on Tortola to call home. I wanted to let my family, friends and staff know I and the boat were okay. Tortola had no power or phone service either. I motored around Sopers Hole photographing the wreckage, but did not land. I sailed over to Jost Van Dyke to see Foxy and Tess, who came through fine. Then over to Red Hook, St. Thomas, where wreckage lined the shore and blue tarps covered 90 percent of the roofs.

Mine was the only boat on the water. It felt as if I'd just woken up to find I was the last man left in the world. There were no ferry boats, no commercial craft, no other yachts on the water, just *Afaran*.

I sailed around to Charlotte Amalie, St. Thomas's major harbor. The five storey hotel on Frenchman's Reef at the entrance of the harbor was wiped out. The wind had blown out the walls, windows, the interior partitions as well as all the furniture, on every floor. All that was left were the concrete floors and the plumbing. You could see completely through the structure.

At Bobby's Marina, near Sub Base, boats were piled five and six deep, smashed and sunk. I saw a 30-foot catamaran lodged on the second floor balcony of a condo on Hassel Island.

No cruise ships, no yachts left in the two anchorages. No traffic on the streets. The only sound from shore was the buzz of chain saws.

—Continued on next page

—*Continued from previous page*

The Virgin Islands were a wreck. I turned around and motored back to St. John and anchored in Caneel Bay, and waited. There was little I could do. I couldn't get out. There was no inter-island ferry service and the airport would be closed for a month to commercial traffic. I wrote about the experience, worked on the boat, read and listened to the radio.

St. Croix had been devastated. Anarchy was the rule. Theft was rampant. The larger resorts, with wealthy guests, were prime targets. Their managers flew armed mercenaries in by helicopter to provide protection from the mobs ransacking the island. Even the National Guard was of no help; in fact, images from a helicopter showed military trucks loading contraband from the mall stores. A car rental company put out the word that the stolen tires would fit only their rental cars and if the tires were returned, no questions would be asked.

Two weeks after Hurricane Hugo phone service was available, but only in Charlotte Amalie. I sailed over, anchored, went ashore and called home, then checked on flights. It would be a few days before normal service between Puerto Rico and the States would resume. If I could get to Puerto Rico I'd have to stand in line. Getting from St. Thomas to Puerto Rico was the problem. There were no commercial flights, but I heard rumors that small private planes were ferrying people over to PR.

I put *Afaran* back on her mooring in Great Cruz Bay, packed up, and took the dinghy around to the ferry terminal in Cruz Bay. Derek and his team would retrieve my dinghy and stow it until I returned later that fall. I took one of the first ferries to Red Hook, then a taxi to the airport, the driver sharing stories with me of what his family and friends experienced during Hugo. Men with chain saws were clearing away the trees and brush that littered the road. Homes had been blown off their foundations.

The World War II hangar that served as St. Thomas's airport terminal was destroyed. The walls and roof had been blown away, and all that was left of the old Banana Republic terminal was the steel frame. I'll miss the old one. You knew you were arriving in the tropics when you deplaned and walked to the old hangar to retrieve your bags. A new terminal, only half built, would not be serviceable for months.

Rumors that private planes were ferrying people to the airport at San Juan proved true, for a price. I stood in line on the edge of the runway. Someone asked me if they could be put on the list. I was wearing my white captain's shirt with epaulets, and must have appeared semi-official. I took out my notebook, and began to organize a passenger list.

A small six-seater twin engine Piper Comanche landed and taxied over to where our group was forming. The pilot got out and walked over to me. He was from an evangelical church organization in the States, there to help, but for a price. They would take whatever anyone wanted to donate, but the going rate was US$100, cash. I loaded up the plane, waved goodbye and turned to add more people to the list. Around three in the afternoon, I put myself on the list, handed the list to an official-looking chap behind me, and climbed in next to the pilot. I was off, on my way back to Maine.

Behind me, the islands slowly began to recover.

I'd live through two more hurricanes, but Hurricane Hugo would remain a defining event in my life and the lives of most Virgin Islanders. Over the next 20 years, Hugo would be followed through Hurricane Alley by Hurricane Luis (1995) and a week later by Marilyn, then Jeanne (2004), and Irma (2017) followed by Maria two weeks later.

This coming season may add other names.



Crews were helping each other sort out the mess at Hurricane Hole, untangling rigs, retrieving ground tackle.

David Lyman, a marine writer, lives in Maine and can often be found on a boat somewhere in the Caribbean in the winter. His memoir of the 14 months he spent as a Navy photojournalist with a Seabee construction battalion in Vietnam in 1967 is available at www.Seabee71.com

Chacachacare

Trinidad island, shrouded in mystery,
Chacachacare, your compelling history
Governs my thoughts and drives me to know
What times and what spirit made this island so?
Why do I feel lonely and so very sad,
Are the phantoms that lurk here twisted and bad?
And yet there is beauty and weird fascination
Although when I look now I see desolation.
Bleak convent ruins, gloomy, neglected,
Relate to an era when poor souls, infected
With leprosy's horror, endured years of pain,
And the good nuns who toiled there to care and to gain
Their place in God's Heaven; a high price they paid,
With their selfless devotion to others. It's said
That a ghost haunts the island. People will swear
They have seen, heard or felt the presence that's there.

But Chacachacare once thrived and was known
For the cotton and cocoa and indigo grown
And the ocean abounded with good things to eat,
Its plantations provided a life that was sweet,
Venezuela was close and trade could be plied,
That fine times existed cannot be denied,
So what sent the curse? Was it pirates or pests
Or drought, or a hurricane, or some great test
That nature or mankind had sent to assail
This once-thriving island which could not prevail
Against its onslaught... I must check it again...

Chacachacare... a beautiful name!

— Nan Hatch

Island Poets

PEACHY COLORS

Peachy colors lining the horizon
No network is here, not even Verizon
The sunlight bouncing off the waves
Keeping me in a calm daze

Temperature is nice and cool
This place is not too cruel
Nice cool breeze
Brushing the palm trees

Peachy colors remind me of a nice Bay of Passion
Now that is a drink of fashion
The soft sand between my toes
I might go off in a little doze

Dolphins jump through the water
Every minute it gets hotter
Seagulls being annoying like usual
Well maybe I am just delusional

Cruise ships leaving from port.
Which makes me look short
Pretty purple seashells lining the beach
Maybe I'll take a few of each.

— Sage M, age 12

BOOK REVIEW BY NICOLA CORNWELL

The Story of Moving Air

And Soon I Heard a Roaring Wind: A Natural History of Moving Air,
by Bill Streever. Little, Brown and Company, 2016. 300 pages, ISBN 978-0-316-41060-1

It's elemental and fundamental. Wind, that is. The thing that enables sailors to be just that. Without it we are nothing. And it's always been there, bewitching and beguiling, equally embraced and cursed. But our intimate knowledge of this mistress of mischief is surprisingly scant considering how long the quest to fathom it from a rigorous scientific point of view has been going on. What we now take for granted with hourly forecasts on our phones has only happened within a generation and yet still to this day, errors are made. We can send a man to the moon, but nailing down wind is harder.

So I picked up this book by Bill Streever with a good amount of eager anticipation. The author, a biologist by trade and sailor by desire, has written two previous books, called *Cold* and *Heat*. Clearly, imaginative titles are not really his thing and I suspect it might have been his good lady wife (a.k.a. co-captain) who sensibly suggested that he look for something more for his next book than the title *Wind*. Anyway, the result is a handsome hardback of just over 250 pages, a wealth of source notes at the back and an engaging marriage of history, science and personal memoir.

Streever achieves this using a writing device redolent of that employed by Bill Bryson in his *A Short History of Nearly Everything*, a weighty, yet eminently readable tome. By interspersing a chronological recollection of a sailing trip undertaken by him and his wife with large dollops of often quite nerdy scientific history, Streever makes his voice sound normal and relatable. The self-deprecating charm with which he describes himself and his co-captain wife as untested sailing amateurs means you are happy to mentally link up with them. Then you can travel with him into uncharted territory of facts with some complicated maths and physics without feeling like you've picked up a school textbook. Because, let's face it, nobody likes a smarty-pants lecturing you all the time. The personal anecdotes also act as useful stepping-off points when you feel your brain is about to be overloaded with science.



"I sit in the sun on deck, afloat at the bottom of the sea. Thanks to Galileo, Torricelli and their ancestors, I know that this sea of air weighs more than five quadrillion tonnes… More than three quarters of that hefty weight lies below about eight miles of altitude, in the zone of atmosphere that makes weather. The weight of course feels weightless because it pushes equally in all directions. But when the wind blows the atmosphere no longer pushes equally in all directions. Its weight is greatest from windward."

In this fashion, the book sets out to explain how, why and who has devoted their energy and intellect to the elemental mystery of wind and it's a complicated story. From the outset on page 19 Streever makes no bones about it:

"There is no single thread. No one scientist can be credited with successfully cracking the mysteries of wind. There was no eureka moment in thinking about wind. The story of wind is as much a story of human beings as a story of science."

Wind, quite simply the movement of air molecules, touches all areas of human endeavour and its effects constantly change the world around us. From shaping sand dunes to enabling airplanes to fly, wind is the major component of weather and nothing and no-one is exempt from being impacted by it. The many scientists and mathematicians from a wide variety of specialist fields together ultimately contributed to the creation of meteorology as a subject of study. So in many ways this book is about the history and development of weather forecasting. But it's not just a bunch of facts. Those many enquiring minds with their passions and foibles are lovingly brought to life by Streever, who clearly has his favourites among them.

And Soon I Heard a Roaring Wind was not a quick read for me. Instead, as with a good bottle of aged rum, I found myself sipping it in small amounts, savouring it, digesting the information. It certainly provides a wealth of interesting tidbits I shall look forward to casually dropping into dinner party conversations, (whenever they return), in order to make me sound fabulously interesting. How 'bout those Rossby Waves, anyone?

And Soon I Heard a Roaring Wind *is available in hard cover or e-book, via Barnes & Noble, Indiebound, iBooks and Amazon. More information about the author and his other books can be found on his website www.billstreever.com*

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Ahoy, *Compass* Readers! When in Puerto Rico, pick up your free monthly copy of the *Caribbean Compass* at Puerto del Rey Marina (www.puertodelrey.com) in Fajardo, on the island's east coast!

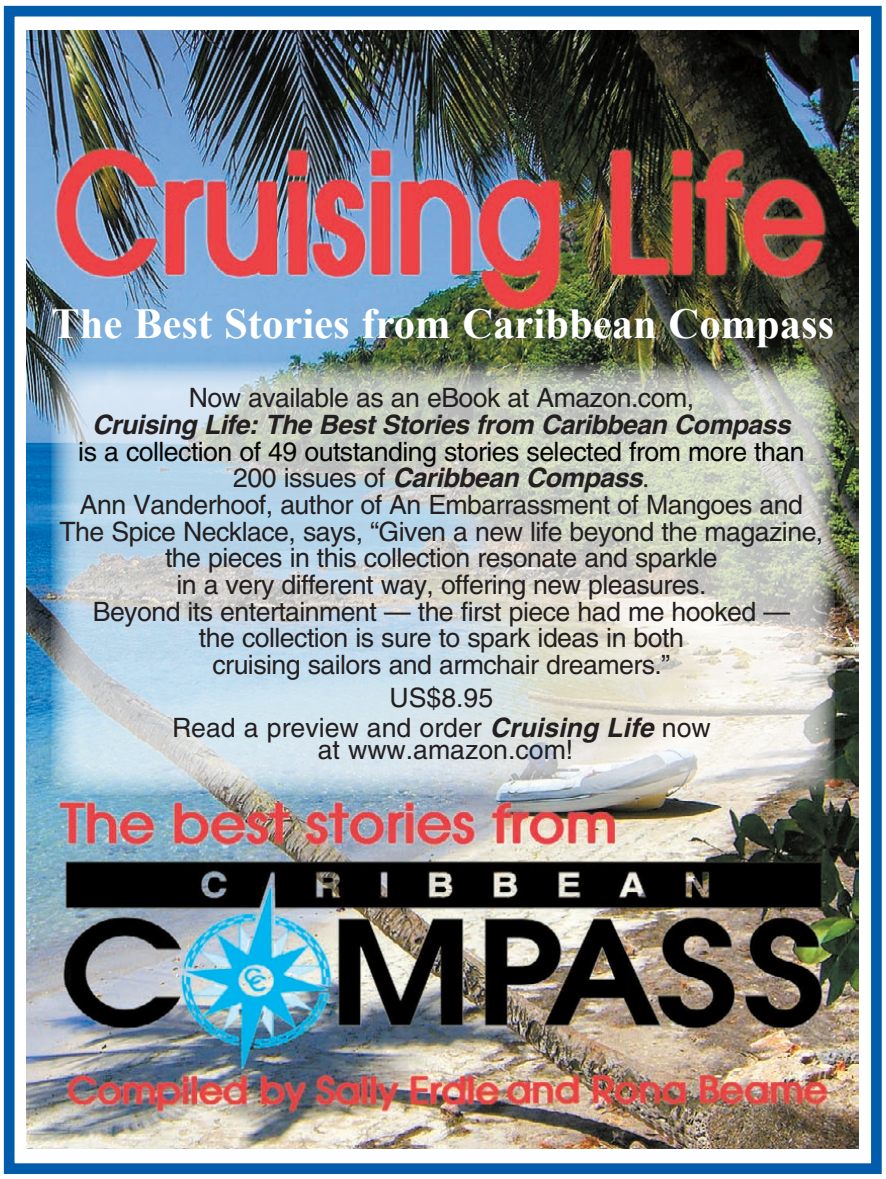




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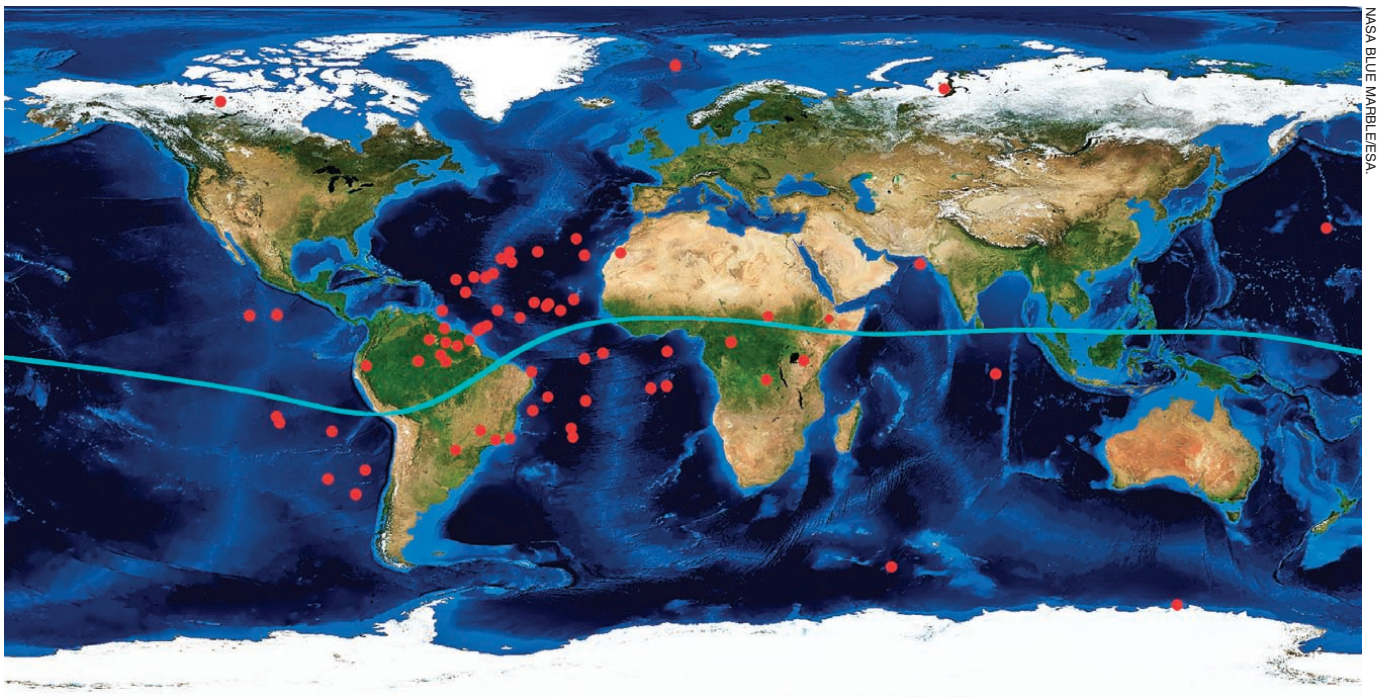
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The Sky from Mid-July to Mid-August

by Jim Ulik



NASA BLUE MARBLE/ESA

The magnetic field is why compasses and GPS work. The red dots in the map show where the Swarm-C satellite lost its GPS connection during a two year period. The green line denotes the geomagnetic equator.

The European Space Agency's Swarm Mission, which studies the Earth's magnetic field, has learned that the magnetic field has lost around nine percent of its strength on a global average over the last 200 years. A reduction in the Earth's magnetic field results in a loss of protection from cosmic radiation.

In addition, the Swarm Mission continues to ascertain that the area known as the South Atlantic Anomaly is increasing in size. The South Atlantic Anomaly is an area where the Earth's magnetic field actually directs cosmic radiation towards Earth instead of repelling it. This area is the most dangerous place in the Earth's sphere for satellites and spacecraft to traverse. Anything electronic traveling through it is vulnerable to strong radiation from space, resulting in electronic malfunctions.

The Swarm satellites have also determined that magnetic north is wandering eastward, towards Asia. The speed of the magnetic north shift has increased to 40 miles (65 kilometres) per year. So pay attention to the accuracy of the annual magnetic variation as noted in the compass rose of your chart.

Also be aware that satellites may go down due to solar flares, software issues, hardware failures or the perpetual threat of GPS satellites getting hacked.

Friday, July 17th

The crescent Moon is grabbing the bull by the horns before sunrise. This morning the Moon can be found in Taurus near Venus and Aldebaran. Somewhat lower in the sky towards the horizon are two of the brighter stars in Orion: Betelgeuse and Rigel. Almost directly below the Moon near the horizon is Mercury.

Sunday and Monday, July 19th and 20th

Throughout the night Jupiter and Saturn will appear close together. From Earth's perspective, both planets are opposite the Sun on the celestial sphere. The ringed planet will be at its closest approach to Earth and brighter than any other time of the year.

Monday, July 20th

The Moon will be located on the same side of the Earth as the Sun and will not be visible in the night sky. This phase occurs at 1332 hours. 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.

Wednesday, July 22nd

The planet Mercury reaches greatest western elongation of 19 degrees from the Sun. This is the best time to view Mercury since it will be at its highest point above the horizon in the morning sky.

Monday, July 27th

The Moon reaches first quarter this morning. Look for it to rise around noon and set just after midnight. Today also marks the 150th anniversary (1870) of the first observations of the Southern Delta Aquariids meteor shower. The source of the meteor stream is comet 96P/Macholtz. Earth will make its annual passage through this debris field from July 12th to August 23rd. The shower will peak from July 28th through 30th. There could be up to 20 meteors per hour entering the atmosphere.

Tuesday, July 28th

The Piscis Austrinids meteor shower will be active from July 15th through August 10th. This minor shower peaks tonight with shooting stars radiating out of the constellation Piscis Austrinus, "the Southern Fish." To see the most meteors, the best place to look is not directly at the radiant itself, but at any dark patch of sky which is around 30 to 40 degrees away from the source.

Thursday, July 30th

As mentioned above, Saturn remains opposite the Sun, shining brightly in the night sky. It was 410 years ago (1610) when Galileo first observed Saturn with a telescope. Because of the low power of his telescope he thought the protrusions on each side of Saturn might be stars. Galileo wasn't sure if it was his eyes or imperfections of his telescope but, he didn't see a perfect separation of the objects on either side of Saturn. Hence the two different images in the drawing on page 29.

Tonight may be the peak of the Alpha Capricornids but viewing any meteors is better from July 16th through 23rd or August 10th through 15th. Moonlight will reduce the visibility of shooting stars during the nights between these dates.

Saturday, August 1st

Riding on the back of Sagittarius sits the Moon as it makes a close approach to Jupiter and Saturn. Jupiter is the closest object positioned towards the northwest.

—Continued on next page

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—*Continued from previous page*

Saturn is located east of the Moon. As these celestial bodies rise to a position directly overhead Mars will begin to come up over the eastern horizon.

Monday, August 3rd

The Moon will reach full phase. At this time in its monthly cycle of phases, the Moon lies almost directly opposite the Sun in the sky, placing it high above the horizon for much of the night.

Thursday, August 6th

The Southern Iota Aquariids meteor shower takes place within the constellation of Aquarius. The meteor shower occurs July 1st through September 18th. The shower's peak occurs tonight with approximately eight meteors per hour. However, there will be less interference from the Moon after August 10th.

Saturday, August 8th

Low on the horizon, the giant red-orange Moon is beginning to rise. The characteristic illusion when the Moon appears very large is in effect. Rising alongside the Moon is the red planet Mars. If there are a few clouds it could be a colorful sight.

Tuesday and Wednesday, August 11th and 12th

Overnight the Perseids meteor shower reaches its peak. Unfortunately, the last quarter Moon rises near the radiant of the shower at the same time. Fortunately the Perseids is active July 17th through August 24th, so there are other nights to view shooting stars. Unfortunately, the meteors are best seen after midnight into the wee hours. In any case, the number of meteors could total 110 per hour. At the beginning of this period the radiant is located between Cassiopeia and Andromeda. The radiant will gradually shift into Perseus by August 15th. As mentioned above the best place to look is not directly at the radiant itself, but at any dark patch of sky which is around 30 to 40 degrees away from the source.

Thursday, August 13th

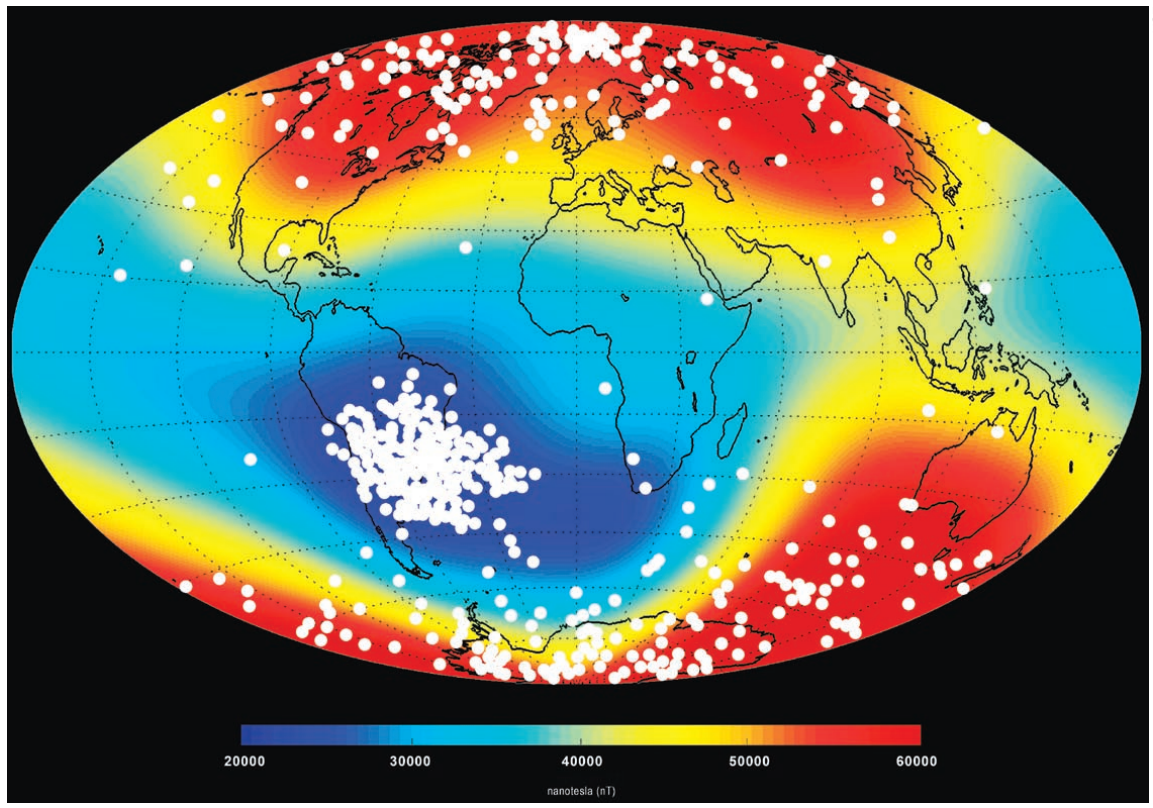
The "morning star," Venus, will be at its highest point above the horizon this morning. The goddess of love takes position in the east between Gemini and Orion. Above Venus this morning, the Moon makes a close approach to Aldebaran. In two days there will be a conjunction between the crescent Moon and Venus in Gemini.

In the News

Besides stars, the night sky is going to be congested with an abundance of satellites in the coming months. Imagine going outside to see stars, the Milky Way, star clusters, planets, the zodiacal light, comets or other objects in the natural night sky only to see any number of SpaceX's 42,000 Starlink Megaconstellation satellites above the horizon. Amazon is preparing to launch its own Kuiper Constellation of over 3,200 total satellites. OneWeb has filed for a license with FCC to put 48,000 broadband satellites in orbit. Add those totals to the more than 21,000 satellites already in orbit. Don't forget to add the number of undocumented military satellites.

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.

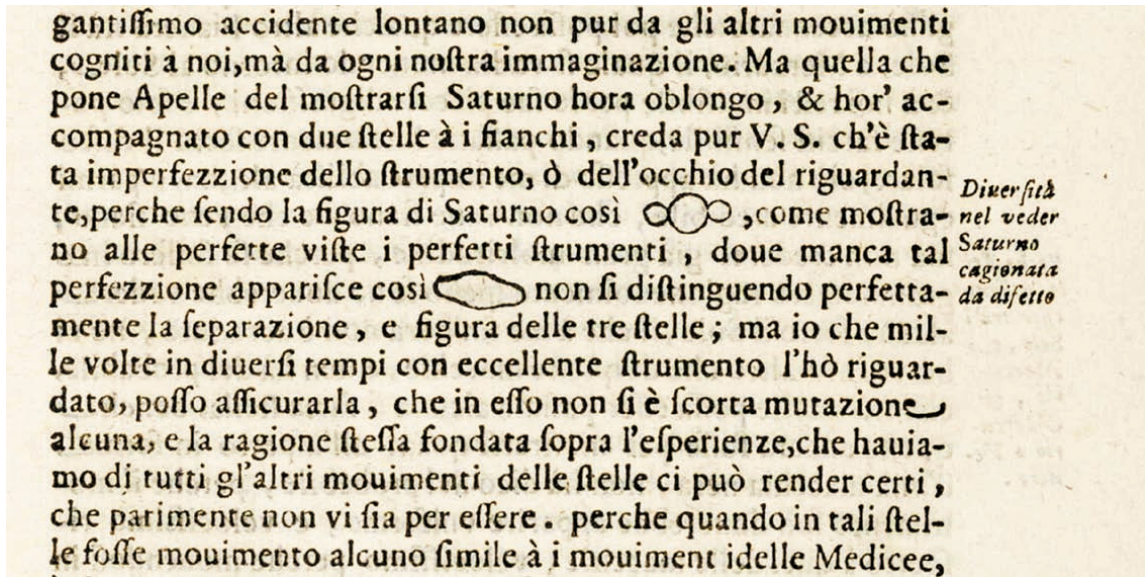
Jim Ulik sails on S/V Merengue.



ESA

Above: Location of the South Atlantic Anomaly. Blue designates a weakened magnetic field. The white spots are radiation impacts.

Below: Galileo's first drawings of Saturn (1610).
From the book Istoria E Dimostrazioni Intorno Alle Macchie Solari E Loro Accidenti (1613)


gantiſſimo accidente lontano non pur da gli altri mouimenti cogniti à noi,mà da ogni noſtra immaginazione. Ma quella che pone Apelle del moſtrarſi Saturno hora oblongo, & hor' accompagnato con due ſtelle à i fianchi, creda pur V. S. ch'è ſtata imperfezzione dello ſtrumento, ò dell'occhio del riguardante,perche ſendo la figura di Saturno così ,come moſtrano alle perfette viſte i perfetti ſtrumenti, doue manca tal perfezzione appariſce così non ſi diſtinguendo perfettamente la ſeparazione, e figura delle tre ſtelle; ma io che mille volte in diuerſi tempi con eccellente ſtrumento l'hò riguardato, poſſo aſſicurarla, che in eſſo non ſi è ſcorta mutazione alcuna, e la ragione ſteſſa fondata ſopra l'eſperienze,che hauiamo di tutti gl'altri mouimenti delle ſtelle ci può render certi, che parimente non vi ſia per eſſere. perche quando in tali ſtelle foſſe mouimento alcuno ſimile à i mouiment idelle Medicee,

Diuerſità nel veder Saturno cagionata da difetto

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The Grey Kingbird, Ruler of the Antillean Flycatchers



I see him often – proud, regal and poised — perched on the topmost limb of a mangrove tree, standing upright, head flung back, eyes bright with fire. I see him often — cloaked in somber grey, darting through the air, descending rapidly on long quivering wings to catch a flying insect, then veering, shifting speed, climbing to intimidate a passing bird. I hear him often — ruling his domain with tyrannical cries "*Pit-pitiri-ri-ree! Pitcherreee*!" and imagine him announcing "*Behold the king! I am the king*!"

He is the Grey Kingbird, ruler of the Antillean Flycatchers and a predominant member of the largest family of birds, the Tyrant-Flycatchers (Tyrannidae). The Grey Kingbird is the neighborhood bully, a tyrant by nature whose scientific name *Tyrannus dominicensis* reflects its behaviour rather than its appearance — *Tyrannus* means 'tyrant' or 'despot'. There are two subspecies of Grey Kingbirds: the dominant race, *T.dominicensis dominicensis*, found in the southeastern US, the Bahamas, the Greater Antilles, Trinidad & Tobago, eastern Venezuela, Bonaire, Curaçao, Colombia and Panama – and the slightly darker, larger and longer-billed *T.dominicensis vorax*, found in the Lesser Antilles. The *T.d.dominicensis* migrates from the northern parts of its range to northern South America in winter.

The Grey Kingbird is the largest of the Eastern Caribbean Tyrant Flycatchers (23 to 24 centimetres or 9 to 9.5 inches) and easily recognizable perched on the power lines, with its fine grey mantle draped over a white-pearly breast and a conspicuous dark crown extending over dark brown eyes. Males and females are almost identical, with the exception that the female's crown is slighter smaller. The Grey Kingbird is differentiated from other Kingbird species by its grey forked tail.

A king of many names – it is also known as Pipiri, Rain Bird, Pitiwick, Chichery, Chinchery, Pitirre and White-Breasted Kingbird. These birds are at home in the Caribbean coastal swamps and mangrove swamps, as well as in open forests, forest edges, and town parks. As aerial-hunting specialists that depend on insect movement to detect and capture prey, they use several foraging techniques such as "perch hunting," where they remain on the perch until prey is detected, at which point they will fly out to capture it; "aerial hawking," where they pursue and capture the prey in flight; "hover-gleaning," where they collect prey from the ground, crevices, foliage, or even from livestock while hovering; and "sallying," where they successfully capture, not one, but several insects in one foraging flight. Their diet consists primarily of large flying insects including cicadas, beetles, grasshoppers, moths, bees and wasps, as well as lizards and occasionally hummingbirds. I have often seen individuals preparing large prey, particularly large moths, by beating them against their perch before swallowing. Kingbirds supplement their insect diet with fruit and berries.

Grey Kingbirds nest from April to July, preferably not too far from salt water. At the onset of the breeding season, the males sing their pre-dawn territorial call "*pi-ti-ree-pi-ti-roo*!" to emphasize territorial ownership. Acrobatic couples engage in aerial flights, tumbling 25 metres downward with their feet stretched out while crying out to one another. They also perform wing fluttering displays with a rapid series of shallow wingbeats, giving the impression of walking on air.

Males and females play different roles during the nesting season. The females build the nests, incubate the eggs and brood the chicks, while the males guard the nest and help feed the chicks. Grey Kingbirds build their flimsy-looking nests with small twigs and grass on the topmost horizontal limbs of trees, favoring mangrove trees where available. The nests are lined with grass, or whatever is available, including horse hair and fishing cord. The nests are open to the elements and appear flimsy, yet upon close inspection the construction is surprisingly stronger than it looks. Females lay three to five light-pink coloured eggs and incubate them for about two weeks. The chicks fledge at around 18 days old, but remain dependent on their parents for about three to five weeks after fledging. Grey Kingbirds are sometimes the target of egg parasitism by Shiny Cowbirds. However, they are not considered hosts, because the species is not known to successfully raise Cowbird young. Instead, Grey Kingbirds defend their nests aggressively against Cowbirds and are experts at quickly recognizing and ejecting Cowbird eggs.

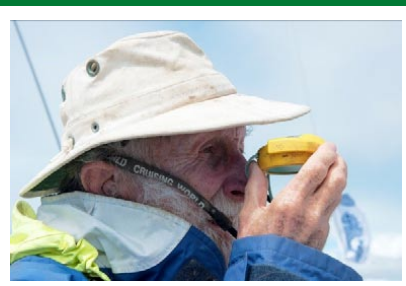
Like all Kingbirds, Grey Kingbirds are expert flyers, fast and strong, rarely seen on the ground. They mostly fly from one place to another, occasionally hop, but never walk. Although they are generally indifferent towards humans, they are nevertheless extremely territorial, particularly during the breeding season, defending areas from other Kingbirds, birds and mammals alike, independent of size or species. It is common to see the Grey Kingbird pursuing a much larger predator such as a dog or a hawk. These attacks are relentless and often successful, forcing the intruders to abandon the area. It is quite astonishing to watch the mighty powerful Broad-Winged Hawk being hounded by a much smaller, yet faster and more maneuverable Grey Kingbird — it is the perfect illustration of David versus Goliath, Odysseus versus Cyclops, or as Martin, my husband, described it, a fighter versus a bomber aircraft. This bold behaviour has propelled the prodigious Grey Kingbird into becoming a nationalist symbol for Puerto Rico's independence movement.



The Grey Kingbird, also known as Pipiri, Rain Bird and White-Breasted Kingbird, is the largest of the Eastern Caribbean Tyrant Flycatchers.

Considering that this is a creature of the sky, Martin and I were surprised to find, a few months ago, a handsome Grey Kingbird trapped inside our local supermarket in Grenada. He had been trapped in the air-conditioned store for two days and was, not surprisingly, distressed. The staff had tried to show him the door several times, but the bird just flew from one end of the room to another keeping as close to the ceiling as possible. Luckily, we were able to save him by gently waving long brooms near him, making sure he kept flying until he tired and landed near the ground, his royal manners momentarily forgotten. I gently cradled him, amazed at how small and vulnerable he felt in my hand, and took him out into the sparkling sunlight. He soon regained his bearings and took off a few seconds later, sailing into the air, sprightly and steady towards a cluster of tall trees to resume his kingly duties.

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UNINVITED GUESTS IN THE CARIBBEAN

by Darelle Snyman

This month we are looking at one of the biggest conservation threats to biodiversity worldwide, a threat the Caribbean has also fallen prey to: invasive species. As part of my work, in what now feels like a lifetime ago, I have personally dealt with the control of a variety of these insidious species and seen the havoc they can create in their non-native environments. The effects of such species can be catastrophic due to their ability to displace indigenous species, modify habitats and disrupt ecosystem functioning. Not all exotic species that establish themselves in a foreign environment become invasive; they are only considered invasive when they significantly modify or disrupt their new habitat.

Marine invasive species spread in various ways. Some hitchhike on the hulls of ships, others are included in the ballast water, and then we have those that have been intentionally released by misguided aquarium owners. In the current global trade environment conditions are ripe for the spread of marine invasive species: some 45,000 cargo ships move more than ten billion tons of ballast water worldwide each year.

The Voracious Lionfish

Few marine species have been as successful in colonizing marine habitats outside of their native ranges as the lionfish, a flamboyant species that needs no introduction. Since the introduction of these Indo-Pacific natives to the South Florida waters in the mid-80s, populations have thrived and become well established in the Western Atlantic, Caribbean and Gulf of Mexico.

The two species causing all this havoc are the red lionfish (*Pterois volitans*) and the devil firefish (*Pterois miles*). The two species are so similar in appearance that it has become easier to refer to them collectively as lionfish.

The extensive spread of lionfish is easily understood when one considers the fact that they breed at an alarming rate: a single female can spawn over two million eggs per year. These versatile menaces are not only able to adapt to a variety of habitats but are also voracious predators of over 70 different species of fish, invertebrates and mollusks. These factors combined with their unpalatable (to predators) structure has allowed them to successfully take their place in the coral reef food chain at the cost of indigenous species.

It is, however, difficult not to admire them when encountered underwater. They do not dart and hide, but gracefully glide above the reef with their venomous spines proudly displayed, confident in their ability to thrive and conquer. Even though I find them stunningly attractive we have joined the ranks of people who actively hunt lionfish in an effort to control their numbers in the Caribbean. These spiny fish are actually very tasty, making it easier to target them. Luckily my son has become an expert at hunting and cleaning these intimidating creatures. Physical removal is currently the best way to control populations and the hunting of lionfish has become an organized pastime across the Caribbean. This action will not result in their total eradication but there is increased evidence that native fish populations recover rapidly if lionfish populations are kept at low levels.

A Seagrass Interloper

The writing of this article was prompted by an interesting article I read about the effects of an invasive seagrass on green sea turtles (*Chelonia mydas*). The Halophila, or broad leaf seagrass (*Halophila stipulaceae*), is native to the Indian Ocean and Red Sea and has been an aggressive invader in the Mediterranean, where it arrived and spread after the opening of the Suez Canal. In recent years it has also made its way to the Caribbean, most probably as fragments transported by commercial and recreational shipping. Its presence in the Caribbean was first recorded in 2002 off the island of Grenada. Since then it has increased its footprint across the Caribbean. Its success seems to lie in its ability to tolerate a wide range of light intensities, nutrient levels and salinities.

I find the species' physical description very generic and unhelpful, but here goes: their elliptic, oblong leaf blades are pale to dark green in color and cross veins extend from the midrib; the folded leaf scales at the base of the petiole are considered a distinctive feature. I hope you will find the photo more illuminating.

Before reading the article I never realized that many of the seagrass patches I have seen, especially around Martinique, were actually this seagrass interloper. Under optimal conditions Halophila can form dense mats at the expense of indigenous seagrass species. The indigenous turtle grass, *Thalassia testudinum,* has proven to be very vulnerable. Turtle grass is favored by green sea turtles and because of their food preference they might actually be engineering their own demise. Green sea turtles feed by mowing down meadows of their favorite seagrass. Once an area is harvested they move on to the next patch. The harvested patches, which would normally regenerate, are left vulnerable for displacement by the faster growing Halophila. The invasive grass is less nutritious and the turtles seem to have no taste for it, forcing them to forage further afield. As they move on they mow down new areas, which further facilitates the spread of the invasive grass. The expansion of this species within the Caribbean is closely monitored but to my knowledge no control policies have been put in place.

Stowaway Orange Cup Coral

Another non-native species that has become a common resident in the Caribbean is the orange cup coral (*Tubastraea coccinea*). I initially thought this attractive stony coral was indigenous to the Caribbean and felt a bit disappointed when I learned it actually hails from the Indo-Pacific region and has successfully established itself throughout the Atlantic, Caribbean and Gulf of Mexico. It is thought to have arrived in the Caribbean region as an encrusting stowaway on the hull of ships.

This non-reef building coral was first recorded in 1943 in Puerto Rico and Curaçao. I found vivid patches on the wreck in Tyrrel Bay, Carriacou, and in bays around Martinique. It seems to prefer shaded areas beneath overhangs and under ledges, and thrives on artificial substrates such as wrecks, piers and walls. Unlike zooxanthellate coral, orange cup coral has no symbiotic algae and therefore does not need sunlight for survival. It feeds at night, extending its large, yellow tentacles to entrap passing zooplankton.

Its preference for shaded areas seems to have curbed its extensive colonization of Caribbean reefs, but in the Gulf of Mexico it has found its ideal home and has become the dominant coral species on the numerous oil and gas platforms that dot the Gulf. In places such as the Flower Garden Banks National Marine Sanctuary in the northwestern Gulf of Mexico, orange cup coral has gained a foothold at the cost of native coral and sponges. The sanctuary is within 25 miles of at least a hundred oil platforms, so it is easy to see how orange cup coral arrived at the Flower Garden Banks.

Once settled, this hardy invader can reproduce within one and a half years and its larvae can survive for as long as two weeks, drifting with the currents, giving it plenty of time to colonize new areas. Studies indicate that orange cup coral also employs chemical defenses to make it unpalatable and deter the nearby settlement of other invertebrates. The main control strategy employed within the sanctuary has been physical removal.

This article only touched lightly on the problem of invasive species within the greater Caribbean region, and the marine environments have actually come off lightly when compared to the terrestrial invaders some Caribbean island nations struggle with. I hope this article will encourage you to find out more about the invasive species present within the Caribbean region, both terrestrial and aquatic.



A green sea turtle swimming over indigenous manatee grass.



Lionfish glide above the reef with their venomous spines proudly displayed.



A cushion sea star resting on a bed of invasive Halophila seagrass.



Orange cup coral does not need sunlight for survival.



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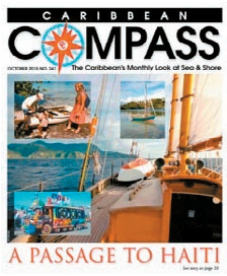
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Read in Next Month's *Compass*:

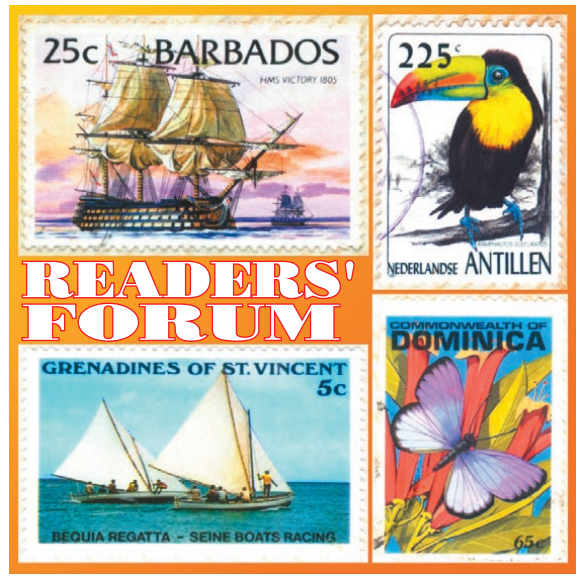
Navigating by Porpoise

A Look Back at Carriacou Regatta

Sailing Encounters with the Stars

...and much, much more!

Don't Miss It!



LIVING IN A CARRIACOU BUBBLE

Dear *Compass*,

My wife Roni and I live on a 35-foot sloop called *Second Star*. In the children's classic *Peter Pan*, the directions to get to Neverland are to go to the second star and turn right. So, I used to tell people we were on our way to Neverland. Now, during Covid-times, I am realizing that maybe we've gotten there.

Yes, it feels as much like Neverland as anything else could. Shaking off Tinkerbelle's fairy dust, I find ways to meditate in my Neverland bubble. The boat is in the bubble and Harvey Vale ashore becomes the backyard. In fact, all of Carriacou is inside the bubble. The rest of the world, being outside that bubble, has a different reality, as many countries cope with horrifying deaths. Here in Carriacou, so far, there have been no cases. We continue to knock, knock, knock on wood.

During the days we are confined on board, I have found various ways to meditate. This often includes physical activity: I do it while brushing my teeth, rowing, swimming, sitting in the cockpit, enjoying morning coffee, puttering on the boat, reading, writing, eating (food seems to taste much better), and a few other -ings. While we are under "boat arrest," I realize that being imprisoned is a state of mind. I'm reminded of a book I read many years ago by the great poet e.e. cummings: *The Enormous Room*. In WWI while driving a Red Cross ambulance in France, he was captured by the Germans and imprisoned. His meditations in prison enabled him to become free, in his mind, of the physical pain.

The fact that the lockdown has slowed most people's lives down (even for Carriacou), helps induce a meditative state of mind and helps us realize what is important and what is not. In fact, people around me who are able to adopt a similar meditative mind find the lockdown easier to cope with than "normal" life. And most of the people I have spoken with share my sentiment of rather being here than anywhere else in the world. That's a feeling conducive for meditation!

And so, living in a bubble as we are, we wait with patience for that bubble to burst and the next reality to be entered.

John Everton
S/V Second Star

KUDOS FOR THE JUNE ISSUE

Dear *Compass*,

Well done, team. The June issue was another stunning edition.

Paul Sutcliffe, England, UK

MORE KUDOS FOR THE JUNE ISSUE

Dear *Compass*,

The June *Caribbean Compass* was a great issue. Thanks for the treatment of Part Two of my Hurricane Hugo story.

David Lyman
Maine, USA

See Part Three of David's story on page 24 in this issue!

COVER LOVE

Dear *Compass*,

I love the June cover!

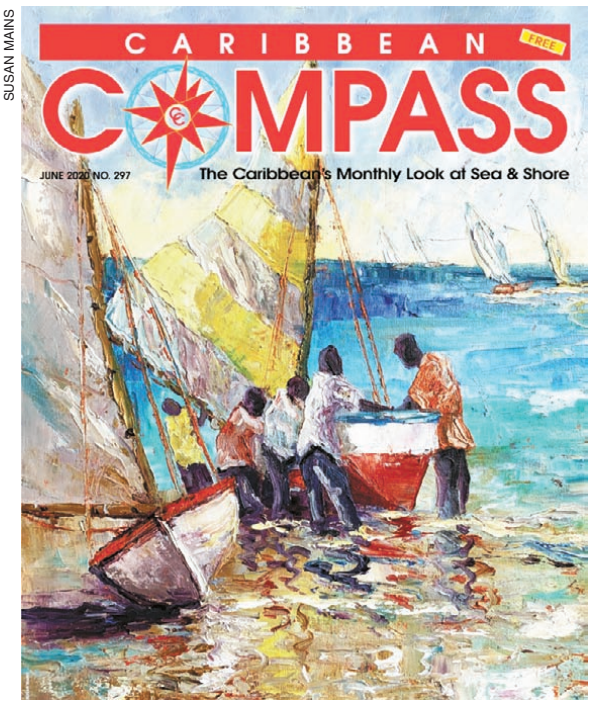
Maryann Matter
Key West, Florida, USA

Dear *Compass*,

Great work on the June issue of *Caribbean Compass*! I love your cover page.

Good wishes,
Susan Chaplin
Tortola, BVI

SUSAN MAINS



Dear Readers,

Our June issue cover featured a painting by Grenadian artist Susan Mains. See more of her work at www.susanmainsgallery.com

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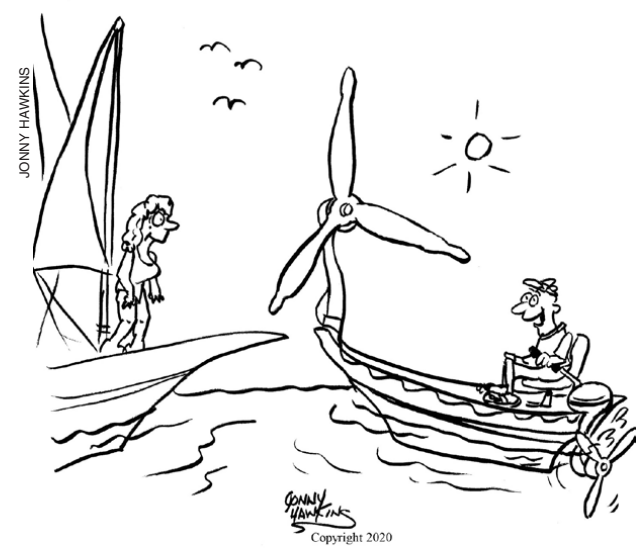
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'... Less Money, Noise and Pollution...'

by Jim Hutchinson

Isolation gives pause to reflect. And to relax.

Among other things. I am luxuriating in peace.

And quiet.

At first I felt a bit self-conscious about how much I was enjoying quarantine and lockdown. Then others began expressing satisfaction in the calm. In fact, almost everyone I talked to. But the regulations are beginning to relax.

Drifting back nearly a quarter of a century, I recalled a *Compass* Forum letter with a photo captioned, "Row, row, row your boat... less money, noise and pollution, more friendly, peaceful and safe."

Jo Hender's letter spoke of how much nicer Admiralty Bay could be. I like what she said well enough to repeat her closing question in the next month's Forum: "What happened to the five knot speed limit?" *Compass* replied, "Speeding watercraft of all sorts... are an ongoing problem...," and then told of a local fisherman recently run down and killed. I hear that a yachtie just got run down in the water at Antigua. Such incidents allow me to invoke the safety issue. It is insane for any watercraft to go fast through an anchorage where people do (or should) swim and snorkel from their yachts. And it is irresponsible for the operator of any vessel or vehicle not to pay attention to their driving, even when going slow. Windsurfers and kite-surfers included. If anyone disagrees, please say so.

But I would much rather invoke the ambiance issue.

Which brings me back to the present, still early in the time of the Virus. The other day I landed my dinghy near a heron that was strutting the beach like it owned the place. I landed and pulled up quietly. The bird sensed no threat and continued fishing. I watched for a while from a distance. Many (most?) birds (and other creatures) avoid human activity, particularly noise. Saying "Hi, guys" to birds perched on a buoy as I quietly sail past will make them fly away. A friend who lives a simple life on a remote mountain tells of hanging out with deer and other wildlife, often close enough to touch — which they know he will not. Don't think that *Sapiens* are the only animals that reason.

'Let's encourage some of the traditional reasons for being here'

People all over the world are reportedly hearing birds that they were unaware of because of the noise — or maybe weren't there because of the noise. It is reported that people in Delhi can see the Himalaya Mountains for the first time in living memory — if so, that's impressive. At Machu Picchu, which had become iconic to tourists, some little critter they thought had disappeared is showing up in "camera traps." In locked-down urban areas measured air quality dramatically improves. Where I am locked down the air quality is dramatically improved — no gas or diesel spills and few two-stroke outboards sending a stink more foul than diesel exhaust through my living space.

Early in our quarantine cum lockdown a friend commented that the quiet seemed almost eerie.

Eerie as in strange, not frightening. We were both enjoying it. It was quiet, not silent, nature was still heard, the breeze through the rigging, the lapping of waves, birds, an occasional jumping fish... things not heard by those who spend their time below — I live in a well-shaded cockpit, up in the air and the view.

There are exceptions that must be called noise. A ferry at the dock leaves its metal ramp down day and night, screeching back and forth across the concrete dock. Several obnoxiously loud motorcycles speeding back and forth seem to be saying "catch me if you can" to the cops — the loudest seems to have been finally stopped. Occasionally yachts lacking sufficient wind and solar power run their engines. Two yachts have barking dogs.

The advent of internet and the beginnings of virtual reality got me thinking that Earth's best chance (aside from population control) might be taking people off the road and putting them in front of a screen — at home. Many are now working at home because of the Virus. Which saves commuting time and cost. The *Caribbean Compass* has recently been coming from homes of the staff. This is an opportunity, now is the time.

Everybody's worried about the economy. But all sorts of good answers are being offered. Buy local and eat local is touted here — more healthy, less expensive.

"Virtual" events are replacing events one formerly had to travel to: conferences, concerts, and sports. Online education is being ramped up from primary onward. And maybe we don't really need all the stuff we thought we needed. That would save a lot of money. Whatever.

The new normal won't be the old normal — I hope.

And Jo Hender is right about quality of life for those of us fortunate enough to be aboard yachts in the tropics. "Row, row, row your boat... less money, noise and pollution, more friendly, peaceful and safe." I've been doing it for many years and can add good exercise.

Pay attention however you go. Manpower has right of way over power and sail, swimmers and snorkelers have right of way over us all. Many people who used to snorkel or swim in the anchorage have stopped because of traffic. Let's encourage some of the traditional reasons for being here.

.... am I talking about life in general?

Slowing down is part of it — that's my vote.

Viva la quarantine.

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MERIDIAN PASSAGE OF THE MOON

JULY - AUGUST 2020

Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs 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; i.e. the tide floods from west to east. Times given are local.

Note: the maximum tide is 3 or 4 days after the new and full moons.

For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

July					
DATE	TIME	21	1253	10	0447
1	2102	22	1349	11	0529
2	2158	23	1443	12	0614
3	2256	24	1534	13	0701
4	2354	25	1627	14	0751
5	0000 FULL MOON	26	1715	15	0845
6	0051	27	1805	16	0941
7	0146	28	1857	17	1039
8	0236	29	1951	18	1136
9	0324	30	2047	19	1232
10	0408	31	2144	20	1326
11	0456			21	1418
12	0510	**August**		22	1509
13	0611	1	2241	23	1601
14	0652	2	2336	24	1653
15	0735	3	0000 FULL MOON	25	1747
16	0821	4	0028	26	1843
17	0910	5	0116	27	1939
18	1003	6	0202	28	2035
19	1059	7	0245	29	2130
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CALENDAR

JULY

1	Public holiday in BVI (Territory Day), and in Suriname (Emancipation Day)
1 – 7	Fiesta del Fuego, Santiago de Cuba
2	Public holiday in Curaçao (Flag Day), and in Cayman Islands (Constitution Day)
4	Public holiday in and Puerto Rico and USVI (Independence Day)
4 - 5	Firecracker Regatta, Tortola, BVI. WEYC
5	FULL MOON
10 – 1	Aug Tobago Heritage Festival, www.facebook.com/pg/tobagofestivals
14	Public holiday in French islands (Bastille Day); yole races in Martinique
24	Public holiday in Venezuela (Simón Bolívar's Birthday)
25	Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
25 – 27	Public holiday in Cuba (National Revolutionary Festival)
TBA	Mott Memorial Hobie Cat Challenge, Grenada. PCYC, www.pcycgrenada.com
TBA	Dominica Dive Fest. www.dominicawatersports.com
TBA	St. John Festival, St. John, USVI

AUGUST

1	Public holiday in many places (Emancipation Day)
1 – 2	Windward Fete, Orient, St. Barth
3	FULL MOON
3 – 5	BVI Emancipation Festival, Tortola
21 - 23	Aruba Regatta. https://aruba-regatta.com
31	Public holiday in Trinidad & Tobago (Independence Day)

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

COMPASS CARTOON



STEVE DELMONTE

"It's another fish recipe!"

LOOK OUT FOR...
The Castor Bean Plant:
EVIL LOOKING BUT USEFUL

by Lynn Kaak





While it may appear malevolent, the Castor plant has proven itself useful to humans for thousands of years. However, as with so many traditional medicines, there are caveats to its use.

Ricinus communis is known best for its "beans." Technically, they aren't beans, but are seeds contained within a spiny capsule. The seeds are large and oval shaped, with a mottled brown colouring. They are often used for bead jewellery. The oil is famously used as a laxative; it is also used for makeup, hair and skin care, and was once a common lubricant for engines. It is still a component in some biodiesels. In traditional medicine, it can also be used to induce labour or to terminate a pregnancy (use of castor oil is not recommended for pregnant women). The oil also has antibacterial and antifungal properties, making it effective for wound care. But the beans are also poisonous, being the source of the highly toxic ricin. This water soluble toxin can kill you, regardless of how it gets into your system, and is a popular poisoning agent in Netflix political thriller series. Fortunately, the heating required to process the oil from the seeds also neutralises the toxin.

The common name is believed to have been derived from the fact that the oil produced from the seeds was a replacement for the oil obtained from beaver glands (*castor* being the French and Latin names for beaver).

Native to the Mediterranean basin and over to India, this shrub or small tree is now found almost everywhere throughout the tropics and subtropical regions of the world. Castor has shown its ruggedness by surviving in southern England, and was even planted in Toronto parks in Edwardian times. It is cultivated commercially, with India providing more than 50 percent of the world's yield.

This fast growing shrub or small tree can grow quickly, growing up to two metres (about seven feet) in a year. In cooler climates (like Toronto) it is treated as an annual, but here in the tropics, it can reach a height of up to 13 metres (40 feet) since there's no cold weather to slow it down.

Castor plants can tolerate shade or full sun, handle both dry and wetter conditions, and can even thrive in the rainforests, although they have a preference for soil that drains reasonably well.

The seed capsules are spiny, and are about five centimetres (two inches) in diameter. They can vary from a red or rust colour to a dark green. They grow in clumps on the tree. When they mature, they will dry and eventually split, spitting out the seeds.

The leaves can be from 15 to 45 centimetres long (six to 18 inches). They are sawtoothed, and have deep lobes, and in some varieties may change from a reddish colour to shiny green, with some retaining a hint of red.

The flowers on *Ricinus* are distinctly male or female, and self-pollination is the norm. Some moths or butterflies may act as pollinators, while the wind can help mix up the gene pool a bit, too. The male flower is green with numerous white stamens, while the female has a pink stigma and is tucked away in an immature capsule.

Over time, different varieties have been cultivated, with some becoming more ornamental, while others have been developed for greater yields. However, with its spiky pods and rough-edged leaves, it is to some still a rather evil-looking specimen.

Look for castor bean plants on waste ground. They are often seen growing as weeds by the side of the road — until they are hacked down to start again.

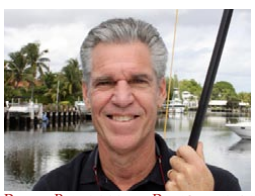
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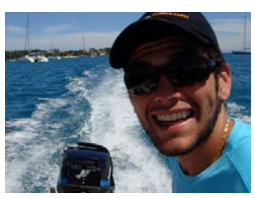
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2015 HP HELIA 44 MAESTRO
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2012 LAGOON 500
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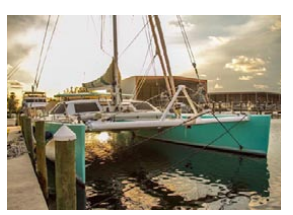
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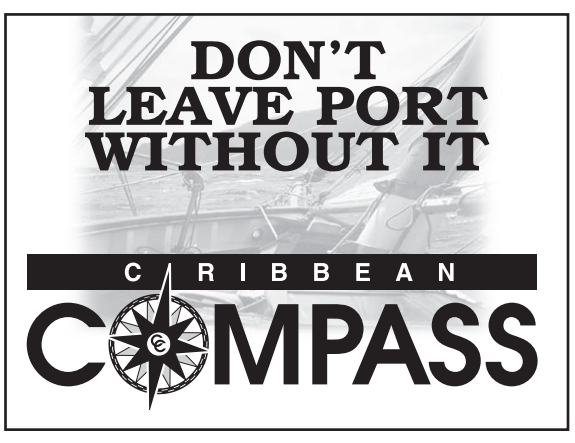
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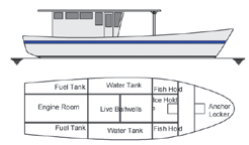






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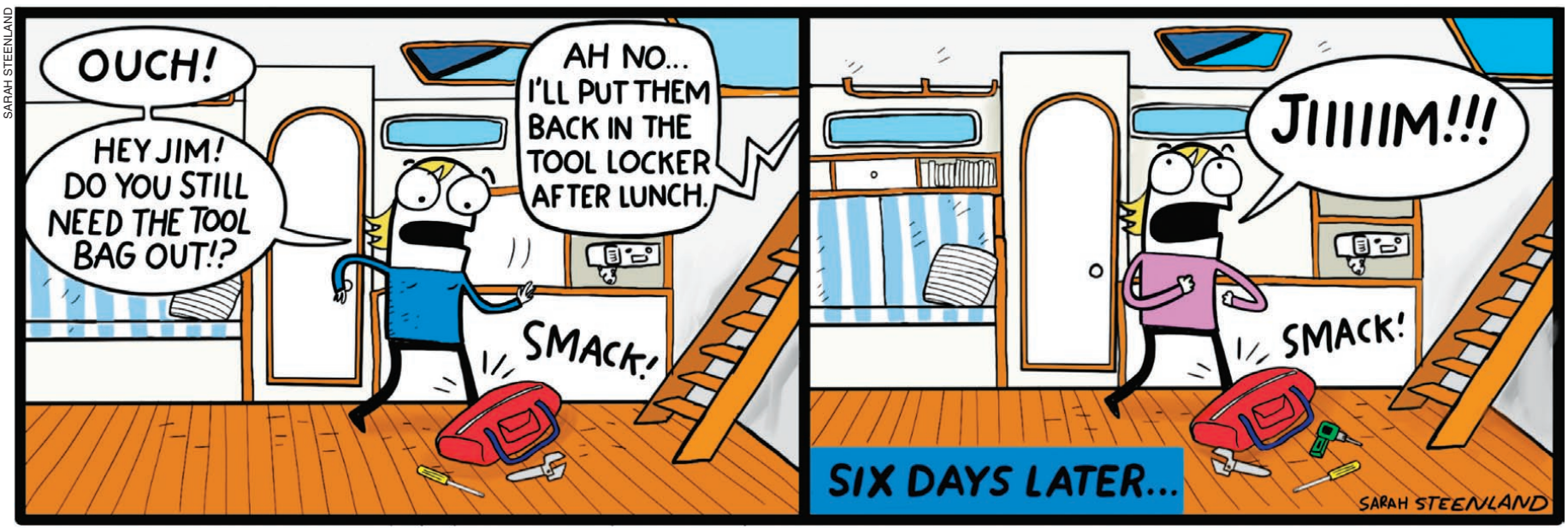
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