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The Caribbean's Monthly Look at Sea & Shore

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RICHARD SHERMAN

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# COMPASS
*The Caribbean's Monthly Look at Sea & Shore*

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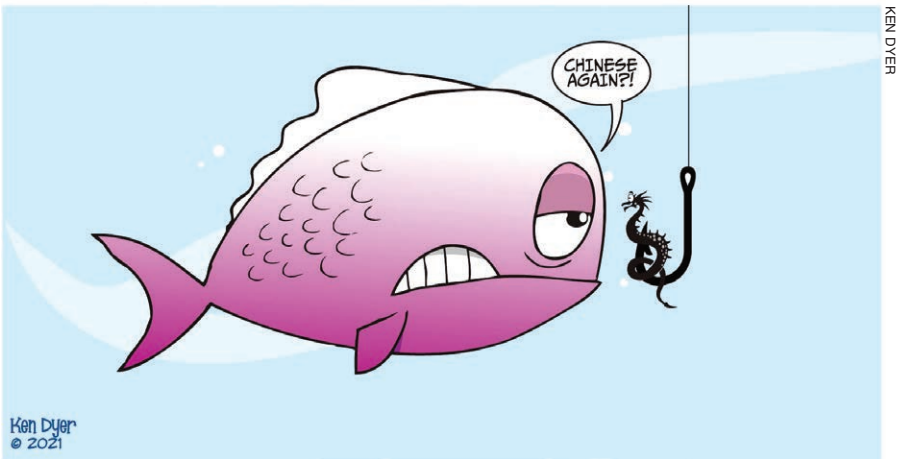

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**From Cuba to Trinidad, from Panama to Barbuda, we've got the news and views that sailors can use. We're the Caribbean's monthly look at sea and shore.**




**Compass is very informative, entertaining, interesting and fun to read! Look forward to reading it every month.**
***— Readers' Survey respondent***

## CARIBBEAN COMPASS

*Caribbean Compass* is published monthly by Compass Publishing Ltd., The Valley, Anguilla, British West Indies.
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*ISSN 1605 - 1998*

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# Info & Updates

**Dominica & Belize: fewer tests for fully vaxxed visitors**

Dominica and Belize have relaxed their entry rules regarding additional testing for visitors who are fully vaccinated against Covid-19.

On arrival in Dominica, fully immunized individuals will not be subjected to on-arrival Covid-19 testing. However, they must remain quarantined for two days, and a test on Day Two will be conducted. If the test results are negative, the traveler will be deemed medically cleared. Health Minister Dr. Irvine McIntyre says, "The days of five and six and seven days in quarantine are over for fully vaccinated travelers."

*Contact dominicapays@gmail.com for more information.*

On arrival in Belize, you have the option of showing proof of negative Covid-19 test results (taken 48 to 96 hours before arrival, depending on type of test) or showing proof of full Covid-19 immunization.

*Contact vto@portauthority.bz for more information.*

**St. Lucia omits quarantine for fully vaxxed visitors**

Persons who are fully vaccinated against Covid-19 who arrive in St. Lucia with a negative PCR test taken five days or less before arrival no longer require quarantine. Random Covid testing will be done at all arrival points.

Sean Devaux, Manager of IGY Rodney Bay Marina, reports that children under the age of 18 do not require vaccination but do require a PCR test taken five days or less before arrival. Kids under the age of three will be exempt from the PCR test.

**St. Kitts & Nevis open only to fully vaxxed visitors**

Effective May 29th only fully vaccinated travelers are allowed entry into St. Kitts & Nevis. There are exemptions for citizens, residents, and non-vaccinated children under 18 traveling with fully vaccinated parents. Vaccinated parents traveling with a non-vaccinated child will not be allowed to integrate into the community until after the child is tested on day 14 and the test results come back negative.

Visitors arriving by sea must submit Covid-19 RT-PCR negative test result from a CLIA/CDC/UKAS approved lab accredited with ISO/IEO 17025 standard, taken within 72 hours of travel, along with required embarkation form and all other supporting documentation. A form is required regardless of age. Forms must be submitted no later than 24 hours prior to travel. Covid-19 PCR tests must be taken by nasopharyngeal sample. Self-samples, rapid tests, or home tests will be considered invalid.

Visit knatravelform.kn to access the form and upload test.Please have all original documentation you submitted, including negative Covid-19 test results available upon arrival.

The vessel will be required to dock at one of the following six ports, submit the Maritime Declaration of Health to the Port Health Officer, and interact with the other border agencies: Deep Water Port, Port Zante, Christophe Harbour, New Guinea (St. Kitts Marine Works), Charlestown Pier or Long Point Pier.

Yachts and pleasure vessels must quarantine at the following sites:

Vessels > 80 feet: Christophe Harbour in St. Kitts

Vessels < 80 feet will not be allowed to anchor in Ballast Bay in St. Kitts or in Pinney's Beach and Gallows in Nevis.

The prescribed quarantine time (14 days minus transit time) will be determined by the vessels or ship's transit time from the last port of call to their arrival to the Federation. Transit time must be supported by official documentation and Sail Clear.



*Since May, only fully vaccinated travelers are allowed entry into St. Kitts & Nevis*

Upon arrival, Please present printed documentation:

- Negative RT-PCR COVID-19 test that was submitted
- Travel authorization form
- Official Covid vaccination record card

Upon arrival, all travelers will have their temperature checked and be asked a series of health screening questions, including health and travel history.

In the event a traveler exhibits any Covid-19 symptoms during the health screening, the traveler will be required to take a Covid-19 test on site at the traveler's expense.

*For more information visit www.stkittstourism.kn/travel-requirements*

*—Continued on next page*



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**ABMA urges businesses to support vaccination**

At the State of the Industry meeting held on May 14th, the board and members of the Antigua & Barbuda Marine Association (ABMA) agreed unanimously to support the Antigua & Barbuda vaccination programme.

President Franklyn Braithwaite, who is also proprietor of A & F Sails, has had feedback from a number of superyacht representatives that the yachts will not be allowing workers on board unless they are vaccinated.

"The industry is making their concern very clear that vaccination is the only option if you want to work on board the yachts. The yachts are private properties and as such the owners can dictate their own policies. While we are not insisting businesses vaccinate their staff, the market is requesting it. If we want to continue to be a first class yachting destination that can support the industry, we as businesses are going to have to ensure that we and our teams have been vaccinated."

The significance of this feedback should not be ignored by all service providers, whether rigging, electronic, sailmaking, yacht agents or day workers. All service companies will be required to follow protocols set by the yachts.

The marine industry has had a relatively buoyant year despite the lack of events, but Braithwaite re-iterates, "Ultimately yachting is an essential part of the creation of revenues for Antigua & Barbuda. If our customers are requesting our workers to be vaccinated, then we need to support the programme in order to ensure that for next yachting season, 2021-2022, our industry can get the growth we are hearing is going to happen following the pandemic."

**New website for SVG yacht arrivals**

The new website for yacht arrivals into St. Vincent & the Grenadines was put together by SVG Yacht Arrivals in conjunction with the SVG Coronavirus Task Force to facilitate the process of yacht arrivals and monitor yacht quarantines.

*Check out https://svgarrivals.com.*

**HIYC of Cuba marks 29th anniversary**

On May 21st the Hemingway International Yacht Club (HIYC) of Cuba celebrated its 29th Anniversary. The club preserves Cuba's maritime traditions, thanks to the collaboration and support of the international nautical community. It is a place where the bonds of friendship forged by the sea are strengthened.



CUBAPLUSMAGAZINE.COM

Breaking the isolation of Cuba from the global nautical community, HIYC has the honor of representing the most important cruising and angler associations in the world as well as holding Honorary Membership in dozens of yacht clubs and nautical institutions.

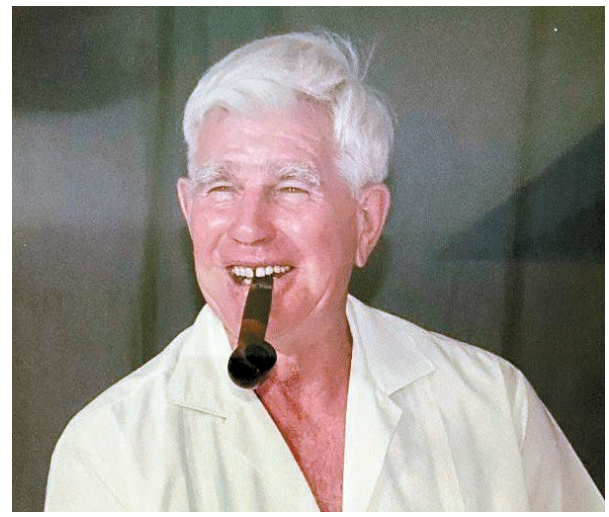
Over 29 years, HIYC has sponsored diverse nautical, sports-recreational, academic and educational events that have allowed its Cuban members to share expertise and ideas with representatives of the nautical community from dozens of other countries. Through sharing, it has strengthened friendship and respect between people of different beliefs, ideologies and social status.

Commodore Escrich says, "It is the love the sea which unites us and overcomes the differences that the society imposes on us. In our mission to contribute to the preservation of our nautical history and maritime traditions, the Yacht Club continues in its endeavor to strengthen the ties of friendship and collaboration with the people, entities and institutions of our country, which have ties or an affinity with the sea. HIYC continues to celebrate and support the sponsorship of events and activities aimed at preserving the culture of the sea as part of the cultural heritage of the Cuban nation."

Today, HIYC is proud to be made up of a family of 3,590 members from 73 countries.

**Eight Bells**

Peter Haycraft. The Royal BVI Yacht Club announced that founder member Peter Haycraft OBE passed away on May 29th. The sailing community of the BVI has much



to thank him for, and his legacy extends across the spectrum behind the scenes and on the water, from the youth sailing to racing.

—Continued on next page




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Mr. Haycraft migrated to the Virgin Islands in 1959 to run a ferry service between Tortola and St. Thomas and made significant contributions to the VI community.

He served as the Commodore of the Royal BVI Yacht Club for 13 years and contributed in numerous ways to the success of the club. Following the destruction of Hurricanes Irma and Maria in 2017, he pledged support for the youth sailing program to purchase new equipment and so enable the young people of the BVI to return to the water.

He was part of the team who created the BVI Spring Regatta in 1972 and, over the years, was involved in every aspect of the regatta. His vision and business acumen were instrumental in creating a regatta that gained international renown and remains one of the foremost regattas of the region. Not only that, he won his division and Best BVI Yachtsman too many times to count.

In 2020, Peter Haycraft was awarded the Order of the British Empire from Her Majesty the Queen for his services to the British Virgin Islands.

The Royal BVI Yacht Club extends sincere condolences to all of his family and friends. He will be greatly missed, and his legacy will not be forgotten.

**OCC Trust promotes sailing knowledge**

The Ocean Cruising Club is the "home port" for those who have sailed long distances across big oceans. With 45 nationalities represented among more than 3,300 members, and Port Officers around the world, it has a more diverse membership and a wider international reach than any other bluewater sailing organization.



GLEN SANSOM

*One of the OCC's aims is to advance public education in the conservation of the marine environment.*

The OCC exists to encourage long-distance sailing in small boats. The OCC Charitable Trust was set up in 2020 primarily to promote the following aims:

- To advance the education of the public in the knowledge and practice of sailing seamanship, marine pilotage and navigation with the aim of improving safety at sea.
- To promote community participation through financial support in healthy recreation and provide opportunities for access to and participation in sailing, sail training and instruction with an emphasis on areas where facilities and opportunities may be less developed.
- To promote for the benefit of the public the conservation, protection, improvement and ecologically sustainable management of the marine environment.
- To advance the education of the public in the conservation, protection, improvement and ecologically sustainable management of the marine environment.

The OCC Charitable Trust will consider grant applications that satisfy any of the four criteria mentioned above. Include in your submission the project's objective, timeline, budget and logistics, and email to admin@occtrust.org. A grant recipient may be called upon to provide deliverables such as occasional reports, photography/video, slideshows, articles, media, or participation in OCC-led lectures and community outreach.

OCC is a registered charity, so members and non-members alike can make donations to the trust. If you are a UK taxpayer, please use Gift Aid (www.gov.uknating-to-charity/gift-aid. Donating through Gift Aid means the charity can claim an extra 25p for every £1 you give. It will not cost you any extra.

*Visit oceancruisingclub.org for more information.*

**SSCA's 35th Annapolis Cruisers' Conference**

Many are fascinated with the liveaboard and cruising life, but only a relative few actually make their home on a boat, travel the coastal waters, or set out to cross oceans. For over 65 years, Seven Seas Cruising Association (SSCA) has helped liveaboards and "wannabe" cruisers share their stories and expertise while meeting others who follow the ocean currents. All are invited to attend Seven Seas Cruising Association's 35th Annual Annapolis Cruisers' Conference from September 24th through the 26th, hosted by the Maryland Yacht Club in Pasadena, Maryland, at the entrance to Rock Creek. The conference is followed, during the first weeks of October, by the Annapolis Boat Shows (Power and Sail).

Presentations at the 2021 Annapolis Conference will include professional expertise on weather and routing, offshore and near-shore communications, ICW passagemaking, medical issues for cruisers, sailing with pets and kids, anchoring techniques, diesel engine care, energy systems, and electrical power options.

This year's conference will also include hands-on seminars on CPR, sail repair, line handling, creating art while underway, and passagemaking during Covid, plus a HAM/SSB radio workshop. The SSCA will sponsor the Women Who Sail Facebook group at the women's seminar.

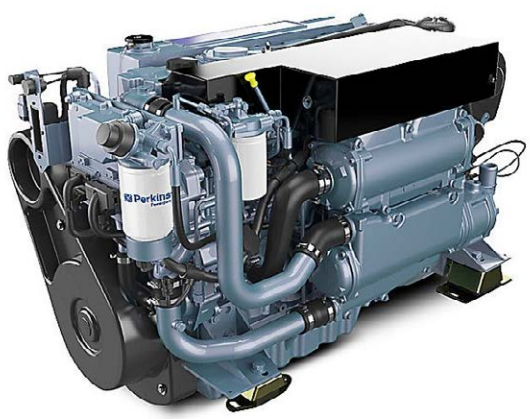
SSCA's Annapolis Cruisers' Conference is open to members and non-members.

*To learn more and to register to attend visit www.ssca.org.*

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# BUSINESS BRIEFS

**USVI strengthening marine tourism**

The US Virgin Islands Department of Tourism plans to strengthen the USVI's position as a leading Caribbean destination for marine tourism. Speaking after the St. Thomas Yacht Club Invitational Regatta, Joseph Boschulte, USVI Commissioner of Tourism, said the department's focus on welcoming mariners throughout the Covid-19 pandemic has returned strong dividends for the destination. "Despite numerous pandemic-related challenges, we have sharpened our focus on our incredible marine and charter yacht industry," said Boschulte, who believes the USVI will "take full advantage of our natural resources and assets to deliver world-class experiences for visitors." He said the territory had already begun to strengthen its marine tourism offerings when the pandemic provided additional opportunities to tap into the charter yacht industry. In 2019, the direct contribution to the local economy made by charter and sportfishing vessels was estimated at US$45 million. "We forecast the 2020-2021 numbers to show significant growth due to the large number of visiting vessels," he disclosed. An important development this past winter season was the introduction of The Moorings to the charter operations base on St. Thomas.

The USVI has an across-the-board commitment to the industry. Several agencies have coordinated to offer a concierge experience for the marine industry, whether for leisure, business, or competitions. The Department of Tourism will continue to support events such as fishing tournaments, the Virgin Islands Charter Yacht Show, and the annual St. Thomas International Regatta. It has a robust media hospitality program, which attracts national media to experience and cover the destination's marine offerings and events. "Because of diligent adherence to public health protocols, including our Travel Screening Portal, we have been successful in delivering marine events over the past year," said Boschulte, who saluted USVI Governor Albert Bryan Jr. and Lieutenant Governor Tregenza Roach for their vision in positioning the territory's marine sector front and center. He also congratulated local partners such as the Virgin Islands Professional Charter Association and the St. Thomas Yacht Club for their efforts to ensure that residents and visitors have a safe and healthy marine experience.

Upcoming events include the Virgin Islands Charter Yacht Show (November 7th through 10th) and the inaugural Caribbean Charter Yacht Show (December 9th through 12th) at Yacht Haven Grande, St. Thomas. The USVI Professional Charter Association's (VIPCA) first Spring Yacht Show, which was set for May 16th through 18th, was cancelled — for the positive reason that many of the yachts were booked on charters! The Commissioner also noted that the Department of Tourism is collaborating with the Office of the Governor to create a St. Croix-specific marine program, with its own dedicated marketing platform.

**Bigger facility for Turbulence Ltd.**

Richard Szyjan reports: Turbulence Ltd. of Grenada is happy to announce the relocation of its Clarkes Court Boatyard & Marina (CCBM) rigging department to a bigger facility within the yard.

We are fully stocked with stainless steel cables, ropes, fittings, and all the deck gear that is needed for an all-in-one stop to meet the needs of our customers.

The new site also accommodates our hydraulic and electronic departments, along with a canvas and upholstery loft on the first floor.

Do not miss a visit when at CCBM for your summer haulout!

*See ad on page 13 for more information on Clarkes Court Boatyard & Marina.*

*See ad on page 6 for more information on Turbulence Ltd.*




**It's breakfast time at Mac's!**



Kevin Carr reports: Mac's Pizza & Kitchen on Bequia is now open for breakfast Tuesday through Friday, 8:00AM till noon.

Not focused on the usual "bacon and eggs," Mac's interesting breakfast menu includes spinach-feta egg bundt, deviled eggs on homemade multigrain toast, Gouda and sage scones, and cinnamon French toast served with maple syrup. The menu items change regularly, so there is always something new to try!

We feature rich St. Vincent coffee, a selection of international teas, Maranne's yogurt, and Grenadine Sea Salt.

Get your day started by relaxing on our seaside patio. Lunch and dinner are served daily. Easy dinghy tie-up on the adjacent dock.

*See ad in the Market Place section on pages 36 and 37 for more information.*

**Puerto del Rey ready for hurricane season**

Nicole Quintero reports: As the 2021 hurricane season approaches, Puerto del Rey marina in Puerto Rico is ready to provide excellent service for vessels located on land or sea. The marina has developed a detailed preventive plan with safety and communication measures in place in case the passage of a hurricane is confirmed this season.

According to Carolina Corral, Chief Executive Officer of Puerto del Rey, planning is the key to guaranteeing safety to everyone in the marina this summer. "Every year, we make sure our team has the necessary training and certifications to manage the marina properly and accordingly during a major natural disaster," said Corral.

Over the years, Puerto del Rey has substantially invested in infrastructure to increase the protection of vessels during hurricane season. Major upgrades to the breakwater and concrete piers have proven to be the determining factor; they achieved a 98-percent vessel protection rate during Hurricane Maria. The tie-down area has been upgraded with four deep-keel spaces. The marina also has a 1,500-kilowatt generator, making it Puerto Rico's only marina to offer customers a reliable power source after a storm.





Corral recommends a few simple steps that boat owners can take to prevent boat damage during a storm: "If you have your boat in an area that is prone to hurricanes, be informed and know all your options. We suggest our clients to: plan ahead, check with your insurance to have the proper limits in place and to make sure there are no restrictions in your policy, know the safety measures the marina offers, prepare the boat, act fast, and, once the hurricane has passed, verify that your boat is safe. These steps are important and make a difference."

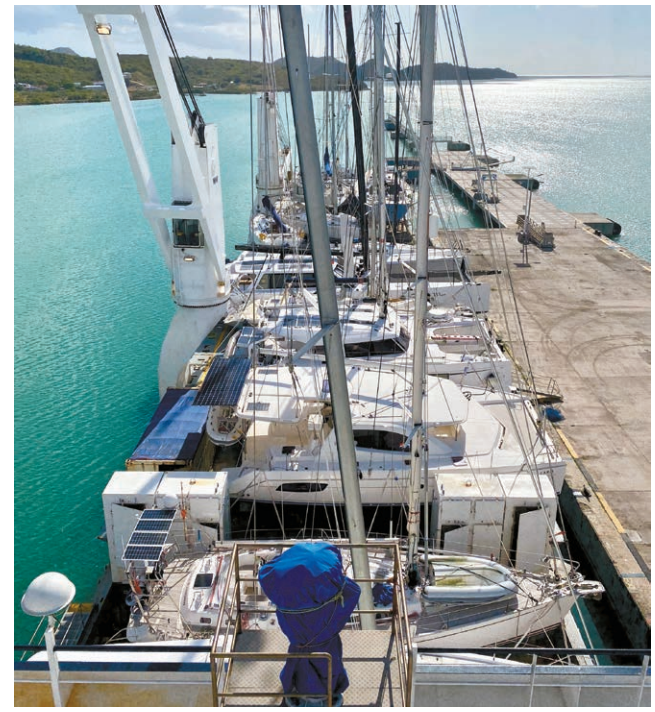
Puerto del Rey Marina is located on the northeastern tip of Puerto Rico, in Fajardo. With 1,000 wet slips, it can accommodate vessels up to 180 feet LOA and 15 feet of draft. The marina also offers more than 600 storage spaces on 50 acres of land and is home to 14 authorized contractors skilled in propulsion systems, engine repair and mechanics, woodworking, electrical repair, and much more.

*Write to marina@puertodelrey.com or call (787) 860-1000 for more information about Puerto del Rey and its hurricane preparedness program.*

**Peters & May transport sees increased demand**

Karen Bartlett reports: Peters & May USA continues to report an upturn in yacht transport enquiries from the Caribbean and the USA. The increase in requests can be linked with the unprecedented rise in recreational yacht ownership over the last year, which in turn has led to more boat movements.

*—Continued on next page*



*The* M/V Onego Mississippi *docked in Antigua before heading to Southampton and Rotterdam.*

*—Continued from previous page*

To meet this increased demand and offer a reliable transport solution within and between the USA and the Caribbean, Peters & May commenced a significant collaboration with the Oslo Bulk shipping company last year. The new partnership meant that regular northbound and southbound heavy-lift sailings were introduced between the US East Coast and the Caribbean for the very first time.

Peters & May USA Managing Director Matt Penfold says, "Our relationship with Oslo Bulk has continued to blossom since we partnered with them in September 2020, and we now offer the only regular heavy lift yacht transport service in the Caribbean. Our monthly Caribbean service continues to be busy, and we are predicting over 16 port calls in Port Everglades alone in 2021. We are also expecting to see a lot of demand going north from the Caribbean with the hurricane season just starting."

Peters & May USA has offices in Fort Lauderdale and Charleston and recently bolstered its team to 12 experts ready to support customers. The team is also supported by Jane Stevenson, a special consultant for Racing Yacht Logistics, based in Newport, Rhode Island.

*For more information visit www.petersandmay.com/en/contact-us/usa and see ad on page 10.*

**New slips at Spice Island Marine**

In the upcoming months, Spice Island Marine in Grenada will have 14 newly constructed slips available for boat servicing and docking.

In more good news at the boatyard, One Love restaurant's beer garden is now open with a great menu and vibes.

*See ad on page 16 for more information on Spice Island Marine.*

**Balance Cats at The Multihull Company**

Anne Gordon reports: In 2001, Phillip Berman, a lifelong catamaran sailor and racer, founded The Multihull Company, a brokerage exclusively for used catamarans. He was on the cutting edge of the catamaran sailing revolution.

Since then, The Multihull Company has sold thousands of catamarans to sailors across the globe. It is this vast experience and the many conversations with his clients about what they longed for in a "perfectly balanced" catamaran that prompted Phil to create Balance Catamarans and immediately co-design the Balance brand with South African naval architect Anton du Toit.




Berman found most cruising catamarans too sluggish, and, on the other side of the spectrum, found most performance sailing catamarans not suitable for voyaging, in terms of comfort and livability. A balance was what he was seeking, which led to the brand name Balance Catamarans.

Balance Catamarans was founded in 2013. Berman and du Toit set out to produce a cat that was very fast, yet practical, robust, and easy to sail — one in which voyagers could live in real comfort. The result was the Balance 526, winner of *Cruising World* magazine's "Import Boat of the Year" in 2017, as well as "Best Multihull over 50 Feet."

Berman drew on his 40 years of sailing and competitive racing experience to take Balance Catamarans to the top. "From day one, we've been a company that was built by sailors for sailors," he says. Today, there are two Balance Catamaran factories in South Africa, which is the second-largest multihull producer in the world, after France.

What followed from those designs has been a range of catamarans that are innovative, gorgeous, and fast. The Balance 442,482, 520, 526 XP, and custom 680, 760, and 760 XP are now part of the Balance Catamarans line.

The Multihull Company is the Caribbean dealer for Balance Catamarans.

*See www.balancecatamarans.com to learn more about Balance Catamarans.*

*Visit www.themultihullcompany.com for more information about The Multihull Company.*

**Antigua Charter Yacht Show celebrating 60 Years**

The Antigua Charter Yacht Show 2021 will be held from December 4th through 9th at Nelson's Dockyard, a UNESCO World Heritage Site. Be sure to be there this year for the 60th Anniversary Diamond Jubilee Celebration, as the show honors the successes of its past: a long tradition of beauty, culture, history, partnerships, relationships, and festivity.

Registration for the Antigua Charter Yacht Show opened on June 1st. The 60th Diamond Anniversary Special (pay only 60 percent of the registration fee) is available until August 31th, so be sure to register early!

*Find more information on www.antiguacharteryachtmeeting.com*

**Inaugural Caribbean Charter Show**

The International Yacht Brokers Association (IYBA) in partnership with IGY Marinas is thrilled to announce that they will stage the inaugural Caribbean Charter Yacht Show at Yacht Haven Grande, St. Thomas, USVI, from December 9th through 12th.

For some years now, the superyacht industry has been debating the future direction of boat shows. The challenges imposed by the pandemic have focused attention on the financial aspect of participating in yachting events.

Over the past 18 months, a widespread desire for a new model that delivers tangible returns on the investment of exhibiting or attending has emerged. Stakeholders are calling for a more localized and targeted format tailored to the specific needs of their audience. Post pandemic, stricter health and safety measures are also more feasible with scaled-down events.

Charter brokers want to visit participating yachts and network with peers, but there's also a huge appetite for information about local cruising grounds, logistics, supplies, and shore support. They seek detailed insight into what's possible and the types of experiences they can confidently offer to their clients. This is where a local show can really deliver.

For participating yachts, Yacht Haven Grande is the perfect environment to host the event, as it's capable of berthing vessels up to 200 metres (656 feet) in one of the most popular charter destinations during the Caribbean winter season. Registration and dockage fees are comparatively low and there is no minimum stay.



Open to charter brokers from around the globe, the show expects to host 50 superyachts and exhibits from a range of support services at a time when the need for assistance could not be greater. There will also be informative presentations, fun activities, and entertainment with a local USVI theme.

"This will be a unique, intimate, secure, and value-driven experience in a private marina, in support of an industry that directly impacts local economies," says IYBA's President Bob Saxon. "While the need for certain large-scale superyacht trade shows remains, we believe that an opportunity exists to influence the boat show model and annual calendar with more targeted events like this."

*Visit www.caribbeancharterys.com for more information.*

**Invincible Boat Company expands to BVI**

Invincible Boat Company, the premium saltwater sportfishing and high-performance boat brand headquartered in Florida, continues its move into international markets with the appointment of Horizon Yacht Sales in the British Virgin Islands.




"Horizon is now supplying fast weekenders and dayboats. The Invincible range of high-end powercats and monohulls will be a popular addition to our brokerage," says Director of Horizon Yacht Sales Andrew Thompson. "We are impressed with the quality and finish of Invincible's boats. They are known for their smooth ride and high level of comfort and definitely meet the high standards that our customers demand."

Horizon was established in the BVI in 1998 and has sold more than 500 boats, both for use in charter fleets and for private clients.

"The BVI is well known for leisure boating. It's a very popular charter destination and has a healthy market for dayboating and offshore fishing," said Ian Birdsall, Invincible's Vice President of International Business. "This brokerage partnership will help cement our growth in the region. Horizon has an outstanding reputation, a fantastic support network, and a wealth of experience that makes them a great fit for our brand.'

Invincible's current product portfolio includes ten semi-custom models ranging from 33 feet to 46 feet in both monohull and catamaran designs.

*See ad in the Market Place section on pages 36 and 37 for more information on Horizon Yachts.*

**Puerto Blanco Marina in Luperón**

Denise Simpson reports: Puerto Blanco Marina, hotel, and restaurant, located in Luperón, Dominican Republic, has a side-to dock on their premises with tap water (not for drinking – they sell RO water in five-gallon jugs) and free 110V electricity (at boat owner's risk as it must be upgraded), in addition to their free-standing dock with no water or electricity, on the side of their property by the entrance to Love Canal.

# Caribbean ECO-News

**Biodiversity protection in disaster risk management**

As World Environment Day on June 5th, 2021, saw the launch of the United Nations Decade on Ecosystem Restoration, the United Nations appealed to leaders in Latin America and the Caribbean — the region containing seven of the most biodiverse countries in the world — to scale up commitments made to restore our much-needed ecosystems.



CHRIS DOYLE

*The Caribbean has the highest number of marine species in the Atlantic region.*

The Caribbean has the highest number of marine species in the Atlantic region, with a large array of diverse habitats and ecosystems. The Caribbean is also home to 12 percent of the world's mangroves and ten percent of the world's coral reefs. However, a significant portion of dry forests and coral reefs in the region have undergone recent transformations into human-dominated landscapes, and data shows that despite international agreements, regional plans and national policies, the Caribbean is still struggling to meet goals aimed at maintaining biodiversity and conserving ecosystems.

The UN says that despite best efforts, attempts to reverse the ongoing degradation of ecosystems in the Caribbean due to human activity have been consistently coming up short. In establishing a ten-year Action Plan, Ministers for the Environment in the region have committed themselves to goals in alliance with the UN Decade on Ecosystem Restoration.

At this year's Forum of Ministers of Environment for Latin America and the Caribbean, governments agreed to a ten-year Action Plan that prioritizes conservation, restoration and sustainable use of biodiversity and ecosystems in the region. Aiming to reverse the negative impacts of degradation already found, the Plan aligns itself with the goals of the recently launched UN Decade. The Action Plan recognizes the effort that is needed to "halt ecosystems degradation and to ensure that healthy ecosystems underpin Sustainable Development across the region" with a focus on new economic models that foster sustainable production and increase investment.

A critical aspect of ecosystem management and biodiversity protection is disaster risk management. Disaster recovery efforts must prioritize the recovery and restoration of ecosystems and biodiversity, if we are to successfully achieve the Sustainable Development Goals, mitigate the effects of disasters in the future and improve the lives and livelihoods of citizens, particularly those reliant on the farming and fisheries sectors. The recent eruption of La Soufrière volcano in St. Vincent & the Grenadines demonstrated how the protection of biodiversity and ecosystems must be prioritized in recovery efforts. The April 9th eruption of La Soufrière decimated homes, crops, and livelihoods. The restoration and regeneration of forests and biodiversity was identified as critical to long-term recovery efforts.

Luckily, helping to regulate diseases and reduce the risk of natural disasters is one of the many benefits of ecosystem restoration. Building ecological resistance to natural disasters is just one benefit of committing to the UN Decade. As a region prone to disasters such as hurricanes and flooding, the effects of which will only be felt more intently as the results of climate change unfold, it is vital that the Caribbean meets this challenge.

The UN Decade on Ecosystem Restoration continues until 2030, which is also the deadline for the Decade of Action for Sustainable Development Goals. This is no coincidence. Ecosystem restoration is vital to meet these goals, and is particularly important for goals on climate change, poverty elimination, and biodiversity. The need for ecosystem protection and recovery in disaster risk reduction also recognizes the essential part this effort must play in contributing to the sustainable use of ecosystems in our livelihoods and economies.

The UN's strategy for the Decade on Ecosystem Restoration is a call to member states to scale up existing ecosystem restoration efforts and raise awareness of the importance of restoration.

**OECS: the ocean is our 'last and best hope'**

As the Organisation of Eastern Caribbean States (OECS) celebrates 40 years of integration for progress and sustainability, the ocean is being touted as "the last and best hope for a prosperous and sustainable future for member states."

So says Chamberlain Emmanuel, Head of the Environmental Sustainability Division at the OECS Commission. Addressing a Mapping Ocean Wealth virtual seminar to mark June 8th as World Oceans Day, Emmanuel said the OECS has been at the forefront of championing the Blue Economy approach in the region. He cited the formulation of the St. George's Declaration of Principles for Environmental Sustainability in 2001, the adoption of the Eastern Caribbean Regional Policy in 2013, and the launch of the Caribbean Regional Oceanscape Project in 2017, as "significant milestones in our journey towards effective ocean governance and sustainable ocean economies."

Emmanuel credited regional and global partners for helping the OECS on the journey to transitioning to a Blue Economy. He said, "With support from the World Bank, the Global Environment Facility, the Government of Norway, The Nature Conservancy (TNC), The Commonwealth Secretariat, the Caribbean Regional Fisheries Mechanism, the Caribbean Natural Resources Institute, and other key regional and international collaborators, we are strengthening the capacity of our member states in the areas of ocean governance and marine spatial planning, and we are enhancing the enabling environment in support of a Blue Economy."

Emmanuel surmised that the Mapping Ocean Wealth Seminar provided an ideal forum "to showcase, share, and strengthen our knowledge and capacity to manage and explore the untapped possibilities of our vast ocean space, and to further the process of making the shift from small island states, to embracing our potential as large ocean economies, supporting life and livelihoods."

World Bank Senior Environmental Specialist Sylvia Michele Diez commended the OECS for having made great strides in strengthening Blue Economy knowledge and analytics in the region. She singled out the OECS as a Blue Economy model to other regions. She underscored that the World Bank has been a longstanding partner of the OECS on the Blue Economy. Diez characterized the natural assets in the coastal and marine environment in the OECS as major drivers of growth in terms of revenue, jobs, food security, and coastal resilience.

Speaking directly to the relevance of the Mapping Ocean Wealth initiative, Diez said some of the innovation and science that TNC has developed for the …

*—Continued on next page*



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…OECS gives a better understanding of the seascape and will guide the expansion of ocean activities in a way that is more responsible and sustainable. Diez says it is critical to expand ocean data because in the absence of data, it becomes extremely difficult for countries to manage oceans, formulate policies, and minimize negative impacts. The Mapping Ocean Wealth seminar discussed ocean mapping data, tools, maps and models which make ocean science more accessible to policy makers at the national and regional level, and give a better understanding of the true value of the coastal environment.

Director of TNC in the Eastern Caribbean Dr. Sherry Constantine described the work undertaken by TNC for the OECS as transformative and designed to advance marine spatial planning and Blue Economy initiatives in the region. TNC's work includes the production of several maps downscaled to the country level, including maps of coral reefs for recreation and tourism; coral reefs for fisheries value; distribution and value of recreational fisheries; and nature dependent tourism.

Nature dependent beaches in the five countries generate US$318 million per annum. Whale and dolphin watching in Dominica, Grenada, St. Lucia, and St. Vincent & the Grenadines generate US$6.2 million annually. Given these statistics, OECS states were asked to carefully balance coastal development and conservation and to weigh the cost of losing nature to development.

**CANARI welcomes ecosystem assessments across OECS**

The Council of Ministers for Environmental Sustainability in the Organisation of Eastern Caribbean States (OECS) signalled their interest in national ecosystem assessments at their virtual meeting held May 20th and 21st. These studies will enable Eastern Caribbean states to integrate the values of biodiversity and ecosystem services into economic decision-making and support the OECS's commitment to sustainable, inclusive and resilient development and Covid-19 recovery.

National ecosystem assessments support decision making for biodiversity and ecosystems management, climate change mitigation and adaptation and disaster resilience, and are highlighted as critical tools in the OECS's Biodiversity and Ecosystems Management Framework, which was endorsed by the ministers in 2020.

Since 2019, the government of Grenada has been undertaking a national ecosystem assessment with technical support from the Caribbean Natural Resources Institute (CANARI) and the UN Environment Programme World Conservation Monitoring Centre (UNEP-WCMC), engaging scientists and local experts in the assessments.

This year, OECS ministers were informed of a proposed collaboration between the OECS Commission and UNEP-WCMC to mobilize resources to assist other OECS Member States to conduct similar assessments. CANARI has been identified to provide technical advice and mentoring for this work in the OECS.

CANARI's Executive Director Ms. Nicole Leotaud, who was an observer at the OECS meeting, noted that "CANARI welcomes the work by the OECS Commission towards scaling out national ecosystem assessments across the region and confirms our commitment to supporting this critical work for the sustainable management of our region's biodiversity."

About the Grenada National Ecosystem Assessment: The Government of Grenada, through the Environment Division of the Ministry of Tourism, Civil Aviation, Climate Resilience and the Environment is currently executing this work with technical support from CANARI. This is part of a global initiative administered by UNEP-WCMC in support of the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services. Funding is provided through the International Climate Initiative by the Government of Germany, Federal Ministry for the Environment, Nature Conservation, and Nuclear Safety.

For more information visit https://canari.org/grenada-ecosystem-assessment-linking-science-and-policy.

CANARI is a regional technical non-profit organization which has been working across the Caribbean islands for over 30 years to promote and facilitate stakeholder participation in the stewardship of natural resources.

*For more information visit www.canari.org.*

**Caribbean fisheries urge Blue Economy to boost Covid recovery**

The chair of the Ministerial Council of the Caribbean Regional Fisheries Mechanism (CRFM), Hon. Saboto S. Caesar, Minister of Agriculture, Rural Transformation, Forestry and Fisheries of St. Vincent & the Grenadines, has urged fellow ministers responsible for fisheries across the Caribbean to prioritize the Blue Economy to strengthen the region's Covid-19 recovery efforts. The "Blue Economy" concept encourages better use and conservation of ocean resources to boost economic growth and to tackle food security and poverty.

During the recent CRFM Ministerial Council meeting, the Ministers received the latest updates on status and trends in fisheries and aquaculture, as documented in the "CRFM Statistics and Information Report 2019/2020." The report underscored the negative impact that the Covid-19 pandemic had on the fisheries sector's production, exports and imports. These impacts were documented in further detail through regional assessments that the CRFM Secretariat conducted during 2020 and 2021, aimed at providing insights to support the reorientation of the fisheries and aquaculture sector. Member States will convene follow-up meetings to advance post-Covid-19 response and recovery, in line with the CARICOM Covid-19 Agri-Food Action Plan and Risk Management Framework.

The Ministers also approved the Gender Analysis, Strategy and Action Plan on Gender Mainstreaming in Fisheries for the CRFM countries. The Ministers also expressed their support for the Copenhagen Declaration on Transnational Organized Crime in the Global Fishing Industry and the Blue Justice Initiative established with Norwegian support to help countries (particularly developing countries) to work together and build their capacity to prevent, deter and eradicate illegal, unreported and unregulated fishing and transnational organized crime in the global fishing industry.

Other initiatives considered by the CRFM Ministerial Council include the Sargassum Products for Climate Resilience in the Caribbean three-year initiative, funded by New Zealand, which will explore the potential opportunities for countries to generate revenue from high-end products to be made from sargassum seaweed.

Finally, the meeting provided guidance on the intergovernmental conference, under the auspices of the United Nations, to elaborate the text of a legally binding international instrument under the United Nations Convention on the Law of Sea on the conservation and sustainable use of marine biological diversity of areas beyond national jurisdiction.

**Sailors for the Sea's updated Green Boating Guide**

Sailors for the Sea Powered by Oceana has released its updated *Green Boating Guide*, providing boaters and sailors with practical and actionable steps to enjoy their time on the water in an environmentally responsible manner.

Sailors for the Sea was founded by 2004 by David Rockefeller Jr. and Dr. David Treadway, two avid sailors who recognized the importance of educating this constituency of ocean enthusiasts. In 2018, Sailors for the Sea joined forces with Oceana, the largest international advocacy organization dedicated solely to ocean conservation.



CHRIS DOYLE

*Sailors for the Sea's* Green Boating Guide *addresses navigating near wildlife.*

Recreational boating and sailing saw a surge in 2020 as people sought socially distant outdoor activities during the pandemic. Boat sales in the United States reached a 13-year high in 2020 and are expected to remain at historic levels through 2021, according to the National Marine Manufacturers Association. The trend was largely attributed to first-time boat buyers.

Sailors for the Sea's *Green Boating Guide* addresses 28 topics that affect all recreational boaters, such as proper fueling techniques, non-toxic cleaning product recommendations, and navigating near wildlife and sensitive underwater habitats. Each topic includes research on the importance of boating in an eco-smart manner, practical tips, and suggested solutions. More than 40,000 boaters have used the Green Boating Guide since it was first published in 2016.

The new edition of the *Green Boating Guide* features two new topics, added based on feedback from the boating community. Repurpose Gear provides solutions on what sailors and boaters can do with boating items that have been outgrown or reached their end life, including wetsuits, life jackets, sails and ropes. Prop Scar Prevention offers advice on how to navigate your vessel safely in shallow waters to prevent damage to seagrass beds.

*Visit sailorsforthesea.org/GreenBoatingGuide to receive a free digital copy of Sailors for the Sea's* Green Boating Guide *and join the Green Boating Initiative.*



# REGATTA NEWS

**Virtual Antigua Sailing Week**

In the wake of the second cancellation of the annual physical event, sailors from around the world participated in the virtual Antigua Sailing Week (ASW), in early May. Their intention was to win the newly launched Antigua & Barbuda eSailing National Championship.

This was not the first time ASW organizers engaged in virtual sailboat racing. In 2015, virtual offshore editions of the Guadeloupe-to-Antigua Race and the Round Antigua Race were held, via the realsail.com platform. This was the first virtual race consisting of multiple days.

During the seven-day regatta, from April 26th through May 2nd, organizers saw a total of 4,328 races completed with over 87,000 sailors battling to become the winner in the first ever virtual Antigua Sailing Week. Congratulations to UK skipper Cavan Fyans, who won with 94.9 points.

Fyans said, "The Antigua eSailing event was a tough one to score high. With it being a 15-race series, it required consistency. The level of competition in virtual racing (VR) is very high at the moment. Particularly when the points count towards the eSailing world championship scoring. After an initial throwaway series, I found my rhythm with back to back bullets, getting 12 wins in a row before dropping to a second and fifth place. I was disappointed since I was so close to a perfect score and was sure someone would beat me, but no one jumped me on the scoreboard. The Fareast 28R can be a difficult boat to race in a big fleet in VR. It has some idiosyncrasies to work around, but I think the shifty winds played in my favor."

In a close second place with 94.5 points was another UK player sailing under the alias Ronstan Deja Vu.

The Virtual Regattas platform is free to all players. It consists of a million participants worldwide.

ASW, considered one of the Caribbean's most prestigious regattas, is held annually at the end of April. The 53rd edition will commence with the Peters & May Round Antigua Race on April 30th, 2022. Following that will be five days of competitive racing off the south coast of Antigua.

*Visit the official website www.sailingweek.com for details on Antigua Sailing Week and the Peters & May Round Antigua Race.*

**Brothers win Transat Figaro Race**

On June 3rd the Livory brothers aboard *S/V Interaction* crossed the finish line of the Double Transat from Concarneau, France, to St. Barth — a distance of 4,335.89 nautical miles — after 22 days, 1 hour, 35 minutes and 18 seconds of transatlantic racing. Their average speed was 8.18 knots. Yannig and Erwan completed this double-handed race for the tenth and fourth time respectively.




Yannig says, "We encountered a lot of small technical issues. Our biggest problem was the failure of the motor valve. Water was entering the boat. At that point we were a little scared, because we were in the middle of nowhere. Erwan had his hand over the hole as I pulled out the tools to try and patch it up. It hurt our morale but we managed the situation well. Sailing the boat is super tough, technically, physically, and mentally. You must always be on the alert. I think age matters too. The Figaro 3 (a foiling one-design monohull) is not a boat for 50-year-olds, but more of a 30-year-olds' one."

Erwan adds, "After the problem with the motor valve, we took a very serious step towards restoring our sanity and regaining our confidence. But here we are, it's cool! We have not lost the desire to sail together. We still had fun. In the most difficult times, we see that it helps to be brothers and to have participated together three times in the Double Transat. We managed the stress well."

**Four new champs in BVI National Championships**

Eighteen sailors took to the water on May 15th for the 2021 edition of the BVI Dinghy Championships. Four new national champions were crowned.

It was a tricky day on the water as squalls barreled down the channel. The mark boat teams stayed busy to keep the race course stable and the sailors remained alert to make the best tactical decisions.

In the Laser Radial class, Max Reshetiloff claimed a sweep of first place finishes to take his first title in the class. In second place was Dwayne Palmer and in third place, competing at her first-ever regatta, was Marentia de Villiers.

The RS Feva class mixed things up with all three crews winning at least one race. The first one went to Eddie and Ashley Brockbank. Kael Chalwell and Nici Haycraft snagged the next three, while Victoria Rowlette and Savion James clinched the final two. Chalwell and Haycraft took the overall win with eight points, the Brockbanks were second, and Rowlette and James, who shared the helming duties through the day, came in third.

The Optimist fleet consisted of just two boats. Jake Richardson began learning to sail less than a year ago and was competing in his first-ever regatta. The overall winner was Zaed Chalwell.

Seven boats competed in a very competitive Laser class, with all sailors posting mixed results. It clearly showed that consistency pays. The overall winner was Colin Rathbun, who took the bullet in four of the six races. Adding a third from the final race, he finished with seven points. In second place was the winner of race one, Sam Talbot.

Coming home third was the winner of the final race, Ollie Alsop, who added two seconds, a fourth, and a sixth to his final tally.

The winners were presented with unique BVI-made model boat trophies. The champions in each class will be added to the perpetual trophy on display at the yacht club.



*BVI National Champions Kael Chalwell and Nici Haycraft racing the RS Feva.*

The organizers thank long-term host venue Nanny Cay, and Doyle Sails for supplying the committee and mark boats.

**Carib Marine Regatta brings racing back to Philipsburg**

Eight boats participated in the Carib Marine Regatta in Phillipsburg, St. Maarten, over May 15th and 16th under excellent conditions. Frits Bus was the clear winner in the Racing class, with five first places.

On the first day, there were two short races and a long one ending in Great Bay. On the second day, one long race and two short ones ended in Simpson Bay. The event was hosted on Saturday evening at Aziana restaurant in Bobby's Marina and sponsored by Carib Marine products, a range of marine products exclusively available at Budget Marine.

In the Racing class, the only boat giving Frits Bus's *Team Island Water World* real competition was Jan van den Eynden's *Wanna Be* — in one race reaching a mere seven-second corrected time difference — which finished second. A visitor from St. Barth, *Speedy Nemo*, helmed by Patrick Bernier, started off well on Saturday, with several second-place results. On Sunday, Bernier fell towards the back of the pack but still claimed an overall third place.




The Cruising class of two boats was won by *Bunglebird*, the Nonsuch 33 that held back an ever-improving *Albireo*, a Swan 411 owned by Steve Burzon and helmed by Petro Jonker. This boat had taken a 30-year break from racing and is now slowly easing back into competitions with an excellent crew.

The racing was made possible by a race management team led by Don Terwilliger, who not only started the races but also laid the buoys, and, due to the unusual southerly wind, had to make course changes by radio.

The awards ceremony at the Sint Maarten Yacht Club on Sunday evening captured the typical ambiance that follows from a weekend of great Caribbean sailing.

*Visit www.smyc.com/carib-marine-regatta for full results and more information.*

**USVI's Team Thompson wins Invitational Regatta**

Carol Bareuther reports: Sailing their own race, minimizing distractions, and clean sailing with no penalties or protests were the strategies employed by the winning teams in the second annual St. Thomas Yacht Club Invitational Regatta, held in mid-May. The USVI's Cy Thompson's team finished first, followed by Dave Franzel and crew from the USA in second place, and USVI's Mike Finley and fellow sailors in third.

The three-day event originating at the Club's St. Thomas Sailing Center saw a total of eight teams from the USVI, USA, and Sweden complete 16 races on round-the-buoy and round-the-island courses in perfect sailing conditions of ten to 15 knots of breeze.

"It was a pleasure to see the successful delivery of another incredible sailing event in the territory this year. Kudos to the St. Thomas Yacht Club for their efforts to ensure that public health protocols were followed. We were pleased to welcome three journalists from sailing and lifestyle publications to participate in the Invitational Regatta, and we look forward to seeing many more travelers select the US Virgin Islands as their first choice for a world-class marine experience in the Caribbean," says Commissioner of Tourism Joseph Boschulte.

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Team Thompson started the day in the lead by five points. "It was too soon to start match racing any one boat, so we just sailed our own race," says Thompson, a two-time Olympic sailor in the Laser class. "After the first race, we were eight points ahead, but after the four races, our lead over Dave was still five points. What made this regatta really fair was that the teams rotated boats after every two races."



DEAN BARNES

*First place, left to right: the USVI's Addison Caproni, Cy Thompson and Rian Bareuther.*

Addison Caproni and Rian Bareuther helmed and trimmed the jib, respectively, with Thompson. The change of boats played into each team's race strategy.

"For us, it was all about minimizing distractions," says Franzel, whose crew consisted of Christian Thompson from the USVI and Puerto Rico's Fernando Montilla. "Each boat, while of the same design — IC24 — was set up a little differently. For example, maybe the main halyard was too tight and, if it were, we couldn't lower it while racing. So, our strategy was minimizing distractions by not doing a thing, not eating, not talking, until we set up the boat the way we wanted after each rotation. That decision was most important for us. While everything remained the same at the end in terms of our positions, I think everybody sailed better."

Finley saw the chance for a podium finish and he, along with crew Greer Scholes driving and Morgan Avery on trim, decided to sail competitively yet safely. "Our strategy was to sail a clean race. We got a point back by the end and finished only four points behind Dave. It was tough out there. That's what made it fun," says Finley.

The top prize, earned by Team Thompson, is their names engraved on a perpetual trophy that honors late club members Rudy Thompson and Dick Avery and current club member and one of its founders, John Foster. Each of these three men worked hard in the early days to put the club and the USVI on the world sailing map. The prize is especially fitting as Cy Thompson is Rudy's grandson.

The St. Thomas Yacht Club looks forward to inviting some of the top sailors from around the globe to fly in, jump on a race-ready IC24, and compete.

The 2021 STYC Invitational Regatta was sponsored by the USVI Department of Tourism and Michelob Ultra, Stoli, Milagro, and Bacardi Rum, distributed by the West Indies Company.

*Visit https://yachtscoring.com for results and https://stthomassailingcenter.com for more information.*

**St. Maarten celebrates Women's Sailing Festival**

On May 30th, the Sint Maarten Yacht Club (SMYC) welcomed more than 65 women of all ages for a sailing tryout as part of the international Women's Sailing Festival. This free event, held at Kim Sha Beach, was part of World Sailing's initiative "Steering the Course," which aims to introduce women and girls around the globe to the sport of sailing.

"The turnout for this event was amazing and it made us realize that there are many women who would like to learn how to sail. We live on an island, so being surrounded by beautiful turquoise water reminds us every day of what opportunities this offers us, such as sailing. To be able to give more than 65 women a chance to try sailing was simply fantastic, and we hope to see many of them back for lessons or other events in the future," said Saskia Revelman, head instructor for the SMYC.

The day consisted of free sailing tryouts in Simpson Bay from 1:00PM to 3:00PM. Women were taken out by female assistant sailing instructors and coaches on RS Quests, larger sailing dinghies that can carry up to four people. From 3:00PM onwards, the Rosé Rally took place, in which six teams of three women competed against each other paddling to a swim platform, from which they sailed around a buoy, then back to the swim platform to paddle to shore.



The prize for the winning teams was a bottle of rosé, sponsored by Caribbean Liquors and Tobacco. Women took turns to sail. While waiting, or after sailing, they enjoyed time on the beach with snacks, water, and drinks presented by Divico. Lots of shade was provided by The Scuba Shop, using the handy Neso tents. They also gave out Sun Bum sunscreen to protect everyone against the strong sun.

"The purpose of the day was to introduce women to sailing. It was wonderful to see such interest and happy faces as women came off the boats. Participants mentioned that they have been thinking about going sailing, but never had the time or saw an opportunity. This is something we hear often, so we organized this initiative in a fun and accessible way. Making it a female-only event allowed us to highlight the talent in our Youth Sailing Program, as we requested experienced girls from the program to come and volunteer their time sailing the boats. We are super proud of Veronica, Jordan, Emma, Skylar, Grace, and Melina, who introduced all these women to sailing," said Michele Korteweg, General Manager of the SMYC.

Organizers are looking to host a similar festival in October and make it an annual occurrence. If businesses are interested in supporting this event, please reach out to manager@smyc.com. The intention is to grow this initiative.

*Visit www.smyc.com/womensfestival for photos and more.*


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## *Inaugural Windward 500 Offshore Race*

# An Innovative Low-Carbon Event




*Overall winner* J/121 Whistler *of Barbados, racing last year at Grenada Sailing Week.*

TIM WRIGHT / PHOTOACTION.COM

The Caribbean Ocean Racing Club (CORC) presented the Windward 500 offshore yacht race as proof that variant events can contribute to diversity and work alongside premier offshore races and regattas in the Caribbean. The Windward 500's novel race format — each boat starts at its own homeport within the Windward Islands, and the first yacht to sail the designated course and return to its homeport wins the race — including experimental rules and ratings, virtual race management, and remote competitor reporting — was also a race with a purpose.

As Shelley Brown of Sailors for the Sea (www.sailorsforthesea.org) explains, "Sailors from around the world were looking forward to the warm weather, strong tradewinds, and competitive sailing as part of the 2021 Caribbean racing circuit. However, the Covid-19 pandemic again thwarted the hopes of many sailors. Each Caribbean island nation has its own travel limitations, quarantine protocols and safety regulations to protect their respective populations. This challenged the logistics of hosting an international event, and caused many regattas to cancel this season, including the St. Maarten Heineken Regatta, St. Barth's Bucket Regatta, and Antigua Sailing Week. The CORC, a newly-established organization focused on promoting offshore racing in the Windwards, saw these challenges as an opportunity for the sport of sailing to try something different.

"In a few short months, CORC organized the Windward 500, a novel race in which competitors start and finish at their home port island, allowing them to overcome travel limitations and quarantine restrictions. CORC invited sailors from Grenada, St. Vincent & the Grenadines, St. Lucia, Martinique, and Barbados to participate in the same 500-mile non-stop course around the Windward Islands. In addition to the race, virtual meetings and online race administration in the lead-up to the event provided sailing enthusiasts an opportunity to connect during these challenging times.

"With the motto 'the race for a cleaner future,' the Windward 500 had a strong environmental focus and registered as a Sailors for the Sea Clean Regatta. Racers starting and finishing at their home island eliminated the need to deliver vessels and transport crew to a single island and reduced the carbon footprint of the overall event. Race organizers also encouraged competitors to provision their vessels without single-use plastics, provide local food onboard, be cautious to avoid negative impacts to marine wildlife, and share their sustainability efforts.

"Three teams successfully competed in the inaugural event, including *Whistler*, *Spirit of Everest*, and *Sweet Janina*, hailing from Barbados, Grenada, and SVG, respectively. With optimal weather and wind conditions, the competitive racers beat predictions and all finished the course in less than three days.

"All the sailing vessels had AIS (automatic identification system) transponders onboard for safety and tracking purposes, which also allowed spectators from around the globe to watch the race live and cheer on their favorite teams. Each team completed the entire race, including travel to and from the start and finish, completely under sail, not using any fuel and minimizing their individual carbon footprint."

The Ocean Governance and Fisheries Unit of the Organisation of Eastern Caribbean States (OEC Commission, through the Caribbean Regional Oceanscape Project, CROP), also supported the race. Race organizer Steven Kern reached out to CROP because the event aligns with the project's objectives for the Blue Economy. Director of Ocean Governance and Fisheries at the OECS Commission, David Robin, advised that serious consideration be given to not only routing for the yacht race, but also to search and rescue. He encouraged race organizers to work closely with coastguards in the region, including the Regional Security System, comprising




*Grenada's* Spirit of Everest *took third place.*

CURLON DRAGON

Barbados and the six independent OECS Member States. He emphasized that safety at sea forms part of the overall framework of Ocean Governance and the Blue Economy in the OECS.

Racers met the health, Customs, and Immigration requirements of their homeports and the other nations whose waters they sailed through, and adapted well to sailing instructions for remote starting, racing through waypoint gates, and remote finishes.

Virtual meeting platforms allowed the Organizing Authority (OA) and race officials to engage all appropriate international resources and develop the event to World Sailing standards. Skippers attended the briefing simultaneously in three of the Windward Islands and with the OA in Barbados, the principal race officer in Annapolis, Maryland; international judges in St. Thomas, USVI; the Caribbean Sailing Association's Chief Measurer in Trinidad, and desk officers in four of the course islands.

With GPS waypoint start/finish and course gates set, the race started at 10:00AM on May 17th. Desk officers monitored each boat's progress over YB Tracker and AIS Apps, and received a GPS fix over a competitor's WhatsApp as boats passed through each course gate. Racers maintained a log of each fix's date, time, latitude, and longitude for submission to the race committee after finishing. Desk officers maintained similar logs for each boat and submitted them for reconciliation with boat logs.

The course was designed with waypoint gates within one nautical mile of land at each island, ensuring cell phone coverage for competitors approaching the gates. This allowed position fixes to be conveniently sent to desk officers at each island. In addition, YB Tracking established geo-fences at each finish line, so finish times were instantaneously captured and relayed to YachtScoring.com.

Excellent offshore racing conditions with prevailing winds of 15 to 18 knots directly out of the east allowed racers to beat predictions and finish in less than three days. There were no known or reported safety issues.

The virtual prizegiving was held at each competitor's favorite beach bar. The final results were:

*Whistler* (Barbados), Peter Lewis - 1st overall, 1st monohull
*Sweet Janina* (SVG), Mark Wibberley - 2nd overall, 1st multihull
*Spirit of Everest* (Grenada) - 3rd overall, 2nd multihull
*Galatea* (Grenada) – DNF




*The happy crew of second place winner,* Sweet Janina *from SVG.*

Each boat also received a Green Boater Award from Sailors for the Sea since they completed the entire race (including between their mooring or dock and the start/finish line) completely under sail. Competitors were recognized for supporting the low carbon footprint and limited environmental impact aspects of the event. The Measurer reviewed leg by leg performance using CSA's mixed mono/multihull experimental ratings. This proved interesting and lifted the spirits of podium finishers even further. Each now has bragging rights for having won one or two legs of the inaugural Windward 500. All were recognized for bringing focus to the recreational marine industry as an active sector of our burgeoning Blue Economies. In keeping with the virtual nature of the event, podium finishers received digital Windward 500 certificates: waivers of entry fees for next year's Windward 500.



*The disappointed crew of* Galatea *who had to drop out due to technical difficulties.*

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The sole SVG entry, *Sweet Janina* from Blue Lagoon, was sponsored by Medicinal, a local company supplying medical cannabis to the pharmaceutical industry. In completing a total distance of 506 nautical miles, in addition to second place honours *Sweet Janina* set event records for the fastest time between St. Lucia and Martinique as well as between Martinique and Barbados.

Skipper Mark Wibberley told news784.com, "This is a great opportunity to establish SVG on the offshore sailing map. The Windward 500 will hopefully become an annual event with the potential to attract crews from all over the world."

President of the SVG Sailing Association Jenny Trumble says, "We have worked hard with the organisers of this race for over six months and I'm so happy that we fielded a competitive entry to represent SVG." She added, "None of this would have been possible without the approval and support of Tourism Minister Hon. Carlos James, the Maritime Administration and the SVG Coastguard."

Spectators enjoyed watching their favorite boat on the YB Tracker and cheered for them over event and social media sites. Besides posting fixes, competitors posted photos and videos.

Steven Kern says, "The novel race format, online race administration, and virtual meetings delivered hope to sailing enthusiasts. We will emerge from these challenging times and strive to be good stewards of and to enjoy the seas of the Windward Islands."

Sponsors and contributors included the OECS, Sailors for the Sea, Oceana, YB Tracking, NexEnergy, and individual island sailing associations. The CORC is grateful for guidance and support from all who participated in the inaugural running of the Windward 500.

The Windward 500 is already on the 2022 Caribbean regional racing calendar, and Sailors for the Sea looks forward to collaborating with CORC on new environmental initiatives.

*Thanks to Steven Kern, Shelley Brown and others for information in this report.*

*Help your event become more environmentally friendly by joining the Clean Regattas community. For more information visit www.sailorsforthesea.org.*

*For more information on the 2022 Windward 500 contact skern@oneenergyisland.com*




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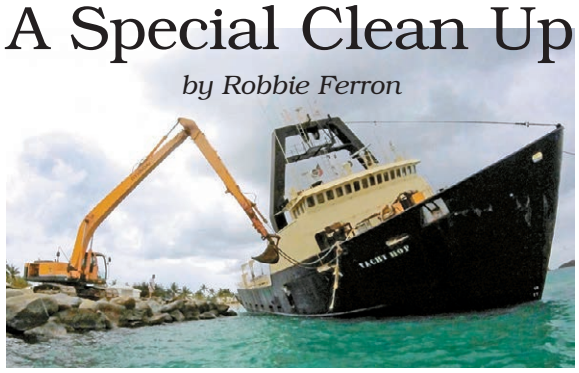




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# St. Maarten: A Special Clean Up

*by Robbie Ferron*



When Hurricane Irma hit St. Maarten, in September 2017, the relatively well-protected Simpson Bay Lagoon was heavily impacted and the damage level was extreme. The lagoon offers a fortunate geographical layout that ordinarily affords good protection for vessels there, but the Category 5 hurricane's center passed directly over the island at the storm's peak intensity with winds of more than 156 knots.

In the aftermath of the storm, the government of the time followed a strange and unexplainable policy. It prevented yacht owners from salvaging their yachts and imposed (without supporting legislation) a requirement for salvors to obtain permits for salvaging. This resulted in many cases where sunken vessels were immersed for a longer period than what otherwise would have been the case.

Estimates in the yacht-survey world are that every month that a sunken vessel remains immersed the market value of the remaining asset diminishes by about 15 percent. The result was that a very large number of yachts that would possibly have retained sufficient value right after the storm to make consideration of repair a possibility eventually became worthless. There were of course also a great many vessels whose damage was so great that repair would never have been a consideration.

Between the time of the storm and the beginning of 2021, large numbers of vessels littered the shoreline, some still underwater. Some were huge and some were small, representing the wide range of vessels that can be seen in Caribbean waters. Some property owners had large vessels landing on their shoreline, blocking their view and access.

In order to make marinas and waterways functional in the months after the hurricane, many of the wrecks had been deposited in designated shallow areas to keep them temporarily out of the way. These areas are now being cleared.

Had the Dutch government not provided a reconstruction fund to St. Maarten, which identified wreck removal as a necessary reconstruction project for the Dutch side of the island, chances are that this massive amount of yacht debris might have continued to burden the island.

The wreck-removal project was awarded to the Dutch salvage specialist Koole, which brought in suitable equipment and is well on the way to completing the most complete and thorough clean up of abandoned yachts ever executed in the Caribbean. Some 120 vessels were reduced to small disposable pieces.

Due to the relatively small amount of work that a salvage contractor can obtain in the Caribbean, it is inevitable that the equipment available is often limited

*Left:* Yacht Hop, *the largest vessel abandoned in Simpson Bay.*

*Below: These big Lagoon cats are typically the most active charter boat type in the Caribbean. This one was truly smashed in Hurricane Irma.*

*Top right: Here an example of a victim of Hurricane Irma with plenty of theoretically good material attached to the hull that will never be used again. You can even see one straight stanchion!*

*Bottom right: The tender requirements of the World Bank specify that all the cleaned-up material be shipped off island. In order to do that, the correct machinery is required to reduce the size of the material. Here at work is a "cruncher" — for which there is most certainly a more precise technical term!*



ALL PHOTOS: ROBBIE FERRON

and there is a need to operate in a less than efficient manner. The equipment brought to the job by this operator means that the work speed is much faster, and, as someone who has been watching salvage and wreck-removal operations in the Caribbean for many years, it is a pleasure for me to see suitable equipment working efficiently and quickly. The stringent requirements of the World Bank tendering meant that all parties were certified and prepared for the task.

The largest vessel scheduled for removal was the *Yacht Hop*, a "shadow" superyacht support vessel with a helicopter pad whose hull was intact but seemed to have been abandoned.

Among the 120 boats targeted there also was the largely intact but long submerged 24-metre, 1969-built Huckins motor yacht *Silver Queen*, reportedly once owned by US vice president Dick Cheney (see sidebar).



The Hurricane Irma experience should be challenging Caribbean governments with some "lessons learned." The first is that it is in everyone's best interest to get immersed vessels floating as soon as possible. If a reasonably sound hull is floated quickly there are options. Leave it submerged — or worse, cause it to remain submerged due to red tape — and the chances are greater that the public will have to bear an unnecessary cost in removal.

More difficult is to create a method of reducing the likelihood of wrecks being abandoned. There are many options in this regard but it is clear that in the long




term low-value yachts that are unused and unusable, but kept in protected anchorages in the hope that something might raise their value, are something that territories with good hurricane refuges need to avoid — in the interests of the island public, the marine industries and the vessel owners themselves.

# The Demise of a Queen

The cleanup work taking place in St. Maarten to demolish a huge number of hulls remaining in the wake of 2017's Hurricane Irma is being funded by the National Reconstruction Programme, which in turn is funded by the Dutch government and managed by the World Bank.




YACHTCHARTERFLEET

One of the wrecks being removed is the fishing boat / motor yacht *Silver Queen*. She sank twice in St. Maarten: once in February 2017, and, after being floated, again just seven months later in Irma. She had a history.

*Silver Queen* was a 24.38-metre (80.5-foot) Ray Teller design built by Huckins as *Give Up* and delivered in 1969.

According to later yacht brokers' specifications, the Huckins standard "quadraconic" hull construction used diagonally opposed Philippine mahogany planking over white oak framing, with a laminated oak keel and transom frame; fastenings were of silicone bronze and monel. Hull was subdivided into five watertight bulkheads with individual bilge pumps. The entire hull was at some point enveloped in epoxy resin fiberglass.

Her top speed was 23 knots and she boasted a maximum cruising range of 850 nautical miles at 21 knots, with power coming from twin diesel engines. She could accommodate up to six passengers and four crewmembers.

At the time she was built, she was the largest sportfishing yacht in the United States. The Huckins website says, "Florida-based Huckins (founded there in 1928) claims responsibility for building the first mega-sport-fisherman — an 80-footer — back in 1969. It met with great skepticism, and not a single magazine spoke of it, as it was considered 'way too large to be an effective sport-fishing boat' — the perils of being too progressive."

She was named *Give Up* from 1969 until 1974, when engineering consultants Brown and Root bought her and renamed her *Silver Queen*. Brown and Root was bought out by Halliburton, Inc., whose chairman was Dick Cheney, former Vice President of the United States. Haliburton reportedly spent approximately US$10 million dollars on a complete refit at the Huckins yard in 1999-2000. Another $5 million was spent on her by Roscioli shipyards.

*Left: The first mega-sport-fisherman,* Silver Queen, *in her prime.*

Below: *The final moments of the once gorgeous* Silver Queen *as the crunching machines begin their work.*



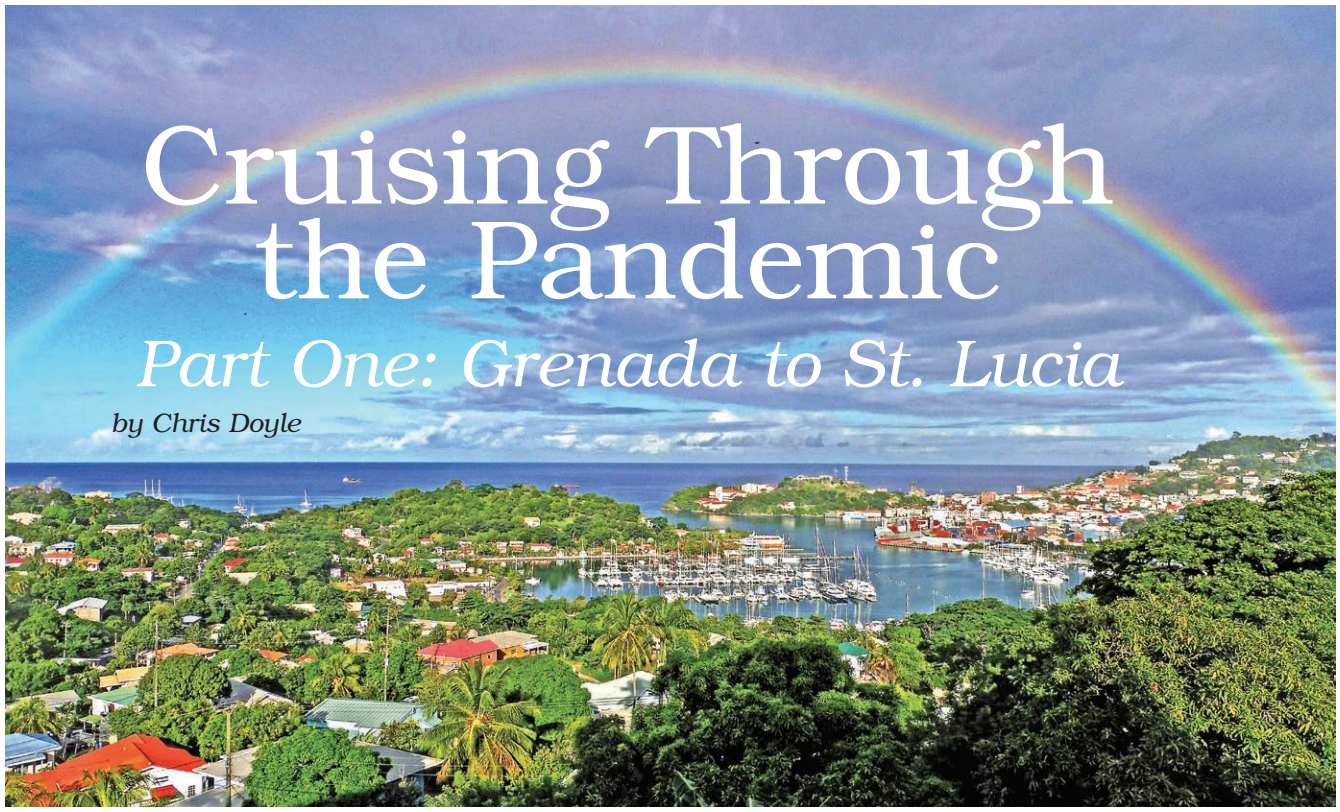

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According to a report at www.soualigapost.com, *Silver Queen* arrived in Marigot, St. Maarten in early February, 2017, to be used as the mother ship for the shooting team of the TV show "Below Deck." On February 10th at around 12:00AM, *Silver Queen* sank in Marina Fort Louis's waters after damaging its propeller shaft with a mooring rope. Shortly thereafter, she was refloated by a private salvage company. Hurricane Irma hit St. Maarten on September 6th.

# Cruising Through the Pandemic

## *Part One: Grenada to St. Lucia*

*by Chris Doyle*



ALL PHOTOS: CHRIS DOYLE

*I was in extended quarantine when the perfect St. George's rainbow appeared.*

Here in Vermont, USA, as I watch how effectively and rapidly the state is reaching 80 percent of the population being vaccinated against Covid-19 and I see people relaxing their mask wearing, bars opening late again, and things generally returning to normal, I feel a sense of relief as I think back to my 2019-2020 sailing season in the Windwards. I spent about a month and half of that time in quarantine or in quarantine-related activities, masks were the norm ashore, and every time I moved it was test, test, test. Picking up and dropping off crew provided an extra challenge.

Not surprisingly, last season most cruising boats tended to just stay put. Grenada and Martinique were packed with yachts that sat at anchor; their crews passed the time playing dominos and squash, and doing morning yoga. St. Vincent & the Grenadines and St. Lucia just had a handful of cruisers. Rather than my usual winter cruise covering myriad islands, I only got from Grenada as far north as St. Lucia before turning back. But the restricted cruise provided some special moments.

**Grenada: relaxing and rainbows**

When I flew into Grenada to pick up my boat at the start of the season, I spent a week in quarantine at True Blue Inn and had a delightfully relaxing time. It was a bit of a letdown that Grenada Marine then imposed an extra quarantine period and would not let me on board for a few more days. Still, it led me to be staying at my friend Jeff Fisher's house when the perfect St. George's rainbow appeared.

My friend Anne Purvis had been in St. Lucia since the Covid pandemic began and was eager to go sailing. Given the restrictions, it would be so much easier if she could somehow catch a ride down to St. Vincent to meet me. She managed to arrange that with Gary, Mandy, Natasha, and Rachel on *Blown Away*, a 46-foot Nautitech catamaran that had sailed to St. Lucia in the ARC.

**Carriacou: test testing!**

While awaiting Anne's arrival in Carriacou, I biked, hiked up Chapeau Carre, found my way to the lovely gingerbread house I had admired from afar for over 50 years, and met many baby goats. Clearing (out of Grenada waters from Carriacou and into SVG at Union Island) made me more anxious than in normal times because of all the necessary steps.

The first time from Carriacou to Union was the worst, as the process had two distinct hiccups. I thought I had all my ducks in a row; I took the PCR test, filled in the forms online and got permission to clear into Union and quarantine there.

I cleared Customs the next day so that as soon as the tests results arrived, I could leave. But 48 hours went by with no news and Christmas holidays were approaching. I hung in there, phoning every day hoping for a result, but none came, and then Christmas was upon us. I now found myself in the embarrassing position of having cleared out but not left, and unable to leave without a test. A week after the first test I went for another. (They did not charge for the second one.) The results came back the next morning, so I went to make my peace with the Customs officers. It took them a while to figure out how to rectify the situation. I had to clear back into Grenada and then out again and promise to never clear out again without the test result in my hand.

**Entering SVG waters**

It was about noon by the time I left and there was no wind. I hate powering between islands and, since I had 24 hours to leave Grenada waters, I took advantage of the calm by anchoring well offshore and sending my drone to get the aerial shot of Sparrow Bay that my business partner, Lexi, had requested, and then spending a calm night in Sparrow Bay.

The breeze returned the next morning, enough to move my 42-foot catamaran, *Ti Kanot*, fast with a double reef in the main — what a great sail! But on my way to Union I checked my email and got the second hiccup: several messages telling me of the "Immediate closure of the Union Island sea port to pleasure boats." I would have to clear into Young Island Cut, a much longer sail. I was not happy about that, as a particular confluence of two weather effects was predicted to produce strong northeast winds with rain squalls, slated to arrive about the same time as it would take me to get there.

A few phone calls later I got it sorted out. I could go into Union and do a couple of days on the quarantine moorings in Clifton, then sail up to St. Vincent, take my Covid test and do the rest of the quarantine in Young Island Cut. I have to say that, although the regulations were cumbersome, in the few islands I managed to visit the people handling the yacht arrivals were wonderfully friendly and helpful.

**Bequia: super snorkeling**

SVG quarantine done and with Anne on board, we headed to Bequia. Admiralty Bay had very few boats, and I began to appreciate the advantages of uncrowded harbors. It was great to snorkel without fear of being run down by fast moving dinghies and water taxis. Snorkeling off *Ti Kanot* and going a little farther than usual, we discovered the most excellent snorkeling on the rocks that had been laid down for the walkway around the cliff to Princess Margaret Beach. Thousands of fishes were sheltering there. I got to watch a small octopus moving around the rocks and along the seabed. While snorkeling across the anchoring area we usually found snake eels and sometimes turtles, and occasionally an eagle ray.







*Above: I took advantage of the calm by anchoring well offshore and sending my drone to get an aerial shot of Sparrow Bay.*

*Above right: In Bequia thousands of fishes were sheltering near the rocks laid down for the Belmont Walkway.*

*Left: I found my way to the lovely gingerbread house I had admired from afar for over 50 years.*

Often our morning started at the Gingerbread Cafe with Dive Bob, Dive Cathy, Neil Saunders and Birdman. One day Neil asked if we would be interested in getting Covid vaccinations, as they were likely to start a trial run and might need volunteers. Anne and I jumped at that offer. Some days later, on a Sunday morning, I got a phone call from Bob saying that vaccinations had started. We made our way to the clinic in Port Elizabeth, learned that they needed batches of ten people to use up a vial of vaccine, got in line and had the shot.

We enjoyed hiking, shopping, and eating out in Bequia's more open-air locations, though many places were closed. There was one surprising benefit: no loud music. Not here, not anywhere for the time I cruised, except for the occasional car with over-testosteroned speakers, and that never lasted long.

**Union Island: back with *Blown Away***

It was time to head south to the rest of the Grenadines and this gave us an opportunity to catch up with *Blown Away* and crew, who had kindly given Anne a ride to St. Vincent. We found them in Union Island where neither of their modern diesel engines would start or run properly. Quacy, at Marine Tech Services, helped diagnose the problem: each engine had an electrical box that controlled most everything the motor did and when this box malfunctioned, the engine became useless. They had to send to the UK to get two new control units. I was amazed at how modern technology had turned the diesel engine from an ultra-reliable,

*—Continued on next page*

—Continued from previous page
...get you home, electric-free motor (as long as you could get it started and had fuel), to an unsafe modern nightmare that could be made useless by an electrical fault.

Life on board *Blown Away* is often focused on Natasha, the 24-year-old daughter of Gary and Mandy, who has cerebral palsy. She has little control over much of her body and when ashore needs to be taken everywhere in a wheelchair. At the same time, she is smart, alert and bright — and loves to sail. She can breathe normally and so can both sip and blow down a straw. Gary rigged up a system to enable her to steer the boat by this method, which she loves doing. Gary started her controlling model boats then moved up to small cruisers. Now she can steer *Blown Away*. It is a fascinating story and you can read it here: https://cpsport.org/about-us/our-impact/my-story/natasha-lambert-my-story. Having seen the rather boring life many cerebral palsy patients experience in homes, Gary and Mandy decided to change their lifestyle to make sure Natasha had a full and interesting life, and in doing so they enriched their own and that of their other daughter, Rachel, who is 14. Seeing Rachel break into big smile and being happy was always delightful. [See Anne Purvis's article "Blown Away by *Blown Away*" at *www.caribbeancompass.com/online/february21compass_online.pdf*


*A happy crew returning from Happy Island in Clifton Harbour.*

ALL PHOTOS: CHRIS DOYLE

*Blown Away's* crew had become close friends with people on a couple of other ARC boats, and they all tended to sail in company. Some were into kitesurfing, and Union Island was the ideal place. With help from his friends, Gary was able to sail his cat around Union to Chatham and Frigate Bay without the engine.

**Frigate Island anchorage delight**

One of the places we hung out with them was the Frigate Island anchorage in Union Island. I had not spent time here for many years and was delighted to find that the local environmental group SusGren (Sustainable Grenadines Inc.) have created a delightful environment by modifying an abandoned half-built marina project to restore the health of Ashton Harbour. The failed marina left a causeway from the shore to Frigate Island, cutting off water circulation in the harbour. The many docks that were put in had created pockets of overly vivid-looking stagnant water. SusGren cut a hole in the causeway to allow water to flow through, which it does with dramatic vigor according to the tide, and they cut away enough of the old


*Suspension bridges allow people to walk to Frigate Island.*

docks to allow water to circulate and revive the marine environment. SusGren then built suspension bridges over the main cuts so people can still walk to Frigate Island. The causeway makes Frigate Island a nicely protected anchorage, and nature has converted the old docks to delightful little mangrove islands, well used by sea and shore birds. SusGren also restored the large mangrove swamp between the bridges and the road by planting more mangroves. They put in observation towers, trained some local people to be bird-watching guides, and added an apiary that specializes in mangrove honey. It is now a thriving park that we all enjoyed exploring.

Anne and I climbed Big Hill, which offers spectacular views of the park. We enjoyed watching all the kiteboarding activity in the bay and had a dinner get-together on Happy Kite's floating pizzeria.

**Mayreau: meals and trails**

Anne and I took off and spent some time in Mayreau on a mooring (put in to save the seabed) at Troisants Bay, between Saline and Salt Whistle Bays. The Trade Winds charter company has built a spectacular new restaurant in this bay featuring three swimming pools with connecting waterfalls and lots of flower beds and open deck space. They also built a robust dock, which was the only operational dinghy dock in Mayreau when we visited. Lars and Margit, old friends and well-known Caribbean restaurateurs,



are in charge, and we had some excellent meals here, as well as enjoying their pizza days.

One day we noticed what looked like a good path at the north end of the beach, so decided to explore. We followed it up to the road, down the hill, over to the east coast of the island and followed the shore and trails to get a perfect island tour.

**Tobago Cays: sea turtles and more**

We also spent a few days in the Tobago Cays Marine Park, and on one occasion were the only boat there. What a change from the normal crowd of well over a hundred boats! With so few boats, the sea turtles had spread all over and we saw many while snorkeling from *Ti Kanot*, along with a sting ray and an eagle ray.



*Top: The new Aqua Terra restaurant in Mayreau.*

*Above: Crews get together for Romeo and Juliet's lobster lunch in the Tobago Cays.*

*Below: Stop in St. Vincent's Cumberland Bay before sailing onward to St. Lucia.*

On one special day, *Blown Away* came to the Cays with many of their friends. We all enjoyed a wonderful lobster and fish barbecue on the beach done by water taxi owner Romeo and his wife, Juliet. And just for a little extra entertainment, a superyacht happened to be in that day and had arranged for a steel pan group to play on the beach.

**Onward to St. Lucia**

It was time now time to get Anne back to her home in St. Lucia. The Soufrière volcano at the north end of St. Vincent, which was en route, was showing some alarming signs, but we persevered. The process of getting our PCR tests in Bequia was simple. The health authorities in St. Lucia wanted us there between 0900 and 1500. If I had thought it about it more, I would have realized it was not a problem



— just arrive late and anchor, and go clear in the next morning. Instead, we cleared out, sailed to the delightful Cumberland Bay on St. Vincent, had a great meal ashore at Mojitos, visited the Two Socks fishing lure factory, bought a new lure, and then left an hour or two before dawn to head to St. Lucia to arrive in plenty of time.

Sean Devaux, manager of Rodney Bay Marina, was immensely helpful in getting us set for entering St. Lucia — the only island where we breezed in with a quick heath check and no quarantine. What a pleasure.

*In next month's* Compass*: Quarantining under the volcano and returning to Grenada.*

# Sailing Eastward Along Puerto Rico's South Coast

## *Puerto Real to Vieques*

*by Don Street*

*Are you among the sailors who plan to come from the east coast of North America to the Caribbean in the fall via the "Thornless Path" rather than sailing offshore directly to the Lesser Antilles? Here is some advice to make the trip easier and more enjoyable. This article is based on numerous exploratory trips along Puerto Rico's south coast, on* Iolaire *and* Li'l Iolaire *from the early '80s to 2002. Experienced Puerto Rican yachtsman Ronnie Ramos checked the article for accuracy, updated information where necessary, and added numerous important bits of information.*



MARINA PESCADERIA

*Arriving at the western end of Puerto Rico, clear in at Marina Pescaderia.*

*Just a few days before I started writing this article I skimmed through my 1966* Cruising Guide to the Lesser Antilles*; the piloting and sailing directions are just as true today as they were in 1966. The 2001 edition is available from Amazon.com.*

Having fought your way eastward through the Bahamas or along the north coast of Hispaniola, you'll arrive at the western end of Puerto Rico. Clear in at Marina Pescaderia (https://marinapescaderia.com), relax, and then spend a few days enjoying their facilities and exploring the village of Puerto Real to get a flavor of the wonderful Puerto Rican hospitality.

You might be dreading the next leg: to Vieques in the "Spanish Virgins," the ideal jumping-off spot for the short sail onward to the US Virgin islands. It can be a 110-mile slog to windward against the westward-flowing equatorial current along the south coast of Puerto Rico. However, if you take advantage of the land and sea breezes, you can sail from one anchorage to another with no long hard beats.

**Start early for favorable winds**

The south coast of Puerto Rico has built-in air conditioning — the katabatic winds. The hills are so high that as soon as the sun sets the air cools and falls down off the mountains, counteracting the tradewinds and producing a light northerly breeze that continues at dawn. Then, after the sun warms the hills in the morning, the breeze will switch to northeasterly then easterly and sometimes southeasterly. If it goes southeasterly it allows a long starboard tack along the shore, with occasional short port tacks when getting too close to shore.

The key to sailing eastward on Puerto Rico's south coast is getting an early start. In 1993, the engineless 46-foot yawl *Iolaire* left Boquerón, just south of Puerto Real, at about the same time as a group of four yachts cruising in company that was also heading east. Almost every morning *Iolaire* was underway at the crack of dawn, taking advantage of the light northerly, which would slowly switch to northeasterly than easterly, increasing as the day went on. By 11:00AM we had a nice fresh easterly or southeasterly. By noon, when the wind was on the nose and really increasing, we were sailing into an anchorage. About 4:00 or 5:00PM our friends would come staggering in with tales of battling 20- to 25-knot easterlies.



MARINAPUERTODELREY.COM

*Marina del Rey is huge and has all the services one would expect.*

**Lobster pots and fish traps**

While heading eastward in the early morning, careful navigation is necessary as the sun is low and ahead, making eyeball navigation difficult but possible. Your chart plotter and GPS are useful instruments but eyeball navigation is more important, glancing at the chart plotter and GPS now and then. Lobster pots and fish traps, often marked by nothing but a Clorox bottle, must be spotted and avoided. (It is no use for the lookout to say "lobster pot ahead" as a warning. Rather, if under sail say, "lobster pot spotted, hold course," or "head up," or "bear off," as the case may be. If under power say, "come to starboard" or "come to port.")

**Charts**

I suggest using the Imray Iolaire charts A11, 12, 13 and 131. I made these based on NOAA's published charts, an unpublished US Navy survey of 1902, and a copy of a DMA chart of the eastern half of Vieques unavailable to the public, as Vieques was then a naval base. Sales of these paper charts have dropped off as Puerto Rican sailors evidently rely on electronic charts, so Imray no longer corrects them. However, two years ago I carefully reviewed the updated NOAA charts against the Imray Iolaire charts. Buoy characteristics have changed, the deep-water channel to Ponce and the turning basin in the harbor have been dredged, and Sunbay Marina has been established north of Fajardo, but everything else seems to be the same as on the Imray Iolaire charts.

**Sailing directions**

From Puerto Real head south two and a half miles to Boquerón. Enter the harbor via Canal Norte, thus avoiding the Bajo Enmedio shoal. Head for the northeast corner of the harbor, avoiding Roca Velásquez and also the two five-foot coral heads that are on the Imray Iolaire chart. Explore the pleasant town of Boquerón for a couple of days.

The following day you do not have to start dawn as you do not want to be at the eastern end of sheltered water and leaving through the gap at the north end of Arrecife Laurel before 11:00AM, when the sun is high. Leave Boquerón about 9:00 through Canal Sur. You'll be sailing dead downwind, a so rig a main boom foreguy preventer so you do not have an unexpected gybe.

When the harbor is cleared, head south along the coast but watch the fathometer. Stay in two fathoms of water to avoid shoals off Punta Aguila. Once clear of the shoals, half a mile south of Punta Aguila is a isolated shoal which should be well to the east of you when you head for Cabo Rojo.

Once you have rounded Cabo Rojo immediately head close inshore, right up on the beach. It will now be about 11:00. The wind has probably switched to the east, but even if it's blowing hard you'll be in sheltered water and should only have a small chop. Work your way eastwards, passing inside all the reefs and favoring the shore, as it is easier to pick out shoal water rather than the isolated coral heads near the reefs. As you approach the gap at the north end of Arrecife Laurel, start the engine and motorsail through the gap.

LA PARGUERA

Work your way eastwards until you find the buoyed channel into La Parguera. Anchor and enjoy; the village, offshore islands and cays are within easy dinghy exploring distance. You can also visit the bioluminescent bay — considered one of the best places in the world to see bioluminescence — in your dinghy. This is best done on a night when there is no moon. Overnight anchorage in the bioluminescent bay is not recommended because of tourist boats and mosquitoes.

You can have another lazy morning at La Parguera, as exiting the reefs before the sun is high is not a good idea. Get underway at midday and work your way eastward inside the reefs, and then exit the sheltered water through the gap in the reef east of Arrecife Enmedio.

CALETA SALINAS

Your next anchorage will be at Caleta Salinas, off the white hotel.

→



DAVID BROAD

*You can anchor off the town of Esperanza on Vieques.*

This is a rolly anchorage so anchor bow and stern facing into the swell. It gives you an excellent early departure point for a choice of points east: Caña Gorda, the anchorage east of Punta San Jacinto, or Ponce.

Leave Caleta Salinas at first light. Go far enough south to clear Arrecife Baúl.

CANA GORDA

Then continue east until your longitude is approaching 63°53'. Look inshore and find a hotel with peaked-roof buildings: Copamarina Beach Resort at Caña Gorda. Bring the buildings to bear 017° magnetic. Run in on this bearing, threading your way through the reef and coral heads, and dodging one isolated coral head once you have passed through the reef. Anchor off the hotel, which in the past has been most hospitable.

ANCHORAGE EAST OF PUNTA SAN JACINTO

Alternatively, proceed just a bit farther, and east of Punta San Jacinto there is an excellent sheltered anchorage with good holding and a good beach to leeward. In the southeast corner of the harbor in among the islands is a wonderful beach loaded with tourists over the weekends, but fairly deserted in midweek. It is well worth a visit in the dinghy. It would also provide a nighttime anchorage but being in among the mangroves I suspect might be rather buggy.

PONCE

Or instead of stopping as above, continue on another 14 miles to Ponce. Stay inshore to stay out on the westward-flowing current. Off Guayanilla on the




PONCEYACHT & FISHINGCLUB

*Anchor off Ponce Yacht & Fishing Club and introduce yourself.*

inshore tack keep a good lookout for reefs. As you approach Ponce you can pass inside Cayo Arenas, tacking through and eyeballing for the deepest water. When we sailed *Iolaire* through here in '93 the fathometer showed 11 feet.

In the harbor of Ponce there are two shoals that are difficult to spot: Cayo Viejo and Las Hojitas. Take bearings on the big crane on the pier in the commercial harbor to keep track of your position to avoid the two shoals.

Work your way into the southeast corner of the harbor and anchor off Ponce Yacht & Fishing Club (Club Náutico de Ponce). Be forewarned, the bottom is soft, gooey mud with poor holding. Once sure you are not dragging, go ashore and introduce yourself to the yacht club manager. Organize guest cards for yourself and crew, and ascertain if there is space in the marina for your boat. Ponce YC is reputedly the most hospitable yacht club in Eastern Caribbean.

There is also an excellent anchorage in two fathoms northwest of Buoy 7, which is just west of the northwest corner of the commercial pier.

PONCE TO SALINAS

It is 18 miles from Ponce to Salinas. If you make a dawn departure you have a very good chance of reaching Salinas with almost all the trip made in a light northerly or northeasterly. Even if the easterly comes in, it will not be blowing hard by the time you reach Salinas. Stay inshore, right up on the beach.

There is a reef off Punta Petrona. The chart shows a narrow channel with a seven-foot depth. If the sun is high enough and the light good enough for eyeball navigation and you draw six feet or less, this channel can be used motor sailing with the jib rolled up. This will keep you out of the sea, in shore, with a better chance of holding the early-morning offshore breeze.

Alternately, depart at 8:00 or 9:00AM and sail seven miles southeast to Isla Caja de Muertos, pick up one of their free moorings, and enjoy a day ashore. The next day make an early morning departure and sail 12 miles to Salinas, which you should reach before the offshore breeze dies out.

SALINAS

Salinas is an excellent harbor with an easy entrance. The controlling depth of the channel is seven feet. Deep draft boats should proceed slowly so if you accidentally "park" you can back off. The channel into Salinas and the bay is all soft mud and sand. Within the harbor the general depth seems to be about ten feet. There is an excellent an excellent anchorage in 12 feet of water immediately west of Punta Arenas. This anchorage is within easy dinghy distance of Marina de Salinas.

Marina de Salinas (www.marinadesalinas.com) is an excellent marina offering all the facilities one has come to expect. The staff will be able to tell you what is available in the area.

From Salinas take a dawn departure, as it is 18 miles to the anchorage just west of Punta Viento, an anchorage that must be eyeballed.

When leaving Salinas, head southeast, noting the buoys while continuing east, exiting at Boca del Infierno. Then continue east hugging the shore and hoping that since you left at dawn you are sailing or motor sailing on a light northerly or northeasterly.

WARNING: Four miles east northeast of Boca del Infierno you will see the buoys marking the entrance to the commercial harbor of Las Mareas. The shoal Arrecife Mareas extends one and a half miles eastward from these buoys.

Once clear of the eastern end of the reef continue close inshore, passing inside the five-foot spot 0.6 miles due south of Punta Barrancas. Also pass inshore of Arrecife Algarrobo, which should be easy to spot, and Arrecife Corona, which may be difficult to spot. Pass inside Arrecife Guayama and continue east inshore to the eastern corner of Puerto Patillas.

PUERTO PATILLAS

NOTE: What follows are the sailing directions we were given in 1993. They worked fine then but the marks have probably changed. Hopefully someone can come up with better piloting directions to the inner cove where we anchored. We found ten feet with the white splotch of paint on the retaining wall bearing 030° magnetic with the southeast of the point of the harbor bearing 125° magnetic. Exploring with the dinghy rediscovered that only 50 yards to the south east of us the water shoaled.

The sea hooks around the point and sets a swell into the bay. We left our yawl's mizzen up to minimize the roll. Sloops should anchor bow and stern facing into the swell.

From Punta Patillas, you have a number of choices for your next anchorage. You can stop at the Yacht Club marina at Palmas del Mar (www.theyachtclubmarina.com), but it is only 32 miles from Punta Patillas to a good anchorage on western end Vieques, with its numerous harbors and coves to explore.

AFTER PUNTA PATILLAS

Leave the anchorage at first light, heading north toward shore, then west into you feel you can turn south and clear the reefs to the south. Once clear of them, turn east.

Hug the shore 12 miles to Punta Yeguas then try and hold a course of approximately 080° magnetic to an anchorage south of Punta Boca Quebrada with its beautiful white sand beach.

VIEQUES

Five miles to the east of Punta Boca Quebrada is the town of Esperanza on Vieques.

When entering Esperanza harbor leave Cayo Real to port and enter in the center of the channel. (Unless you draw five feet or less do not try to pass between Cayo Real and Vieques as there is no more than six feet of water.) There is roughly eight feet of water in the channel and in the majority of the basin.

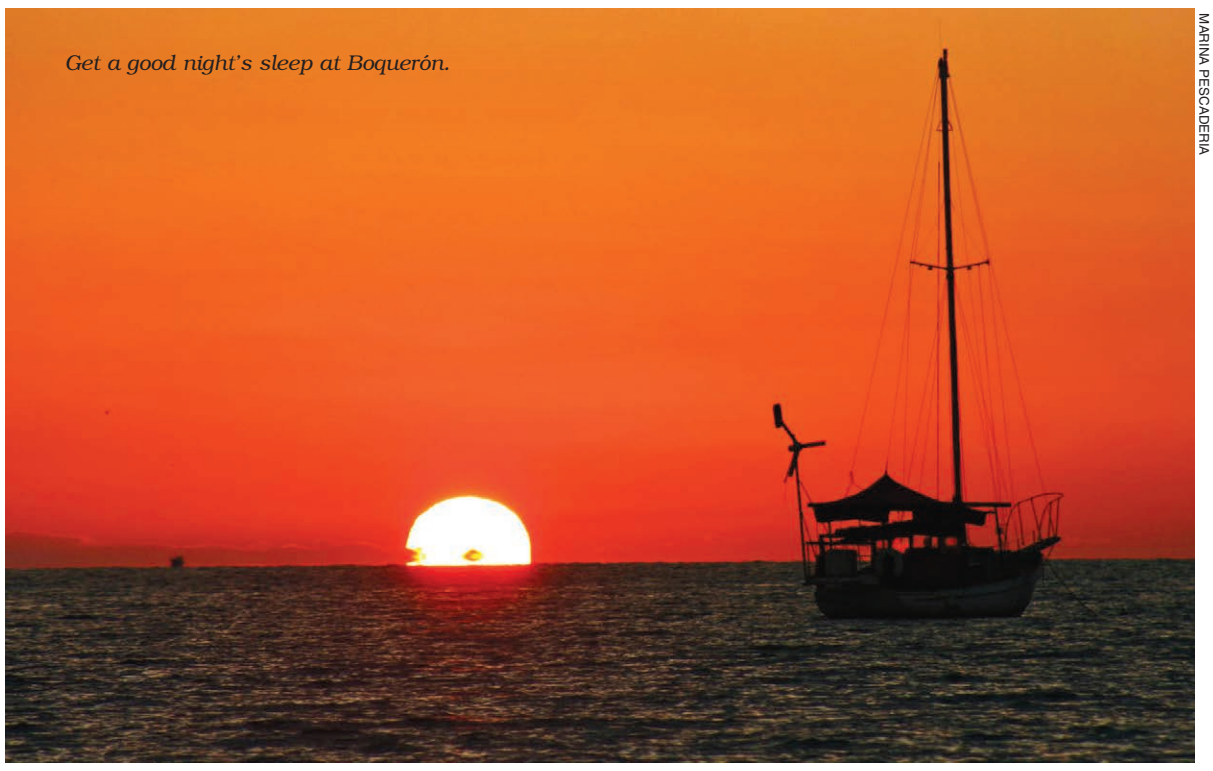
Puerto Mosquito just to the east has excellent phosphorescence and a perfect anchorage at the mouth of the harbor. You are behind the reef, perfectly sheltered from the sea but cooled by the breeze. There is good snorkeling and a white sand beach all within swimming distance, so no need to launch the dinghy.

From Vieques to Marina Puerto del Rey (https://puertodelrey.com) on the east coast of Puerto Rico is easy course to sail — approximately north for 13 miles. The marina is huge and has all the services one would expect, including a major hauling facility. If you have crew departing or arriving, transportation to San Juan airport can easily be organized.

Heading north you can pass inside or outside Isla Piñeros. If passing inside consult the back of Imray Iolaire chart A141 for the sailing directions for Pasaje Medio Mundo. *Iolaire* has successfully used this passage, twice southbound, twice northbound, by paying strict attention to these directions.

*Detailed piloting and sailing directions are in Street's Guide to Puerto Rico, Spanish, US and British Virgin Islands (1995) available as a print-on-demand facsimile edition at iuniverse.com or as secondhand originals from Amazon.*

*See "Eastern Puerto Rico: Stop Over or Stay" by Joan Conover in the May 2021 issue of* Caribbean Compass *at www.caribbeancompass.com/online/may21compass_online.pdf*



MARINA PESCADERIA

*Get a good night's sleep at Boquerón.*

# 'THIN WATER'

*by Don Street*

The late Bill Robinson, long-time editor of *Yachting* in the days when it was the number one yachting magazine in the world, knew the Bahamas and Eastern Caribbean well. This was one of his favorite stories.

A wealthy yachtsman arrived in Nassau with a boat that drew seven feet. He knew that in Bahamian waters the bottom is very close to the top and the charts were not too accurate, so a month's cruise would require a good local pilot. He spread the word: he wanted to hire the very best pilot that existed in the Bahamas. During about a week of listening to stories the name of one particular pilot kept cropping up.

They met and the yachtsman explained that his boat was not like the typical Bahamian sloop or schooner that drew four to five feet. In shoal water, two or three feet is a big difference.

The pilot said, "It's gonna be tricky, but I can do it."

The pilot was superb. He piloted the boat into numerous tight shoal anchorages which the owner thought were impossible.

A few days before the cruise was to end, working into a tight shoal anchorage the yachtsman called to the pilot, "How is the water?" The yachtsman thought he heard "ten," meaning a ten-foot depth, so he put the engine in gear — and they slid up on a sand shoal.

Using engine and anchors they were soon afloat but the yachtsman was unhappy.

He said to the pilot, "For three and a half weeks you have done a fantastic job of piloting, but today I asked how much water we had, you replied ten and we ran aground."

To which the pilot replied, "I did not say ten. I said *t'in* — the water gettin' t'in!"

# NEAR-SHORE COMMUNICATIONS FOR CRUISERS



*by Joan Conover*

Ways to communicate on passage or in harbor have become a critical aspect of successful cruising. Access to voice, data (messaging/text/email), or some sort of broadband/internet is an expected standard for most of the world. For those migrating from area to area, across open waters or oceans, or spending time in foreign harbors, "connectivity" is the new mantra. And while this article is focused on vessels using handheld devices such as cell phones or tablets, the same devices can be used to successfully extend communication ranges and dependability anywhere. This will also work for remote homes on land!

The current state of the art includes various types of laptops, tablets, smartphones (cell phones), cell booster systems, WiFi routers, and WiFi/cell antennas, all which connect to combinations of access points and boosters/routers, as well as to more high-end satellite devices.

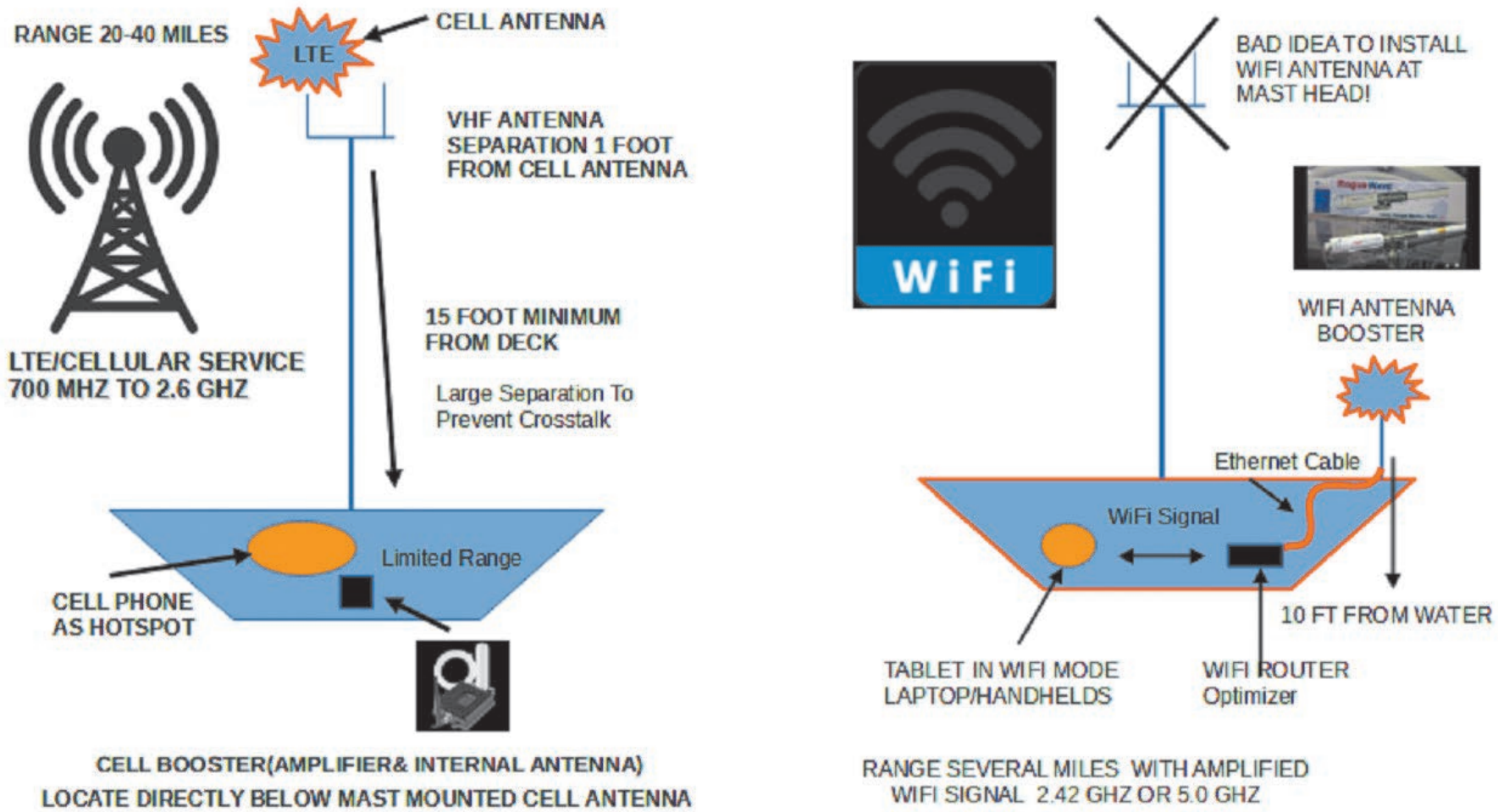
**Advice on cell services**

Be sure you understand your options. I can personally warn about the use of cell service plans in various regions such as the Caribbean. Read the full contract and understand what you are getting. Unless we know how much time we will be spending in an area, we do not do an automatic payment withdrawal from our credit cards/banks for local cell service plans. First, the USA cellular band plan utilizes different frequencies compared to, say, European countries. A cell phone and SIM card used in Antigua, for example, does not work with a US company plan (and SIM) in the US Virgin Islands. I can point to our boat's pile of single-country usage hotspots and phones from the British Virgin Islands, Antigua, St. Lucia and so on. A new SIM card from a local carrier is needed for each country — bandwidth/band plans social media work well in the Caribbean; it's what most local service plans are set up for. This means social media/messaging with thumbnail camera images, and compressed and small videos requiring less data. One favorite app, "WhatsApp," has wide use as both a VOIP phone service and for messaging across the Caribbean. While security issues have been raised in almost every app loaded, if an app is pre-installed in your device — just be aware. It comes down to the user to research what is best to utilize for security and to implement good practices.

For most Caribbean areas, there are few unlimited data plans available — you pay by the gigabyte — and unlimited or high gigabyte plans mean real dollars, separate island group by island group. No local plan has data transfers. Bottom line: this means accessing the internet can be expensive. So many cruisers use the hybrid combination of handheld cell data/voice/text services combined with some sort of WiFi access. Some of us traveling around the islands from USA to Trinidad or farther west opt for a WiFi extender. In our case we use the Red Port Halo, as we don't use our cells for internet in the islands. I'll discuss the generic setup in the below paragraphs.

**WiFi antennas/booster systems**

WiFi antennas/booster systems provide a signal enhancement, or "boost," for WiFi signals when used with your onboard devices. These are not the ones you find with a booster system for inside; these systems have an external antenna and a long cable, and connect to a local hub or WiFi router located inside the boat. This can be used in an RV or home as well. The hub/router allows many devices to share the bandwidth.




Given the state of the art, cruisers can now access text/voice/data (and, depending on your plan, the internet) sometimes up to 20 to 40 miles offshore, according to communications guru Luís Soltero. (During an April 2021 Seven Seas Cruising Association [SSCA] webinar, Luís shared his experience in setting up dependable access from his vessel as he voyages offshore and near shore along coastal areas. A free summary video is available, discussing key aspects of connectivity, on the SSCA YouTube Channel on the Communications Playlist. Review his suggestions; the advice is invaluable.)

For cell access, with a high-gain LTE antenna (cell) range described by Luís, use of the correct devices and setup can allow a cruiser to successfully stay in touch and even work from a vessel on passage or in harbor. This same technology works anywhere there is cell service. For WiFi access to land services, a different antenna is needed. They both, however, take careful installation and setup, but it's all well within the scope of effort of a cruiser. The following discussion covers WiFi, and then cell antennas — two different and separate antenna systems. We provide suggestions on setting up equipment, give ideas what equipment we have used, and more.

do not cross borders — and you will also need a new handheld if you don't have an "unlocked" device. So we now use an unlocked cell phone for voice/text/data with an international SIM card service, and a WiFi extender to reach to shore-based services. We do occasionally purchase local plan services with their attendant SIM card, but only use it off and on. If we were living in an area for six or more months, this might not be the case, but we seldom stayed over a month or so in one spot prior to Covid.

This is also why an unlocked phone is important, plus an international SIM card service. A few work-arounds are possible, such as companies who have set up agreements between various service plans across countries. These work well for individual phone calls: you pay by the minute, but you are able to contact locals without having to get a new SIM card/plan or even phone. For our vessel, we use www.onesimcard.com — they have significant savings on roaming. And OneSim access to local cell numbers/messaging is automatic — no getting off vessel (often a problem with quarantines and Covid restrictions now) or finding a local plan. When electronic SIM cards (ESIM) are possible, which is more and more the case, this also will help keep the number of shore trips down.

Handheld/text-based apps such as email/SMS or

Some hubs/routers are set up for mobile apps and can provide compression services, such as Speedmail, etcetera. Be sure to get a router that works with both GSM-based modems and satellite phones; it just makes sense to have one device that does several tasks. In our experience this is the Red Port Optimizer. Ours has lasted for at least seven years, going strong; we just update the firmware on a regular basis. And we have used it for our Iridium Glow, Iridium Go, Iridium satellite phone data services, and more, when we do not use it for WiFi.

Back to the Wifi booster antenna/services. WiFi boosters are not really mobile in the sense that you move with them, like cell service. This is the kind of system you use when you are stationary, anchored or stopped, and want WiFI access. You have to know the name of the WiFi provider and the password. This antenna will, however, allow much longer reach to shore. Some systems, such as found at marinas, may have password and login for a specific account. You first find the WiFi signal and then enter the password and such to access. However, for your WiFi antenna system, the router you use to share the signal requires the accounting information to be added each time you change WiFi addresses/locations.

*—Continued on next page*

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This is the system we currently use, marina-to-marina, harbor-to-harbor, and is especially useful in the Caribbean, where each island country has its own cell plan/SIM card, etcetera, for your phone access. We use the WiFi antenna to be able to reach WiFi services while at anchor, not so much in a marina as it can overrun the marina signals.

**WiFi booster antenna setup**

The WiFi booster antenna can be any of the following: Rogue Wave WiFi, Bad Boy Wifi, Alfa Tube(U), Wineguard Connect WiFi, or Red Port Halo. They are all WiFi antennas (with cable attached) and hubs/routers. This antenna should be mounted about ten feet above the waterline outside the vessel, for example on a stanchion. The cable is then run inside, to an interior cabin; be sure you have the length needed. Our antenna is mounted on the stern, away from influence of our mainmast as much as possible, and away from other radiating systems such as GPS or Iridium antennas.

Below deck the cable attaches to a WiFi hub/router (in our case a Red Port Optimizer, as mentioned). The hub/router is not waterproof and it runs on ship's battery power. It's this below deck hub/router that is logged into and reset for each WiFi account you use, harbor by harbor — you manually scan and connect. Then you access the router from your handhelds via the network and internet settings for Wifi — it comes up with the unique name you have previously established for its network.

Luís suggests, "For ranges, 2.54 Ghz is longer range but a lot of times it's crowded and slow. 5.00 Ghz is better performance: less range but also less crowded." He also suggests, "Red Port Halo is nice because it has a mobile app used to manage connections, which is rare for most boosters." Since the US Federal Communications Commission (FCC) has established a maximum of four watts for effective power, most of these booster systems perform the same, but they should be looked at with a view to use in the marine environment. And Luís should know, as a router and communications developer.

Because it is at deck level, we sometimes remove the WiFi booster antenna mount and place it below if we are gone from our vessel; things at deck level have the potential of removal by "visitors." This is not an issue with the cell antenna booster — it's on the top of your mast!

**Cell antenna/booster systems**

A second type of antenna system, one especially set up for cell service, can significantly improve your signal strength and ranges. The right cell antenna/booster system can be used to extend your cell services for 20 or 30 miles offshore; no need to wait to get into town ranges! A warning: if you use internet on cell plan services high (and unknown) bandwidth use can eat up your data quickly. On a laptop set for automatic updates, just one update from, say, WIN10, can use up a month's worth of data in a short period. Turn off your apps' automated feeds or suffer sudden halt of your services when you have used up your plan's gigabytes. Expect to live differently on devices in some places.

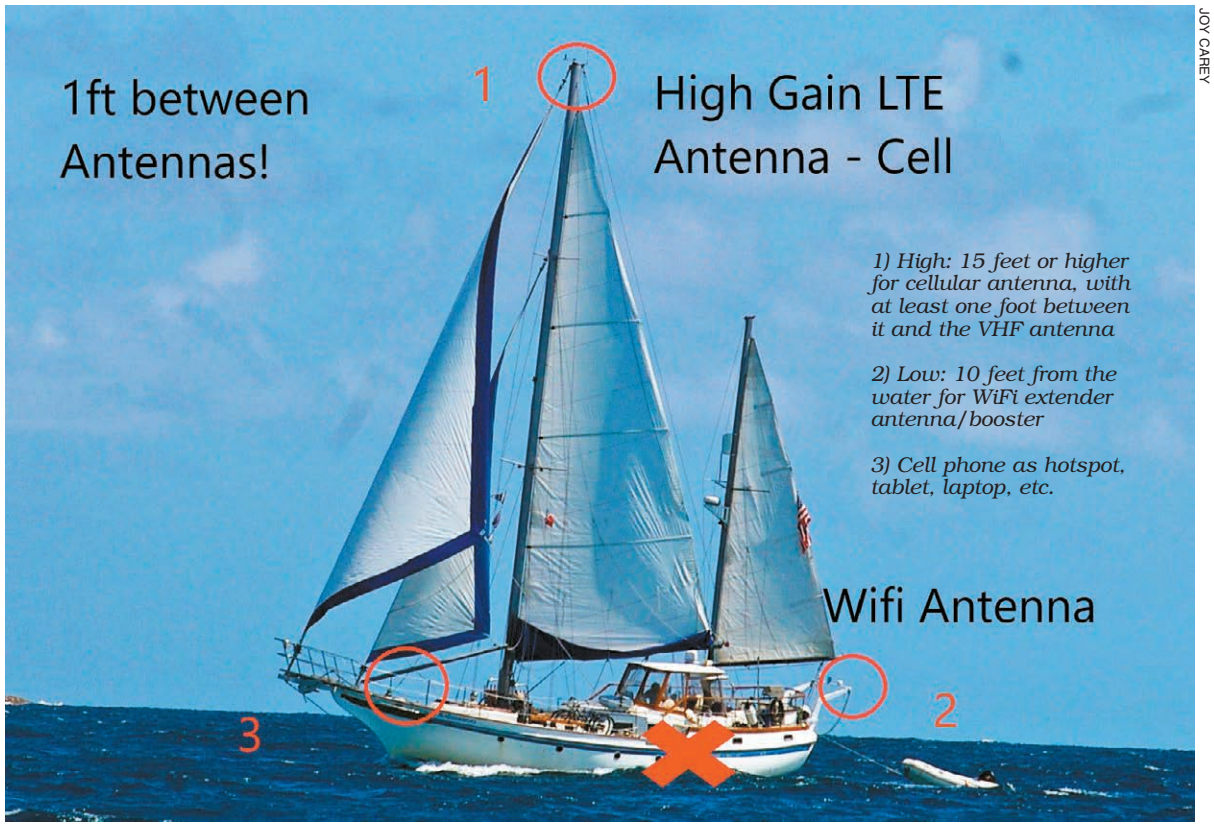
High gain LTE antennas (cell services) are comprised of the antenna, cable and below-deck booster system. Some recommended ones are Weboost Drive Reach, Surecall Fusion2Go, or Shakespeare Halo. These all have above-deck antennas, cable, and below-deck amplifiers with internal antenna systems for internal signal. Luís connects his cell to the signal and, via the cell's hotpot/tethering, to a hub/router. This hub and router then shares the signal with several below-deck devices — one cell account/signal distributed to several devices. He has found cell phones as well as MiFi router hotspots work well; park the MiFi hotpot near to the internal amplifier. And he stresses, "Do NOT use in-building designed boosters."

The following is specific advice for success with the cell booster antenna systems. First, they are easy to adjust; leave them on all the time. As mentioned, cell service is regional, so you need to know the footprint for coverage. These external cell booster antennas, with their below deck amplifiers, have good range if correctly installed. Luís has documented text coverage up to 54 miles offshore.

On installation there are some important details. Top of mast or at least 15 feet away from the below-deck hub/router antenna is critical. If possible have the mast-mounted antenna directly above the below-deck hub/router antenna. As many of us have VHF antennas that will cohabitate the mast top, be sure to allow at least a foot separation between the cell booster and VHF antennas. A low gain antenna is best below deck to prevent cross talk, but if the antenna is at distance at top of mast, a higher gain below deck will work as well. Luís has also found best results with a high gain LTE antenna similar to the Poynting OMNI-400 (from Amazon). And he comments, "Be sure to use 50-ohm low loss cable between antenna and amplifier."

**Other communication systems**

Some other communications used by cruisers, like satellite and single side band radio, also utilize antennas and various communication protocols. These systems can provide weather forecasts and email, and include tracking off and near shore. While not exactly part of the cell and WiFi boosting hardware, the devices and apps allow ways to provide email and or weather details, some chat internal to the apps, and location knowledge to your tracking teams. Several use GSM or GPS trackers, such as SPOT and InReach Iridium, while others send data via satellite or cell to tracking maps or, in the case of InReach, possible short text messages from router weather services such as www.mwxc.com. Most of the GSM devices have internal antennas, as in the case of SPOT, so placing the device topside at deck/cockpit level is the location of choice. Antennas, if needed for, say, Iridium or GPS, should be carefully located as interference is always possible. Single side band radio may not be used as often as in the past, but in an emergency, when cell towers are down or if you don't have a satellite phone with minutes, the traditional SSB works. Plus with the appropriate radio licenses, the cost for non-business email is certainly attractive — just the cost of equipment!



JOY CAREY

**A note on weather and tracking**

One very desired data element for cruisers is weather information, as well as the ability to share a vessel's track data on weather maps while on passage. With the growing number of Android and IOS apps, with weather features integrated with tracking positions maps and as ranges increase, the ability of devices to continue to extend the use cell platforms to communicate is increasing in importance. With an eye to the future, when Starlink type broadband may become a reality, vendors are building greater and greater functionality into Android and IOS apps. Unfortunately, if out of cell range, that data access/transmission can be is lost unless you have an opportunity to send receive data and tracking via satellite/iridium or SSB email (not always easy and manpower intensive).

But this is changing, as the following new product shows. At least one major weather service provider, Predict Wind, has a new router in the development stage. It is set to be available in fall 2021, at around US$150. Predict Wind, the top weather model provider for boaters, provides updated compressed weather data for graphic display on their Offshore App as well as on land-based devices via internet. Wind/waves/fronts/WX text and more are all visually displayed for onboard analysis; boats can be tracked as well as be provided "in the app" routing suggestions. From Predict Wind developers: "For cruisers the product will track your boat whether you are in cell coverage or not. When not in a coverage area the unit will store position reports on an SD card and then transmit the tracks collected offline when the internet starts working again. Its all automatic and hands off, no gaps in your tracking map although the position reports are delayed if you have no internet."

Luís, in the process of developing this new router, says, "For racers the unit will log all of their N2K data for playback later. This allows race teams to do detailed analysis during and after a race. Also in the near future racers (and cruisers) will be able to push a button on the unit to sample data for polar computation. This works with the automatic routing service that Predict Wind offers. You can enter the polar for your boat and the software will compute optimum routes through current, waves and wind. Not sure if you have ever played with that feature but, even on a powerboat, we use it to compute routes that provide us the fastest, safest, and most comfortable routes." And this device also supports the rest of the boat's devices as a WiFi router! This is an example of the growing outreach for Android and IOS services, first point to point, then longer ranges, with a combination of tool sets for cruisers, in this instance a "store/forward" design. By utilizing the right connectivity devices for your specific cruising needs, on passage near shore or offshore, cellular communications are becoming more dependable, range is farther, and connect times longer.

**Future**

Plus, in development phase is a new plan for worldwide accessible broadband services, Starlink. As Starlink is developmental, expectation management is needed for this new system. While the Starlink Beta has been announced, it has limited distribution locations. The antenna, a dish design, has a US$500 cost, discounted from the antenna's actual $1,500 price. The $99 Starlink Beta plan cost is projected as the desired amount; it's not set firmly. The devil is still in the details of a new technology: work in progress. It will happen, but current technology for high speed/broadband requires a stable base for the antenna, something that cruisers do not have offshore. Starlink is in development; don't expect it tomorrow or delay purchase of other satellite services — you may have a long wait. The Iridium satellites, and cell services of LTE, 5G and now 6G, will be around for many years.

We are still not seamless — we are a long way from that, but getting closer. Migration to Android and IOS to smartphones and more is driving these technology enhancements. We are not broadband worldwide, and that is clearly not a reality yet, as you well know if you have cruised away from the "beaten path." But with the correct devices, antennas, and a bit of effort to be informed on what is possible, you can stay in touch with family and technical services as you cruise!


TIM WRIGHT

*Joan Conover is Vice President of the Seven Seas Cruising Association. She cruises aboard* S/V Growltiger.

# CARING FOR CAMERAS ON BOATS

*by David H. Lyman*




WE all have a camera, if not two or three. We use them to document our travels, family and personal events, sunsets, pets and wine bottle labels.

I've made my living as a photojournalist, someone who tells stories with pictures and words, so cameras are a part of my life. I even started a school for photographers years ago, not because I had anything to teach, but precisely because I had a lot to learn. I invited the best, most creative photographers working at the time to come to Maine for a week to lead a master class. For nearly 50 years, The Maine Photographic Workshops, now MaineMedia.edu, has been an international conservatory for the world's image-makers, storytellers and filmmakers. So, you might think I'd know a few things about photography. Well, I don't, but I do have some wisdom to pass along.

Last month *Compass* ran my story on photographer Justyna Kramer, chief mate on *The Dove*, cruising the Caribbean for the past ten years. Her black and white photographs of the islands, the sea and especially people is a wonderful body of work. Take a look. You can see more of her photographs at www.camerowna.com and https://justynakramer.myportfolio.com

I've been friends with Justyna and Larry, skipper on *The Dove*, for years. Both are talented photographers. We often get to talking about Lightroom versus Photoshop, RAW versus JPEG, cameras bodies, lenses, drones and GoPros — and then we get around to sharing how we keep our gear safe and working on a marine environment, especially in the humid tropics.

This article is about maintaining your digital single-lens reflex (DSLR) camera gear in the Caribbean. DSLRs — what many think of as "real" cameras — allow for interchangeable lenses, and are typically larger and more robust than other camera types. Here are a few tips from the years I've spent photographing on the water and conversations I've had with my marine image-maker friends.

**Salt is your camera's enemy**

The worst things for camera gear on boats are saltwater spray, mist and moisture. Rain is fresh water and presents fewer problems. Salt spray, or even mist in the air, can cover the lens, the entire camera, and you. This leads to immediate problems with your images, and to the long-term impacts of corrosion, mold and fungus. Salt spray and mist smear and scratch the lens, and screw up the zoom function. Salt attracts moisture and the resulting dampness corrodes electronics inside the camera. Letting a damp camera and lens sit compounds your problems.

I'll get to cleaning in a bit, but first, how do you keep the salt spray and moisture off your gear?

Marine photographer Tim Wright (www.photoaction.com) travels the world photographing yacht races. He works at water level, standing up in his RIB. He shared the following tips:

- Use a lens shade to keep spray off the front element of the lens.
- Keep the lens pointed down when not in use.
- The more you zoom in and out, the more moisture and dust you bring inside the lens.
- Don't handle your gear with damp, salty hands. Rinse them with fresh water.
- When you hear the slap of a wave on the hull, turn, duck, and protect your camera and lens with your body from the spray.

To Tim's list, I'll add:

- Cover your camera with a towel when not actually shooting.
- Buy or make a spray hood or rain cover. (I have one, but have never used it. It gets in the way. Again, technique is better than products.)
- Bring a spray bottle of fresh water to rinse off the lens, camera and your hands before wiping dry.

Alison Langley and Billy Black, both highly accomplished marine photographers, keep their cameras and lenses in a cooler on deck when not actually around their necks shooting. Cory Silken, another pro, uses a watertight Pelican case. Alison has a towel around her neck to keep her camera and her hands dry when shooting.

**Pay attention to the front end**

It's the front element of the lens that needs your attention while shooting. Inspect the front element frequently. Droplets of salty moisture or a film of mist will diminish image sharpness, create flare, and degrade your photos.

DO NOT wipe the front element until it is first rinsed with fresh water. Wiping the lens without a freshwater rinse first will smear the front element. If the salt spray has dried, salt crystals will scratch the lens front element. Keep handy a spray bottle with distilled water, lens cleaning pads and a few towels for this purpose. While you're at it, spray and wipe off the entire camera, and your hands. Treat your eyeglasses or sunglasses to the same fresh water rinse before wiping dry.

"Throw that lens cap away," my photojournalist mentor told me early in my career. "They take too long to take off and you've missed the moment." Screw on a clear UV or skylight filter to protect the front element. If the filter gets scratched or cracked, a $15 replacement saves you two weeks in the repair shop and a $500 bill.

*—Continued on next page*

*Left: Getting ready for a cleaning session. The spray bottle of distilled water is to rinse off the camera and lenses. After rinsing, wipe down with the cloth. Follow with a detailed wipe with Kimtech wipes. Alcohol pads are used to clean the lens and camera rings with attention to the electrical contacts. Finally, inspect the camera, throughly air dry, and store in a tight case with silica gel packs to absorb any moisture.*

*Below: When the decks are awash and the spray is flying, it's time to keep the DSLR below and bring out the GoPro.*



—Continued from previous page

**From boat to shore**

A word about carrying your gear ashore or from boat to boat. Before leaving the boat, put everything in a waterproof backpack, cooler or "dry bag," all of which will float. Justyna always puts her camera in a cooler that is strapped to the middle of the RIB when headed for shore. Transferring gear from boat to boat, to the dock or beach is when accidents happen. I've lost gear from my failure to adhere to this rule.

**Cleaning at the end of the day**

At the end of the day, clean everything. Wipe down the entire camera and lens with fresh water. This will, hopefully, dissolve any salt crystals that have dried. This is best done with a damp towel or cloth. Then wipe down with pre-moistened, disposable lens-cleaning pads such as Kimtech wipes. They are made to clean cameras and lenses. Do not use tissues as they may contain lotion that smears the lens, and disintegrate when wet. Do not use cotton swabs as they may leave behind lint.

Remove the lens and clean the mounting rings on both camera and lens with the wipes, with attention to the electronic connections. DO NOT use canned air as it can easily blow stuff where you don't want it. Use a vacuum to suck out stuff, or a bulb syringe, which is gentler. Wipe down the lens barrel, especially the zoom barrel. Replace the lens on the camera, or screw on a rear body cap. Do not leave the camera body open to collect dust on the mirror or sensor. The rear elements of your lenses are more important than the front element when it comes to image degradation, so inspect and clean, but only if need be.

Now, stow camera equipment in a moisture-proof case or backpack, but not until it's thoroughly dry. Dampness on and in your lenses and cameras will provide fungus spores with a medium for growth, which can spread over the internal lens elements. Buy a bag of individual silica gel packs and place them in your camera bag or case to absorb any moisture that is hiding in your camera gear.

**In case of a dunking**

A dunking in the sea? Cameras today, those costing over $1,000 anyway, are well sealed and can take spray, rain and mist and continue to function, but not a prolonged or deep immersion.

If it's just a dunking, immediately turn off the camera. Get it to a sink and give both the camera and the attached lens a freshwater rinse. Now, remove the SD card and the battery. Clean the seals around each door. Same for other ports that provide access to the camera's interior. Inspect to see if water has entered each compartment. Remove the lens and inspect its rear element. Inspect the camera's interior and wipe down the mounting ring and the contacts. If water has entered into the body of the camera, damage to the electronics may have already begun.

The fresh water you use to rinse the camera will evaporate. So would salt water, but it would leave behind salt crystals that continually absorb moisture out of the air, resulting in mold and corrosion. Using rice to absorb moisture or the oven to dry the camera without a freshwater rinse first are not solutions — it's the dried salt crystals left behind that are the enemy.

The camera repair shop is the next step.

If a camera takes a deep dive, pressure will drive water into the interior of the camera, even if submerged for even a few minutes. Your camera is pretty much toast then.

**Other cameras**

If you're shooting on the boat and conditions are really wet, like on the bow in a blow or during a race, keep the DSLR below and bring out the GoPro. GoPros are totally waterproof; can shoot still, video, time-lapse and slow motion; are voice controlled; and can be paired with your iPhone so you see and control the camera when you're below, out of the elements. They are cheap enough to be almost dispensable, besides being indestructible. They are ideal for vulnerable, high-risk situations, and can create surprising results. I have two of them.

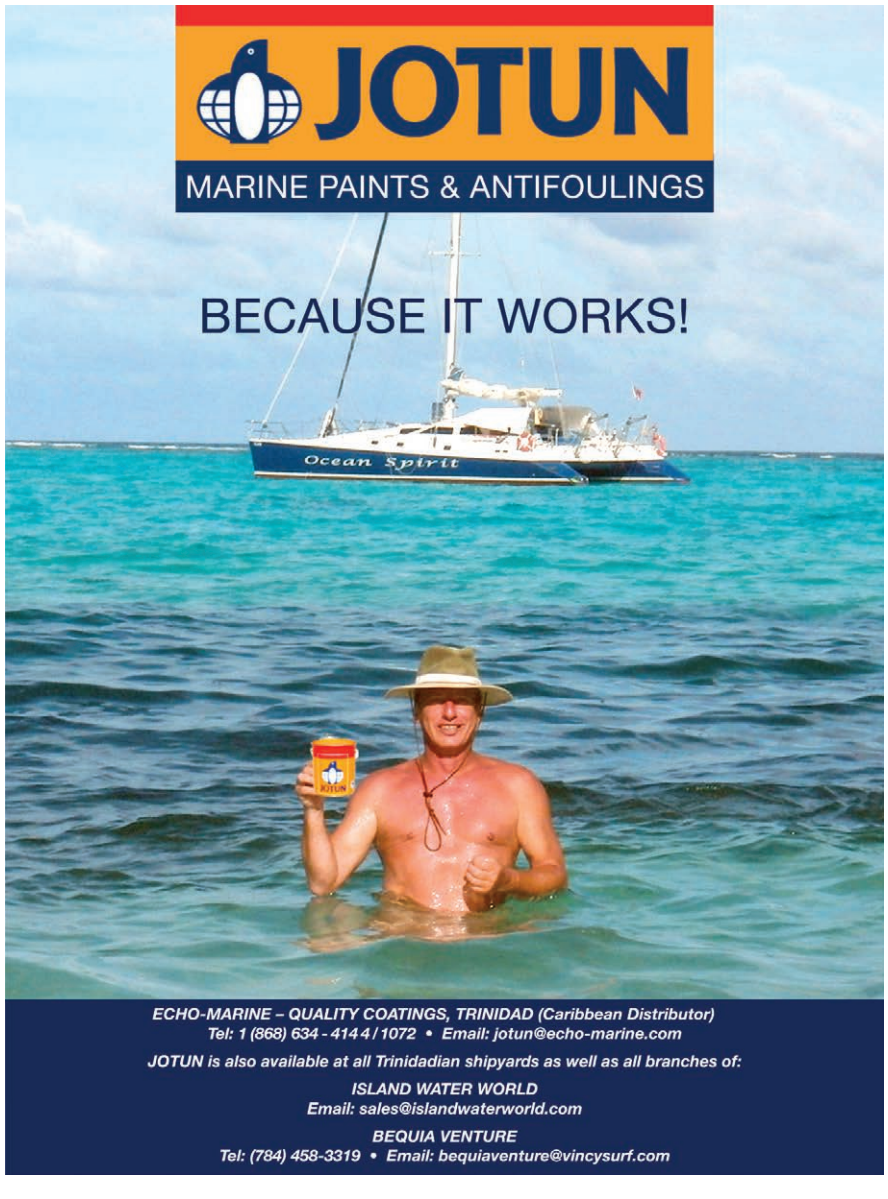
The camera on your iPhone and other "smart" phones is fairly well protected from spray, rain and a brief dunking. But the small lens element is susceptible to fingerprints, lint from your pocket, and saltwater smear from damp hands, all of which degrade image quality.

I hope this has been helpful. Let us know if you've found remedies to protecting and maintaining your gear in this tropical environment.

*Next month's article will deal with how to see photographically. While we all make snapshots of boats and beaches, friends and family, events and sunsets, what turns those personal snapshots into photographs — images that speak to a wider audience, capture a universal truth about the world and the societies we live in, and that only you could have created? That's what we struggle to master: our inner artist or own unique visual voice.*

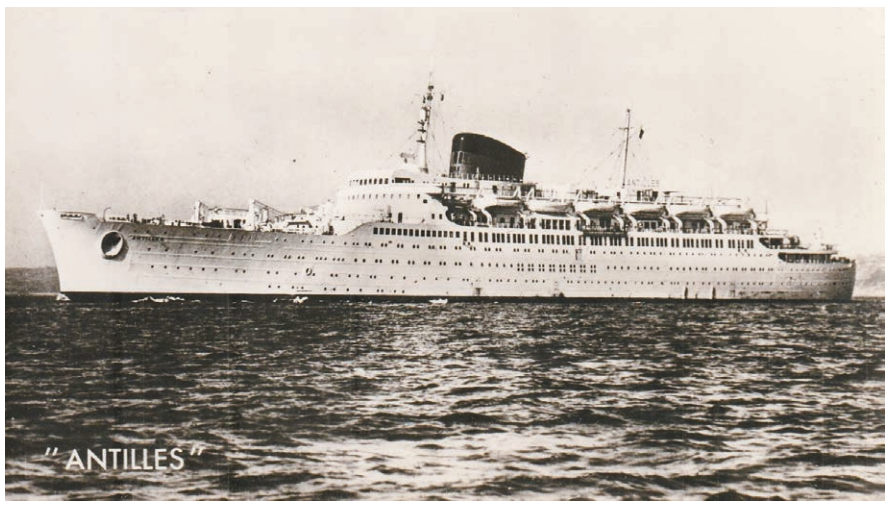



*Tim Wright in his RIB chasing a J-Boat during Antigua Classic Yacht Regatta. His camera hood is self-made. Tim advises, "When you hear a wave slap the hull, turn, duck and protect the camera with your body."*






# REMEMBERING



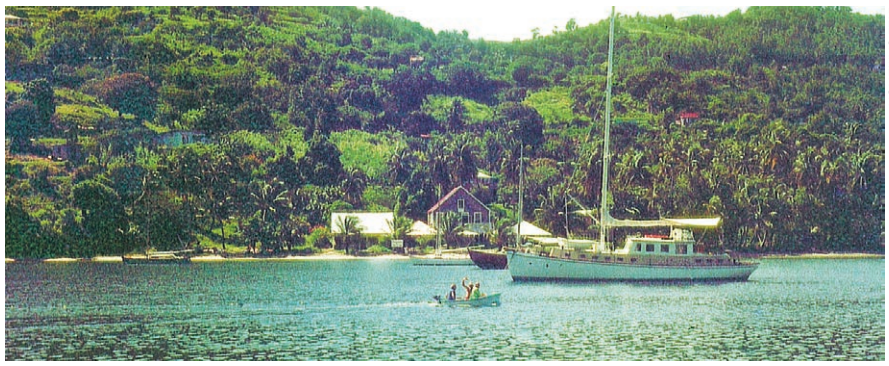

*A postcard of the* SS Antilles *in her heyday.*

# THE *ANTILLES*

## *Part Two: Charter and Local Boats to the Rescue*

*Fifty years ago, the 568-foot passenger liner* SS Antilles *ran aground, began to take on water and then caught fire off the Grenadine island of Mustique. Although vessels from the US Coast Guard and French and British navies were diverted to the area, it was local boats and charter yachts closer to the scene that rescued all of the* Antilles' *passengers after they had abandoned ship and were drifting helplessly in lifeboats and rafts on the night of January 8th, 1971....*

*In last month's issue of* Compass, *some of those first on the scene told of their efforts to tow lifeboats to safety. We pick up the story as a fleet of private and charter yachts organize to form a "safety net" downwind of the burning ship and the remaining lifeboats, which were adrift without oars or engines.*



BILL CAMERON

*The ship's captain and some of the other officers were brought to Bequia's Frangipani Hotel.*

Jim Shearston, then captain of the classic 82-foot charter schooner *Shearwater* remembers, "*Shearwater* that evening was at Young Island. We had just come back to the yacht after cocktails at the island when one of the other skippers came by and said that there was an SOS — a cruise ship had gone on the reef somewhere around Mustique. We picked up the anchor immediately and got underway. At this point I explained to the guests just what the situation was and that the dinner would remain in the galley. While underway, conversation was heard on the radio and we learned that lifeboats were going in the water. I explained [to the radio controller] that we had lots of fuel, and I suggested that we go down-current from the ship and take up a pattern to look for any boat that might be drifting in the dark. We did that through the night."

One guest on the charter yacht *Lincoln* wrote a story shortly after the incident for *Yachting* magazine, noting that the yacht *Born Free* offered to act as a communications center on 2527 kHz (single sideband radio). As more and more yachts and local boats called in giving their positions, a search pattern developed with some 15 vessels forming a safety net stretching from Canouan to Bequia. All lifeboats and rafts were picked up by 2300.

The *Yachting* correspondent said, "The names we heard — and this by no means was all of the yachts participating — were *Lincoln, Freedom, Chatoyer* and [Mustique resident] Hugo Money-Coutts' yacht (this group towed ten lifeboats ashore and picked up many people from the rafts)*; Spirit of Cutty Sark, The People's Choice* and *Stormvogel* (this group picked up most of the others)*;* plus *Born Free, Vanda, Gitana IV, Mira, Shango, Atlantica, Silver Sabre, No Escape, Lady Carib, Naraina, Jim Hawkins, Eleuthera* and *Zigagna*."

The local newspaper *The Vincentian* reported on January 16th, 1971, that most lifeboats were towed to Mustique, "but one lifeboat drifted away from the rest and when taken under tow it was found more convenient to go to Bequia." Others recall that the occupants of one raft — the ship's officers — actually *demanded* to be taken to Bequia, seven miles from the grounding, rather than to nearby Mustique, where the passengers were. A conspiracy theory alleging that the captain had deliberately grounded the ship on orders from its owners in an attempt at insurance fraud was widely circulated but never proven. Among evidence put forth in support of the theory is the unlikelihood that a ship enroute from Caracas to Barbados would choose a course heading west along the northern shore of Mustique.

Tiare Zoffoli recalls that night on Bequia. "From my house on the hill I could see flames, and lights from a chain of boats. Then I got a call from Marie Kingston at the Frangipani Hotel, asking if we could make up extra beds at my father's [Friendship Bay] hotel for the ship's engineers and nurse. When they arrived some were crying, some were in shock and the chief engineer was still holding his flashlight. He gave it to me, saying sadly, 'I won't need this anymore.' He was just covered in black; he said he had worked in the engine room until the water was up over his shoulders."

The ship's captain and some of the other officers arrived at Bequia's Frangipani Hotel. Manager Marie Kingston remembers "Roy and Peg on the *Spirit of Cutty Sark* brought the *Antilles*' officers to the Frangipani. It was well past midnight. At that time we had the British Admiralty charts of the Grenadines up on the wall. As Captain Kerverdo came in he went over and looked at the chart, pointing out the rocks off Mustique to the other officers. They seemed surprised. About 10 o'clock the next morning he was taken away in handcuffs, obviously in shock." Captain Raymond Kerverdo was taken to Martinique where an official inquiry opened the following day. The *Antilles*, the French Line's second-largest liner, was already considered a total loss.



TODAY: ANNUAL REPORT ON U. S. ECONOMY AND BUSINESS, SECTION 12

"All the News That's Fit to Print"

The New York Times

LATE CITY EDITION

Weather: Partly sunny, cold today; cloudy and cold tonight, tomorrow. Temp. range: today 26-29; Saturday 25-19. Full U.S. report on Page 48.

SECTION ONE

VOL. CXX .. No. 41,259 © 1971 The New York Times Company. NEW YORK, SUNDAY, JANUARY 10, 1971 30 CENTS

The French cruise liner Antilles, burning off the coast of Mustique, an island 450 miles southeast of Puerto Rico

Cruise Passengers Safe in Barbados After Rescue

707 and 2d Plane Collide Over Jersey; Jet Lands Safely, 2 in Other Craft Die

By FRANK J. PRIAL

An American Airlines Boeing 707 and a light plane collided as the four-engine jet was approaching Newark Airport yesterday. The jet's pilot managed a safe landing at the airport as the light plane crashed nearby, killing its two occupants, a flight instructor and a student pilot.

The jet, on a flight from San Francisco to Newark with 14 passengers and a crew of seven, got down safely despite damage to a wing and the hydraulic system. The incident occurred at 4:18 P.M., five minutes after the small plane, identified as a Cessna 150, took off from Linden Airport.

The dead men were Edmund Ancelone, 18 years old, of Port Reading, N. J., the student, and William Squires, 43, of Martinsville, N. J., the instructor. Both were dead on arrival at John F. Kennedy Hospital in Edison, N. J.

The main section of the two-place plane crashed into the backyard of Vincent Kraus, of 9 Iona Place, Edison. Mr. Kraus, a volunteer fireman, was unaware of the crash until notified by the Fire Department.

A passenger on the American Airlines plane, Robert Stebbings of 131 West 70th Street, described the collision as "a big clunk." He said, however, that it was no more severe than the bumping a jet takes in routine turbulence.

"The plane hit the left wing," he said, "and took chunks out of the outboard engine nacelle and the leading edge of the wing to the left of the engine." Mr. Stebbings went forward to the nearly empty first-class compartment and photographed the damage from a window on the left side of the plane.

"We wondered why the pilot didn't say anything," he went on, "but finally he came on and said something like: 'We have been struck by a light aircraft but everything is under control.'"

"Sometime later," Mr. Stebbings said, the pilot came on the public address system and said, in effect: "In case you're wondering why we are circling, it's because the hydraulic system was knocked out and we are attempting to lower the landing gear manually."

Mr. Stebbings said that the plane's stewardesses went through the aircraft informing the 14 passengers of crash-landing procedures, but that the jet landed without incident.

The crash was the latest in a series of midair disasters that has brought demands from airline and Government officials for more stringent controls on general-aviation planes and for devices that give better warning of impending collisions.

American Airlines said the jet involved in yesterday's collision was Flight 26. The plane left San Francisco at 8:30 A.M.

Site of the crash (cross)

Continued on Page 60, Column 1

Continued on Page 45, Column 1

U.S. REPORTS F-105, TRACED BY RADAR, RAIDED SAM SITE

Says Jet Moved Into North Vietnam After 'Locking In' on Enemy's Screen

CALLS ACT PROTECTIVE

Plane Was Escorting B-52 Attack on Ho Chi Minh Supply Lines in Laos

By ALVIN SHUSTER

SAIGON, South Vietnam, Jan. 9—The United States command announced today that an American F-105 fighter-bomber attacked a missile site in North Vietnam yesterday after the pilot found his plane "locked on" by enemy radar.

A military spokesman said the plane, flying escort for B-52 bombers raiding the Ho Chi Minh Trail network in Laos, crossed the border into North Vietnam and fired two air-to-ground Shrike missiles at the antiaircraft installation of SAM missiles. It was not known whether the missile site was destroyed.

Attack Near Mugia Pass

The attack, described by spokesmen as "protective reaction," was carried out in the area of the Mugia Pass, a major

State P.S.C. Seeking Role In Regulating Cable TV

STATE REVIEWING TEACHER CRITERIA

U.S. Aide Who Led G.M. Pollution Case Removed From Post

U.S. TAX PROPOSED ON FUEL SULPHUR

Apollo 14 Crew Is Ready For Jan. 31 Moon Flight

*The rescue made the front page of the* New York Times.

The British passenger liner *Queen Elizabeth II* had received the *Antilles*' SOS and steamed to the scene from St. Lucia. When she arrived shortly before midnight on the 8th, Captain Mortimer Hehir said, "The ship was burning furiously from bow to stern." The next day, 501 *Antilles* passengers were shuttled from Mustique to the *Queen Elizabeth II*. Captain Hehir said that by the time he got underway again the *Antilles* was "falling apart... Large pieces of superstructure were coming off in big balls of fire."

According to the findings of a civil suit brought before a United States district court on behalf of passengers seeking damages, *Antilles*' grounding took place as a result of her owners' (Compagnie General Transatlantique, a.k.a. the French Line) policy of allowing the masters of its vessels "latitude to deviate from accustomed courses to take their vessels nearer to islands of unusual beauty or special interest." Morris Nicholson, skipper of the 60-foot Alden ketch *Eleuthera*, which participated in the rescue, says of the passage where the grounding took place: "I wouldn't even take *Eleuthera* through there — it would be much too hair-raising." The court record states: "At 1621 hours, as *Antilles* was proceeding through the passage at 16 knots, she grounded amidships, broke in two and caught fire." French Line officials deduced that the collision had ruptured a fuel tank and hurled oil into the boiler room.

Although both the French and American charts carried on *Antilles*' bridge showed sufficient depth for the ship's eight-metre draft, the judge ruled that "any chart... has inherent limitations and must be relied upon only with due caution" and that "complete reliance on the charts was imprudent and negligent."



WWW.BOATINTERNATIONAL.COM

*The Sangermani yawl* Gitana IV *was one of the charter yachts that came to the rescue.*

The guest aboard *Lincoln* concluded, "When we got underway the next day, we powered out to see the *Antilles*. She was still burning, a sickening sight, and we felt as though it had all been a wild nightmare. But the charter boats and the local fleet had done a masterful job, pounding about in the seas all night to make sure that everyone was safe." All skippers participating in the rescue effort later received medals from the *Antilles*' owners.

Tiare Zoffoli remembers that *Freedom*, the Bertram which saved so many people that night, returned to Bequia "with the cleats ripped out, all scorched black and parts of the fibreglass burned." One of *Freedom's* crew had begun his adventure unexpectedly: Jimmy Carville had been shopping for butter when *Freedom's* captain, Lee Austin, had invited him aboard to "go see" the cruiseship. Tiare laughs, "Everyone who had been onboard *Freedom* came back the next day just beat. And there was Jimmy clutching his bag of melted butter!"

*Reprinted from the March 1999 issue of* Caribbean Compass.

# GET IN, GET BOAT, GET OUT

18 Days: A Rescue Mission, *by Alexandra Palcic © 2021. Self-published. 368 pages.*

Ahoy there, dear readers! We're back on board this month with a book written by a cruising sailor. This is Alexandra Palcic's first published book, one in which she opens up about all that took place over 18 days in late 2020.

For cruising sailors, 2020 was unlike any other year and will likely go down in any cruisers logbook as the year they would like to forget. It was the year where the freedom that cruising life provides was curtailed in ways nobody could imagine: random border closures/openings, masks, social distancing, PCR tests and oh-so-many ever-changing protocols relating to quarantine.

It was, and still is, confusing and highly stressful. Totally antithetic to regular cruising life where stresses are usually confined to weather and boat problems, cruising often being known as "fixing your boat in exotic locations." Of course, compared to the lockdown restrictions imposed upon landlubbers perhaps it wasn't so bad. But we all reference things from our own point of view and cruising life is meant to be the ultimate freedom. The chafing caused by the problems of navigating our way through this global pandemic were, and still are, real. With vaccines now available, it does feel a little like some sunshine may be pushing through the dark clouds and some optimism is returning, but we're still in this for the long haul.

But let's go back to 2020, when the immediate future was bleaker.

Alexandra and her husband Dave, a.k.a. Cap'n, as she refers to him somewhat reverently, have been cruising for ten years or so. They have spent three seasons in the Caribbean islands on their Jeanneau sloop, *Banyan*. You might even have shared a rum at a beach bar with them somewhere.

But at this time, November 2020, their boat is in Belize. It's been left in a marina and they are in Canada after hopping on a Covid-caused repatriation flight in March, when the pandemic first hit with a vengeance. Now, six months later, for myriad reasons (including running out of time before having to legally import the boat into Belize) they need to mount a self-described "rescue mission" and get *Banyan* out of that country and into Guatemala, where she can be hauled out and left safely.

Alexandra is honest about her trepidation:

*I was feeling all sorts of things about this rescue and none of them were any sort of positive. It felt like I was literally going to walk into a brick wall: cold hard and unyielding, most definitely something I was not keen to do. This pessimism overwhelmed while this dreadful attitude seized my entire body and turned me into a cranky and cantankerous woman that started to suffer from mild panic attacks and insomnia. I just couldn't banish the negative thoughts!*




Fortunately it appears the Cap'n is more of a stoic practical type, less prone to emotional seesawing and apparently, according to his wife, only an occasional victim of "Eeyore" grumpiness. A former career Navy man, his specialty is making and executing a plan, and he approaches this one with diligence and relentless tenacity. In a somewhat jumbled series of introductions, prologues and back references to how they got together and first got their boat, it becomes apparent that they are that yin and yang couple who often do well on a boat together. They complement and support each other, comfortable in what they bring to the joint venture. As such, together they are better than the sum of their parts.

Nevertheless, this book is not a joint endeavour. The narratives are very much Alexandra's recollections, told from her perspective. It might have been interesting to get Captain Dave's thoughts, not just actions, on the challenges they faced as a counterpoint to Alexandra's obvious anxiety, but no, her voice is the lone one you hear:

*Just what kind of rescue mission was this going to be? Was* Banyan *even salvageable or was it too late already? What was going to happen to us? To* Banyan *along the way? And what about that hurricane? Would it pick all of us up with its furious winds and hurl us around with its eye of uncertainty? Where would we get spit out?*

*"Don't worry, Dear…" replied the Cap'n. "I've got a plan. We're good! Everything is taken care of.* Banyan *will be fine, she's taken care of us before, and now we're going to take care of her. On November 10th? We execute!"*

And so, after a couple of false starts off our intrepid couple go. I won't describe what they go through, no spoiler alerts here, but suffice to say they have their fair share of drama over the next 18 days, running a full gamut of problems to overcome, many caused by the new world order under Covid.

What is interesting, though, is what particularly bothers Alexandra. Some situations she cruises through rather effortlessly, and some — which others might have found a mere inconvenience — grind her to an emotional halt. This got me thinking that even though cruisers share many similar attitudes and approaches to life on board, in reality we are often very different in how we cope.

> *They need to mount a self-described 'rescue mission' and get* Banyan *out of that country.*

Apparently the author and her Cap'n have run a sailing blog for many years and once the scene has been set, this book reads somewhat like a blog. This is no literary masterpiece, but its relatability and honesty are what make it work. Any cruiser will read this book and think, "I get it; I feel your pain."

*This book is available at www.buymeacoffee.com/banyantravels.*



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THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

# The Sky from Mid-July to Mid-August

by Jim Ulik

Ever notice a triangular band of light rising above the horizon before sunrise or after sunset? When there isn't a source of artificial light in that direction it could be reflections of sunlight off space dust. What you see could be zodiacal light. Towards the end of this period into fall the best time to see zodiacal light is in the west after sunset. That is an obvious advantage for those who are anchored in a western bay or for those on land with an unobstructed view of the ocean.

A source of the space dust may have been discovered by the Juno spacecraft as it headed to Jupiter. As Juno traveled through space, multiple cameras continually recorded images of star positions to navigate towards Jupiter. One camera was programmed to record things that weren't in the catalog of known celestial objects. The camera caught images of cosmic dust clouds deflecting off Juno's solar panels. Researchers calculated the apparent size and velocity of the objects hitting Juno. The interplanetary dust grains were smashing into Juno at about 10,000 miles (16,000 kilometers) per hour. The dust was encountered during three passes through the orbital path of Mars. Mars, the space dust and the zodiacal light all are on the ecliptic or path of the Sun. This seems to point to dust from Mars as the source of zodiacal light.

**Friday, July 16th**

A bright Mercury can be seen rising before dawn north of Orion. Over the next seven mornings the "Winged Messenger" will gradually get lost in the glare of the Sun as it sinks closer to the horizon.

**Saturday, July 17th**

The Moon reaches First Quarter. As the Moon passes its highest point in the sky before sunset, the star Spica will become more apparent ten degrees west. The Moon's illuminated half is also facing Venus and Mars.

**Tuesday, July 20th**

It may take some effort to spot, but comet 413P/Larson is located west of Spica. The comet has reached its closest point to the Sun. Follow a line about six degrees from Spica towards Venus. When you see a fuzzy spot in the night sky you have found 413P/Larson.

**Wednesday, July 21st**

Low in the western sky after sunset, Venus makes a close approach to the star Regulus. The Lion's Heart (Regulus) is the brightest star in the constellation Leo and the 21st brightest star in the night sky.

**Friday, July 23rd**

The Moon has reached its full phase. The Moon is now located on the opposite side of the Earth from the Sun. Its face will be fully illuminated from dusk to dawn.

**Saturday, July 24th**

The Moon is traveling through Capricornus throughout the day. As the Moon rises tonight it will be positioned near Saturn. Over the next 24 hours the Moon will gradually shift away from Saturn and approach Jupiter. Tomorrow marks the close approach between the Moon and Jupiter.

**Wednesday, July 28th**

The Delta Aquariids is an average shower that can produce up to 20 meteors per hour at its peak. While the shower peaks tonight the best viewing will be after July 28th because of the late rising Moon. As the Moon rises later each subsequent day there will be less interference from the glare of the Moon. This shower is active July 12th through August 23rd.

The Piscis Austrinids meteor shower will also produce its peak rate of meteors tonight. This shower is active June 15th through August 10th. 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 it. Locations of meteor showers are shown in Image 3.

**Thursday, July 29th**

Low in the western sky below Venus a conjunction between four celestial objects is taking place. There is less than one half degree separating Mars and the triple star Regulus.

**Friday, July 30th**

The Alpha Capricornids meteor shower will be active from July 3rd through August 15th, producing its peak rate of meteors around July 30th. The shooting stars will radiate out of the half goat, half fish constellation Capricornus.

**Saturday, July 31st**

The Moon will pass through its Third Quarter phase this morning. At Third or Last Quarter the Moon rises in the middle of the night and appears high in the sky by dawn. The Moon will set after 12 noon.

**Monday, August 2nd**

Saturn is at opposition. The ringed planet will be at its closest approach to Earth and its face will be fully illuminated by the Sun. It will be brighter than any other time of the year and visible all night long. This is the best time to view Saturn and its moons through binoculars.

**Thursday, August 5th**

A few shooting stars may be visible passing through the southern skies before dawn. The August Caelids meteor shower peaks this morning and is active July 25th through August 16th.

*—Continued on next page*

IMAGE 1/ ESO / Y BELETSKY



*Zodiacal light from European Southern Observatory's La Silla Observatory in Chile.*


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—Continued from previous page

**Friday, August 6th**

Some meteors may appear to radiate out of Jupiter. Tonight marks the peak of the Southern Iota Aquariids meteor shower. Actually it is best to look about 40 degrees west of Jupiter or directly overhead to get the best view of any shooting stars. This shower is active July 1st through September 18th.

**Sunday, August 8th**

Today's New Moon is not visible because it is located on the same side of the Earth as the Sun. The combined gravitational pull of the Sun and Moon are generating extreme high and low tides. This is also the best time of the month to observe faint objects in the night sky because there is no moonlight to interfere.

**Wednesday, August 11th**

Image 4 displays the lineup of planets above the western horizon. Near the horizon is Mercury, followed by Mars and then Venus. Tonight is the monthly close approach between the Moon and Venus. An early prediction has the International Space Station passing through this scene around dusk. Of course constant adjustments in course and speed to maintain the ISS's altitude will alter the viewing predictions.

Take a look at Venus and imagine a spacecraft passing close to the hottest planet in the solar system. BepiColombo, Europe's first mission to Mercury, is making its second pass of Venus as it makes way to Mercury. BepiColombo is a joint mission between ESA and the Japan Aerospace Exploration Agency (JAXA). The mission objectives are to study and understand the composition, geophysics, atmosphere, magnetosphere and history of Mercury.

**Friday, August 13th**

The main event this period is the Perseids meteor shower. The Perseids is one of the best meteor showers to observe, producing up to 100 meteors per hour at its peak. It is produced by comet Swift-Tuttle, which was discovered in 1862. It is famous for producing a large number of bright meteors. The shower is active July 17th through August 24th. The best viewing time is after 0200 hour. The meteors will radiate out of the north northeastern sky. The waxing crescent moon will set early in the evening, leaving dark skies for what should be an excellent show.

**Sunday, August 15th**

The Moon has reached First Quarter. It will appear prominent in the evening sky and set in the middle of the night. Over the coming days, the Moon will set later, becoming visible for more of the night.

**In the news**

On August 9th, the Parker Solar Probe makes its ninth and closest approach to the Sun. The probe will come within a record 6.5 million miles (10.4 million kilometers) of the Sun's surface, while moving faster than 330,000 miles per hour (532,000 kilometers per hour). The next pass will bring the Parker Solar Probe about 5.6 million miles (9 million kilometers) from the surface of the Sun.

The effects of space weather and solar storms have been addressed in past articles. According to NASA, "[The] Parker Solar Probe mission will revolutionize our understanding of the Sun. Parker Solar Probe will provide new data on solar activity and make critical contributions to our ability to forecast major space-weather events that impact life on Earth."

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

*Jim Ulik sails on* S/V Merengue.

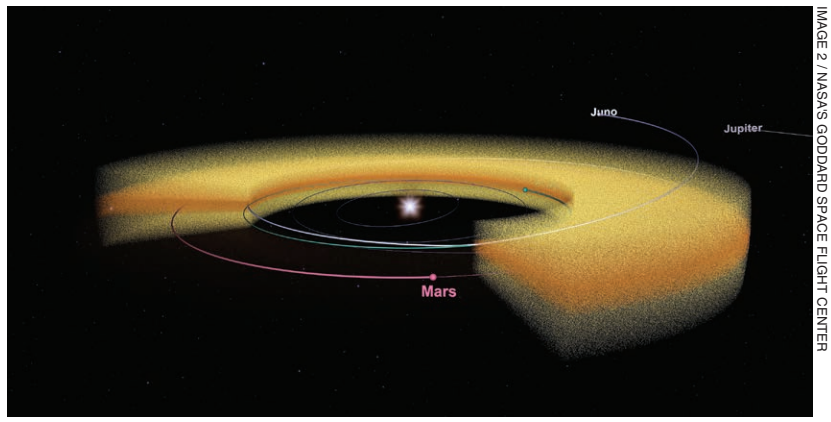



IMAGE 2 / NASA'S GODDARD SPACE FLIGHT CENTER

IMAGE 2
*Video still of Juno detecting that Mars may be responsible for the interplanetary dust behind the zodiacal light.*

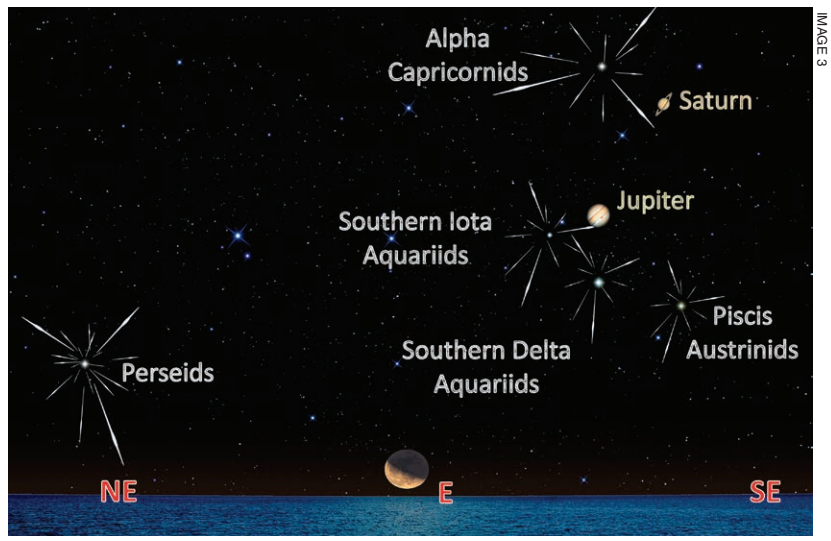



IMAGE 3

IMAGE 3
*Planetary alignment and meteor showers on July 29th at 2300 hours.*

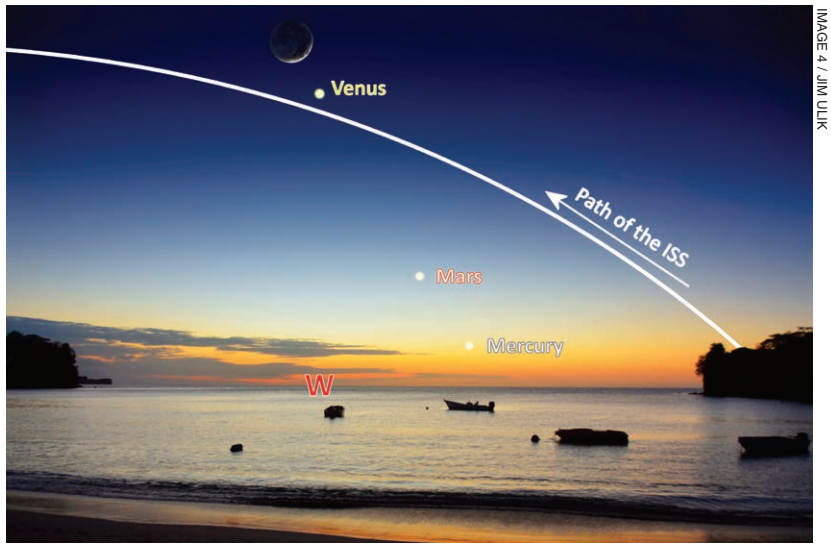



IMAGE 4 / JIM ULIK

IMAGE 4
*Predicted path of the International Space Station lasting five seconds on August 11th at around 1900 hours.*

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## *The Lesser Antillean Tanager:*

# The Prince in the Mirror

The Lesser Antillean Tanager (*Stilpnia cucullata*) is unique in its small range. Found only on the islands of Grenada and St. Vincent & the Grenadines, this bird appears to be part of an ancient South American invasion that colonized the southern Lesser Antilles some ten million years ago.



*Above: Males have a dark-chestnut cap, metallic gold mantle, violet tinged underparts, turquoise wings and a black eye mask.*

*Right: Females are generally greener overall with a brighter rusty cap, lacking the gold mantle and eye mask.*

Its genus, *Stilpnia*, contains 14 species all found in South and Central America. *Stilpnia* derives from ancient Greek, meaning "glittering" or "glistening," referring to the glossy, colourful plumage of these lovely tanagers. The Lesser Antillean Tanager comprises a clade — a group with a common ancestor, in this case, the *cayana* group — with the Scrub Tanager (*Stilpnia vitriolina*), a largely Colombian species, and the widespread Burnished-Buff Tanager *(Stilpnia cayana*) found in Brazil, the Guianas and Venezuela. Interestingly, molecular data found the Lesser Antillean Tanager to be more closely related to its Colombian relative than to its closer neighbour. Members of the *cayana* group are distinguished by bluish-green and buff plumage and a contrasting chestnut or rusty cap. Additionally, they exhibit differences in plumage between the sexes, as well as a preference for semi-open habitat, as opposed to other tanager species who favour forest habitat.

The Lesser Antillean Tanager is highly conspicuous and easy to identify. The bird is locally known as the "Prince Bird," perhaps because of its rusty crown and pretty plumage of greens, turquoises, golds and buffy violets, or perhaps because of its entertaining obsession with mirrors.

Males and females are readily distinguishable, especially if both sexes are found together — luckily, they do tend to move around in pairs. Males have a dark-chestnut cap, metallic gold mantle, violet tinged underparts, turquoise wings and a black eye mask. On the other hand, females are generally greener overall (although there are many of bluish-green variations) with a brighter rusty cap, lacking the gold mantle and eye mask. Juveniles are similar to the adults, but much duller, also lacking the eye mask.

There are two regional variants of the Lesser Antillean Tanager. The Grenadian nominate race, *Stilpnia cucullata cucullata*, has duller plumage and a darker cap than the St Vincent race, *Stilpnia cucullata versicolor*. Vincentian females are browner than Grenadian females, while individuals found in the Grenadines are not easily assigned to either race.

The Lesser Antillean Tanager is mainly fructivorous, feeding primarily on fruits and wild berries, but complements its diet with insects and bugs. It loves bananas and mangoes and is especially fond of soursop and lantana berries. Rarely seen alone, this lovely tanager forages in pairs or small groups and can often be heard chirping and tweeting in a somewhat intense, gushy manner. Indeed, while shy towards people, Lesser Antillean Tanagers are, in my experience, quite outspoken with one another, particularly during the breading season, from April to July, when males repeatedly call out a series of unrestrained whistles — "*weet-weet-weet-witwitwit!*" — to assert territorial dominance.

Very little research has been done on the breeding biology of the Lesser Antillean Tanager. From my own observations, it appears that couples are at least seasonally monogamous, remaining together for the duration of the nesting season, perhaps longer. They build small open cup nests on a low tree branch or shrub, about two to six metres from the ground, usually near human habitation as a deterrent against natural predators. The predominant materials used for nest building are small twigs, dried grasses and leaves, which they occasionally steal from other bird's nests. Once the nest is near completion, the female lays two eggs and incubates them alone for about two weeks, while the male remains nearby. He patrols the area around the nest against intruders and visits the nest occasionally, uttering soft, caring notes. At times, he will feed the incubating female while she sits on the nest.

While both adults care for the brood, the female tends to feed the chicks more frequently than the male. I have seen the male delivering food to the nest, occasionally offering it to the female instead of the chicks. When visiting the nest, the adults remain mostly silent, or utter only soft notes, to avoid drawing attention to the nest. Snakes, mongoose, rats and larger birds are the major threats to the eggs and chicks of Lesser Antillean Tanagers.

As a species with an extremely small range, the Lesser Antillean Tanager experienced a dramatic population decrease with the passage of Hurricane Ivan, in 2004. However, its numbers recovered quickly, possibly due to a preference for semi-open or degraded habitat and the ability to profit from human activities. Presently, the species is a fairly common sight in all of its range, occurring across a wide variety of low and high-altitude habitats, including gardens, parks, dry and moist forest, dry scrub, forest edges, plantations and rainforest canopy.



The Lesser Antillean Tanager adapts well and can even thrive in human environments. Our local tanagers in Grenada are very fond of the fruit feeder we have suspended from a tree in the garden. They are often the first to arrive each morning — in fact, they are already waiting for me to add the fresh fruit, chirping away impatiently and fluttering back and forth toward me, as if saying "Hurry up, human!"

I first came across this tanager a few years ago, when I glimpsed a beautiful male perched on the side-view mirror of our parked car. Up to that point we had been finding bird poop on the side of the car, always in the exact same place by the side mirrors, but we had no idea who the culprit was until I caught the pretty Lesser Antillean Tanager peering into the mirror like an enraptured Narcissus. Indeed, this striking bird can spend long periods in front of a mirror gazing at its own reflection. However, contrary to what we may think, the pretty tanager is not asking, "Mirror, mirror on the car, who is the most beautiful by far?" but is instead staring down the "other" bird in the mirror, which is perceived as a rival. We quickly settled the matter once and for all by placing a bag over the mirrors, therefore eliminating the bothersome "rival."

Yet the Lesser Antillean Tanager is quick to find another mirror — another opponent. So, while strolling through the islands of St. Vincent or Grenada, see if you can spot the Prince Bird perched on the side-view mirror of a parked car. Notice how the bird is held spellbound by its colourful reflection, poking, lunging and flashing its wings like a fiery matador.

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# THE SOFT CORALS

## *Part 2:* : Sea Plumes and Sea Rods

*by Darelle Snyman*

This month we continue with the beautiful gorgonian corals, whose name has its roots in Greek mythology. These delicate corals are named after the Gorgons, three terrifying sisters, with Medusa being the most famous, who had venomous, writhing snakes for hair. These monstrous beings were mainly known for their ability to turn anyone that dared to stare at them into stone. The statues of these unfortunate souls were then displayed in front of the Gorgons' cave as a warning. The tentacled polyps of the delicate gorgonian corals, however, pose a far less terrifying image than that of the fearsome trio of sisters. They are, instead, an integral part of the reef landscape, turning reefs into gardens of wonder as they gently sway back and forth in the current.

**Sea Plumes**

Caribbean Sea Plumes were formerly contained in the genus *Pseudopterogorgia*, which also includes a variety of Indo-Pacific species. The uniqueness of the Caribbean Sea Plumes has warranted their reclassification into their own genus, *Antillogorgia.* The genus *Antillogorgia* includes the Caribbean and Western Atlantic species.

Sea plumes typically arise from a central stalk from which side branches grow. These appear feather-like when the polyps are extended. When the polyps retract, the branches resemble smooth sticks, mostly purple in color but some are pale yellow. Much of the identification of gorgonian species relies on the arrangement of its polyps. The polyps of sea plumes tend to be arranged in rows or bands.

These hardy Caribbean residents are found in a variety of reef habitats, from shallow sandy areas and patch reefs to the deep clear waters along drop-offs.

The pinnately branched structure of sea plumes is clearly visible in the Bipinnate Sea Plume (*Antillogorgia bipinnata*). The colonies tend to grow along a single stem, making the Bipinnate Sea Plume less bushy than other sea plumes. Its stem and branches are also more rigid in appearance and droop less. Its feathery polyps protrude from very small, slit-like openings arranged in a single or staggered double row on each side of the branches. The sensitive polyps retract very quickly when disturbed to reveal its stick-like structure in beautiful hues of violet to mauve. It can also be bright yellow and whitish colorations have been observed.

**Sea Rods**

Sea rods tend to be more rigid in structure than the willowy sea plumes. The Black Sea Rod (*Plexaura homomalla*) is probably one of the more easily identifiable, with its distinctive cream-colored polyps protruding from black branches. These branches reach upward from a central attachment point giving them a bushy appearance. The Black Sea Rod has gained attention in the scientific community, as it is a rich, natural source of prostaglandins, which are a million times more abundant in its tissues than those of most other animals. In mammals prostaglandins act as a muscle relaxant and are used to induce labor and vomiting. It is unsure why this coral has such high levels of prostaglandins in its tissues but they are thought to be used for defense. Studies found that predators initially find these gorgonians palatable, but ingestion subsequently causes the unsuspecting eater to vomit, thereby creating learned aversions in its potential predators.



*Caribbean Sea Plumes show their beautiful purple colors when polyps are retracted.*

Members of the genus *Eunicea* are commonly known as the Knobby Sea Rods as they all have polyp openings that are knobby. It is no easy task to identify these knobby colonial creatures, as their polyps need to be retracted to reveal their coarse appearance. This is complicated by the fact that the polyps are often out during the day. The variety of shapes and colors they exhibit does not aid underwater identification in the least. They vary from being short and bushy to having a flat candelabrum shape in colors that range from dark brown to yellow.

A commonly encountered member of this clan that is fairly easy to identify is the Bent Sea Rod (*Eunicea flexuosa*), formerly classified as *Plexaura flexuosa*. The Bent Sea Rods typically have large, candelabra-shaped colonies that are usually dense and have a strong tendency to branch in one plane. The branches have small, characteristic bends in each, and look soft and furry when the polyps are extended. Their color varies greatly and range from cream, brown and yellow to some having a touch of purple. The color variation might create some confusion when trying to identify them, but their typical branching nature remains the best identifier. They survive best in very clear waters and the beautiful specimens I encountered on the patch reefs in the crystalline waters of Belize seem to be proof of it.

The slit-pore gorgonians belong to the genus *Plexaurella*. They are all pale brown or yellowish and form colonies with club-tipped branches. Similar to the Knobby Sea Rods, their identification requires you to seek out specimens with retracted polyps to see their distinctive slit-shaped openings. The coral rods tend to be thick, and average-sized colonies mostly consist of a main axis with just a few overlapping branches. Slit-pore species are so similar to one another that visual differentiation between them is very difficult. It also does not help that members of the genus *Pseudoplexaura* also resemble *Plexaurella* species. The *Pseudoplexaura* species, however, have purple sclerites (tiny structures that give structural support) with rounded pores, flush with the surface from which the polyps protrude. These can also only be observed when the polyps are retracted. They have long branches that are usually profusely branched and can reach heights of over two metres or seven feet.

The branches of the robust, tree-like Porous Sea Rod (*Pseudoplexaura porosa*) fork repeatedly into pairs of equal size, with the end branches being long and slightly tapered. The smooth branches are soft and slimy at the tip and bear large polyp openings. The Porous Sea Rod is another one of those species that illustrates how even the most unsuspecting species can be beneficial to human health. These unassuming Caribbean residents are the focus of pharmacological studies to — hopefully — help yield anti-tumor drugs in the near future. Studies have shown that cytotoxic diterpenoids isolated from *Pseudoplexaura porosa* have anti-tumor activity against samples of human tumor cells, again highlighting the importance of conserving our biodiversity, on land and in the sea.

I hope you enjoyed learning more about these interesting and often overlooked reef creatures!



*The Porous Sea Rods are the focus of pharmacological studies to — hopefully — help yield anti-tumor drugs.*



*The Black Sea Rod has distinctive cream-colored polyps protruding from black branches.*



*Bipinnate Sea Plume colonies tend to grow along a single stem.*



*The Bent Sea Rods typically have large, candelabra-shaped colonies.*

## LOOK OUR FOR...

# LOVELY LANTANA

*by Lynn Kaak*

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

The West Indian Lantana, White Sage, Wild Sage or Shrub Verbena can be found, well, pretty much anywhere. This pretty shrub is invasive, so, while lovely, it is also problematic.

*Lantana camara* is native to Central and South America. Because of the attractiveness of the plant and its blooms, it was brought to Europe, from whence it eventually spread to Asia. It was further propagated throughout the rest of the world as an ornamental.

This flowering shrub grows to a height of about two metres (seven feet) and can become quite dense, making it useful as a bordering thicket and deterrent to animals. In the right circumstances it can become a climber and attain heights of up to six metres (20 feet). As a property marker, it has proven itself useful as well as ornamental.

Some species have thorns, giving some teeth to the hedgerow.

In the tropics, the shrub's base and stem become woody. The root system is extensive, giving it grip and making it useful for erosion control in areas such as along roadsides and creeks.

What make Lantana decorative are the tiny flowers, which grow in little clumps, each with four petals, arranged in circles. The outer circle and the inner circle frequently have different coloured flowers, with a pink perimeter framing a yellow or white interior, or maybe a combination of red and orange. They are known to change colour after pollination occurs, believed to be a sign for pollinators. They have a rather fruity fragrance, with a "peppery" undertone. The flowers are popular with a number of birds and butterflies, giving an ornamental and ecological benefit to Lantana.

The leaves are mostly oval and broad. If crushed, they have a strong odour with hints of mint. It is not recommended to do this by hand as the leaves can irritate the skin.

Lantana loves sunlight, and thrives in the open. It is often found on roadsides, at the edge of forests, and sometimes as ground cover in thin forest areas, although in the Caribbean there is lots of competition for these spaces. Areas that have been disturbed are particularly attractive to this shrub, and it will take over if given the opportunity. Lantana can handle some salt, and is resilient in almost any soil type as long as it isn't boggy. It is also fairly drought resistant.

The bush produces a berry-type drupe. It may not always contain viable seeds, though. The unripe berries are toxic to humans and other animals, but once they ripen to a dark purplish-black colour, they are edible and very popular with birds. They are also consumable by humans once they are ripe, without deleterious effects.

While care must be taken with toxic parts of the plants, they also have numerous reported uses in traditional medicine, including as a treatment for fever, malaria and cancer, and for fighting infections both topically and as a medicine.

Look out for the cute little flower clusters almost anywhere, especially by roads, fields and along wide hiking trails that enjoy plentiful sun.



*The Lantana's flowers are arranged by colour in little bouquets.*

Island Poets

## ODE TO CHATHAM BAY, UNION ISLAND

Throw all cares to the bay,
If lost, the bay will show you the way,
Converse with the bay,
You will get responses, regardless of what you say.
Come to the bay,
Come in September, come in October, come in May,
But, please, come to the bay.

Hear the bay whisper in your ears,
Observe the cloud imagery as the sky clears.
It's sunrise at the bay,
Rise; do not delay.
Accept greetings from the dynamic bird parade!
Build indelible memories; they will never fade.
Each flying creature presents choreography and artistry,
Enhancing the panorama, adding to its divine mystery.

Come to the sacred bay,
The bay of peace.
Spread out a seafood feast.
The bay is nurturer, the bay is feeder,
The bay is charismatic leader,
The bay is therapeutic mind-reader.
The bay is all you want it to be.

View its every dimension,
Consider its lack of tension,
Make honourable mention,
Chatham Bay deserves full attention.
Behold the bay! It is ok to shed a tear!
But remember that at Chatham Bay, there is absolutely nothing to fear.

Engage the bay in enlightened rapport;
To a state of rapture it will transport
And elevate you, delivering all that you seek.
Do more than simply taking a peep!
Her waters will not drown you and are not tears of sorrow;
They are the restorative baths that you will awaken to today and tomorrow.

Be enveloped by the charm and calm of Chatham Bay,
Experience its uplifting balm permeating the air.
Bring your treasured friends, your loved ones dear.
Stand still! Gently sway!
And have your say!
Do it your way!

Be energized by its power.
Bow to the bay with respect, don't cower.
Choose your own drill,
No need for a pep pill.
Just chill.
Mimic the bay;
Be calm and tranquil.
Regardless of your agenda;
Surrender! Surrender!

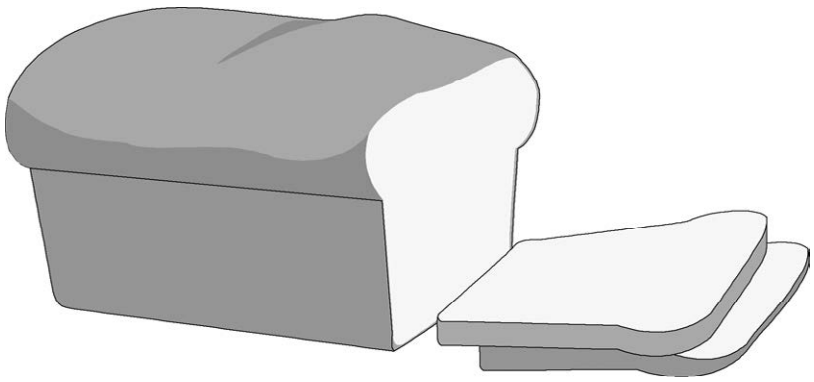
Swim and play.
Extend your stay!
Chatham Bay was created by divine decree.
It is so easy to agree!
Bask in its wonder and its majesty.
Assimilate its history,
Become a part of its mystery.
Create its new pageantry
Celebrate the day!

Welcome to Chatham Bay
Pure joy! Ecstasy!

— Maralyn Ballantyne



BOB STEWART



# BREAD ON BOARD

*by Ruth Chesman*

Baking bread on board wasn't something we thought about when we first moved aboard *Sea Dream*. There always seemed to be a loaf for sale whenever we wanted it. But one day when we were in Trellis Bay, Tortola, years before that nice little market went in, we decided we needed a loaf of bread and it took us most of the morning to walk the three miles to East End and back to get it. After that I bought flour and a loaf pan and if we want bread, we have it with no walking.

If you are away from markets and want to try making your own loaf, use any bread recipe. You can experiment for a long time with the ingredients for bread. It will live happily with the addition of milk powder, rolled oats, wheat germ (especially the nice toasted or sweetened kind), cracked wheat, rye flour, buckwheat flour and an assortment of flavourings from molasses to caraway seeds. If you keep the quantity of dry additions below 1/4 cup, the rest of the ingredients will not likely require any change. One lady baker I knew saved the cooking water from potatoes to use as the liquid in the mixture. It always turned out well, as the yeast liked the potato starch. A modern cook can try adding a spoonful of instant potato flakes instead. It makes an interesting texture in white bread, which can otherwise be a bit bland.

*'Flour sifting in the tradewinds is so messy as to be just plain silly'*

The thing to remember is, Be Neat. If your recipe tells you to flour a countertop, ignore it. Bread can be kneaded just fine right in the mixing bowl. If you're too tired to knead it hard or long, then just pretend a lighter texture was what you wanted all along. If your recipe tells you to sift the flour several times, ignore that step. Flour sifting in the tradewinds is so messy as to be just plain silly, and besides, you have to use an extra mixing bowl. Fluff it up with a couple of forks if you feel especially energetic — or if you want to be really sure the salt is spread around evenly and not all in one bite of the finished mixture.

Even if the baked loaf turns out to be the consistency of a doorstop, which might happen if your flour or yeast has become geriatric, go right ahead and eat it. In extreme cases, slice and toast it; a little butter or a quick trip under the broiler with a slice of cheese on it and you have a satisfying meal. You can always tell the other guy helping you eat it that it's a new recipe for blonde pumpernickel.

If you're in a hurry, cheat. Leave out the first raising and punching down. The bread may have larger air holes in it than usual but they fill up nicely with peanut butter or cream cheese.

A loaf of freshly baked bread is a boon when you need to feed teenagers. It will disappear in minutes, especially if they've been smelling it while it baked, and the inroads into the rest of your larder will be less. The leftovers you'd planned to use as the basis of another meal might even get left over.

The smell of bread baking and the sight of a beautifully browned loaf are guaranteed to impress neighbours, dinner guests and mothers-in-law, especially if you're a man. Fresh bread can be eaten immediately upon its removal from the oven, though it usually won't cut into nice neat slices until it has had a chance to cool for ten minutes or more. Just don't expect it to get the chance very often!

*Excerpted from an article in the February 2001 issue of* Caribbean Compass.







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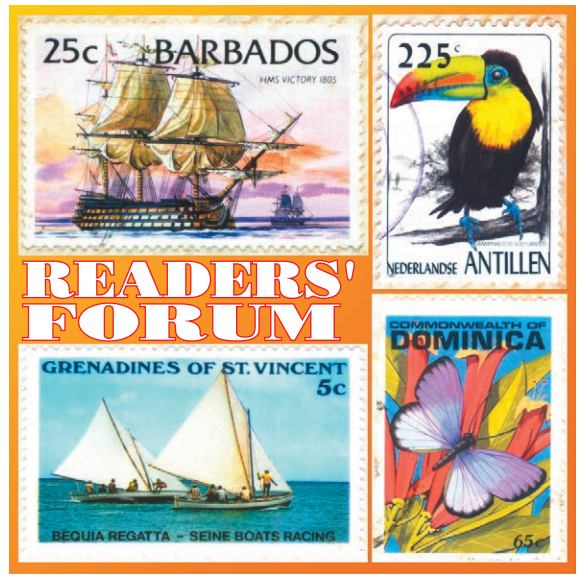


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Cruising los Cayos Cochinos
Leo's Legacy: from *Lorema* to *Tally Ho*
Overboard off Martinique

*… and much, much more!*

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**Dear *Compass*,**

The article "Eastern Puerto Rico: Stop Over or Stay" by Joan Conover in the May issue of *Caribbean Compass* was full of good information [see page 14 at www.caribbeancompass.com/online/may21compass_online.pdf]. However, I feel that Ensenada Honda in Culebra is not a hurricane hole. The first six or possibly eight boats that arrive, if they draw six feet or less, can squeeze up in the mangroves on the north side of the harbor. Everyone else must anchor out. If there are too many boats and any start dragging, they could hook onto other boats.

See the hurricane section at www.street-iolaire.com.

**Don Street**
**Glandore, Ireland**

**Dear *Compass*,**

Good morning. I was reading *Caribbean Compass* yesterday (May 17th) and noticed the letter regarding circumnavigators stopping in Bequia.

My wife Gill and I left the UK in 2013, for two years cruising on *Starchaser*, our Oyster 43.

Then, while in Caribbean in January, 2016, we decided to head west rather than east and set sail bound for Panama and beyond!

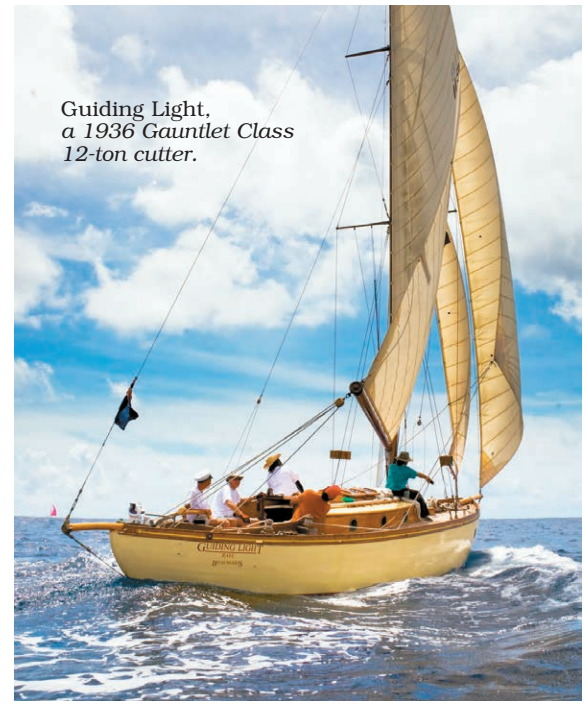
We arrived back in St. Lucia in November 2019, completing our circle. We visited the Galapagos, French Polynesia, the Cook Islands, Tonga, New Zealand, Vanuatu, Australia, Mauritius, South Africa, Namibia, and St. Helena.



Starchaser
*dressed overall, having completed our circumnavigation.*

And we spent many happy nights in Admiralty Bay, Bequia!

Now back in St. Lucia, we are restoring the late Roy's Boughton's boat *Guiding Light*.



Guiding Light,
*a 1936 Gauntlet Class 12-ton cutter.*

**Yours,**
**Alasdair Maclean**

***Dear Alasdair,***

*Congratulations to you and Gill on your circumnavigation, and welcome to the list of circumnavigators who stopped in Bequia during their voyage.*

*Kudos, too, on restoring* Guiding Light, *a 1936 Gauntlet Class 12-ton cutter. Many* Compass *readers will recall that Roy is believed to have been lost at sea in November, 2018, at the age of 71. He set off to his yacht in a small dinghy from Rodney Bay Marina in St. Lucia, but didn't make the two miles back to his boat at anchor. An extensive search in the following days failed to find him. In September 2020, the High Court of St. Lucia ruled that Roy's two boats,* Guiding Light *and* Apollo of Brough, *could be transferred to new ownership.*

*Alasdair welcomes all who would like to follow* Guiding Light's *progress, restoration and further adventures to look out for his updates on Guiding Light's FaceBook page.*

*CC*

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# CALENDAR

## JULY

| | |
|---|---|
| **1** | Public holiday in BVI (Territory Day) and in Suriname (Emancipation Day) |
| **1 – 6** | Fiesta del Fuego, Santiago de Cuba |
| **2** | Public holiday in Curaçao (Flag Day) |
| **3 (TBC)** | Firecracker Regatta, Tortola, BVI. www.westendyachtclubbvi.com |
| **3 – 4** | St. John Festival, St. John, USVI. www.vinow.com/general_usvi/carnival/schedule |
| **4** | Public holiday in and Puerto Rico and USVI (Independence Day) |
| **5** | Public holiday in Cayman Islands (Constitution Day) |
| **12** | CARICOM Day |
| **14** | Public holiday in French islands (Bastille Day), yole races in Martinique |
| **16 – 18** | Cancun International Boat Show and Marine Expo. www.cancunintlboatshow.com |
| **16 – 1 Aug (TBC)** | Tobago Heritage Festival. www.tntisland.com/tobagoheritage.html |
| **18 – 24** | Reggae Sumfest, Jamaica. www.reggaesumfest.com |
| **23** | FULL MOON |
| **23 – 28** | Grenada Chocolate Festival. www.facebook.com/GrenadaChocolateFest |
| **23 – 3 Aug** | Antigua Carnival. www.antiguacarnival.com |
| **24** | Public holiday in Venezuela (Simón Bolívar's Birthday) |
| **25** | Public holiday in Puerto Rico (Constitution of Puerto Rico Day) |
| **25 – 1 Aug** | Tour de Martinique des Yoles Rondes. https://tourdesyoles.com |
| **26** | Public holiday in Cuba (National Revolutionary Festival) |
| **30 – 1 Aug** | Tyrrel Bay Regatta. t.m.m.carriacou@gmail.com |
| **TBA** | Carriacou Children's Education Fundraisers www.carriacouchildrenseducationfund.org |
| **TBA** | Mott Memorial Hobie Cat Challenge, Grenada. www.pcycgrenada.com |
| **TBA** | Dominica Dive Fest. www.dominicawatersports.com |



CHRIS DOYLE

*Union Island - mangrove islands and suspension bridges.*

## AUGUST

| | |
|---|---|
| **1** | Public holiday in many places (Emancipation Day) |
| **2** | Barbados Carnival 'Crop Over/Grand Kadooment.' www.visitbarbados.org |
| **2 – 4** | BVI Emancipation Festival, Tortola |
| **3** | Nevis Carnival 'Culturama.' www.culturamanevis.com |
| **5** | Anguilla Summer Festival & Boat Races. www.facebook.com/officialaxasummerfestival |
| **7 – 8** | Windward Fete, Orient, St. Barth |
| **10 – 11** | Grenada Carnival, 'SpiceMas.' spicemasgrenada.com |
| **15** | Start of weekly fishingboat races, Cap Haitien, Haiti. www.haitisailingcup.com |
| **20 - 21** | Aruba Regatta. www.facebook.com/arubaregatta |
| **22** | FULL MOON |
| **25** | Fête de Saint-Bartelemy. Boat races in Gustavia |
| **31** | Public holiday in Trinidad & Tobago (Independence Day) |
| **TBA** | Round Grenada Regatta. www.pcycgrenada.com |

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


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# MERIDIAN PASSAGE OF THE MOON

## JULY - AUGUST 2021

Crossing the channels between Eastern Caribbean islands, an ebb tide carries you off to leeward and a strong flood tide creates lumpy seas, so crossing with a favorable tide is faster and more comfortable. The table below, courtesy Don Street (www.street-iolaire.com), showing the local time of the meridian passage (or zenith) of the moon for this and next month, will help you calculate the tides.

Water generally tries to run toward the moon. The flood tide starts running eastward soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then ebbs westward. From just after the moon's setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon after its rising, the tide runs westward.

The first hour after moonrise, the westerly current is barely negated. The second hour the flood tide is stronger, the third and fourth hour it's strongest, then it eases off in the fifth and sixth hours. The maximum tide is three or four days after the new and full moons.

| **July** | | | | | | |
|---|---|---|---|---|---|---|
| DATE | TIME | 21 | 2159 | 10 | 1347 | |
| 1 | 0538 | 22 | 2302 | 11 | 1437 | |
| 2 | 0619 | 23 | 0004 | 12 | 1522 | |
| 3 | 0700 | 24 | 0004 | FULL MOON | 13 | 1616 |
| 4 | 0742 | 25 | 0103 | 14 | 1700 | |
| 5 | 0825 | 26 | 0156 | 15 | 1752 | |
| 6 | 0909 | 27 | 0245 | 16 | 1848 | |
| 7 | 0957 | 28 | 0331 | 17 | 1948 | |
| 8 | 1047 | 29 | 0414 | 18 | 2049 | |
| 9 | 1138 | 30 | 0456 | 19 | 2151 | |
| 10 | 1211 | 31 | 0538 | 20 | 2249 | |
| 11 | 1323 | | | 21 | 2344 | |
| 12 | 1414 | **August** | | 22 | 0035 | |
| 13 | 1502 | 1 | 0620 | 23 | 0035 | FULL MOON |
| 14 | 1550 | 2 | 0704 | 24 | 0122 | |
| 15 | 1637 | 3 | 0751 | 25 | 0207 | |
| 16 | 1728 | 4 | 0840 | 26 | 0250 | |
| 17 | 1812 | 5 | 0931 | 27 | 0312 | |
| 18 | 1901 | 6 | 1021 | 28 | 0414 | |
| 19 | 1958 | 7 | 1116 | 29 | 0458 | |
| 20 | 2057 | 8 | 1208 | 30 | 0544 | |
| | | 9 | 1258 | 31 | 0631 | |

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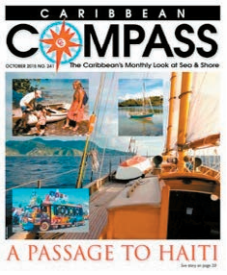

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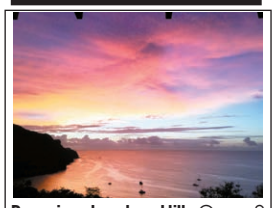
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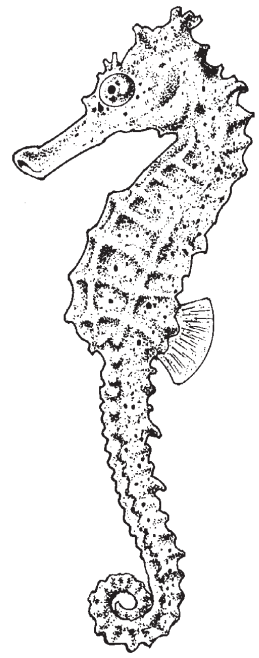
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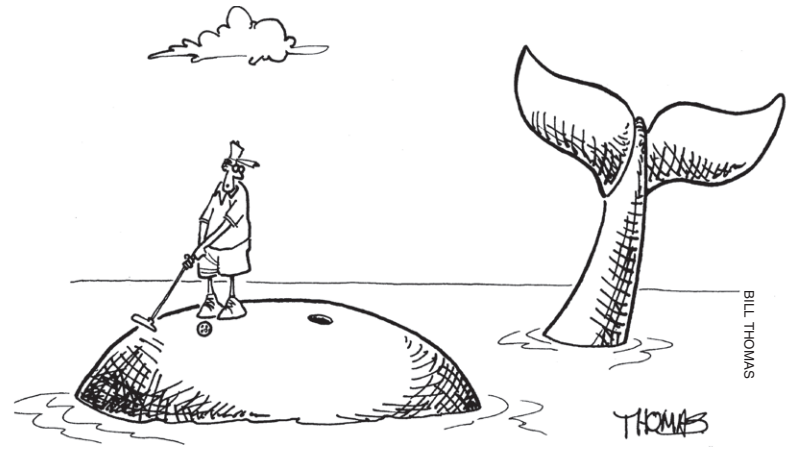
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MP = Market Place pages 36 - 37
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Published by Compass Publishing Limited, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago