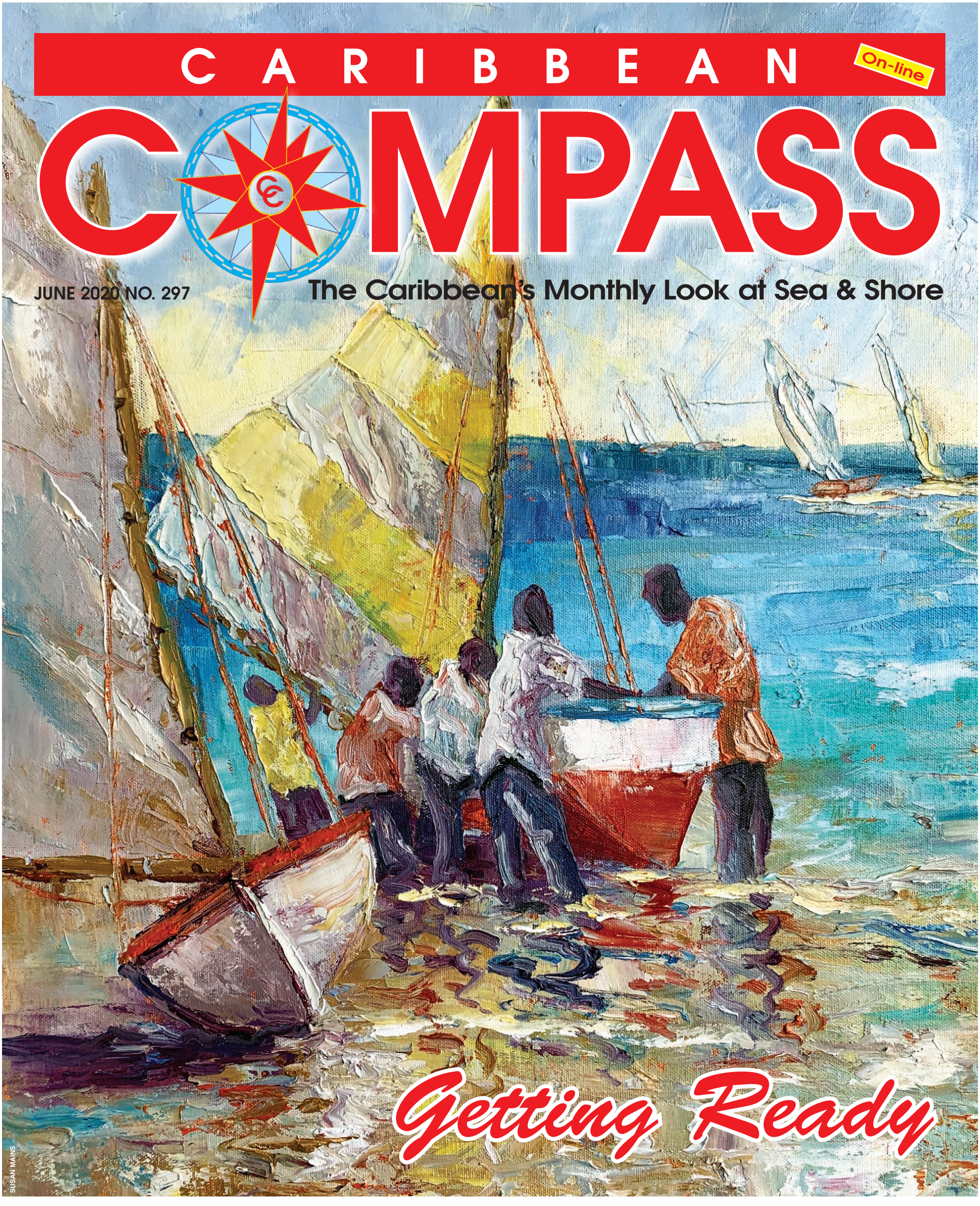
CARIBBEAN
On-line
COMPASS
JUNE 2020 NO. 297
The Caribbean's Monthly Look at Sea & Shore



SUSAN MAINS

Getting Ready



PURCHASING POWER

Thanks to our Purchasing Team we still have the highest STOCK LEVEL available, even during crisis time!

Carlijn
Supply Planner

BUDGET MARINE
The Caribbean's Leading Chandlery

www.budgetmarine.com

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

JUNE 2020 • NUMBER 297



JAN HEIN

Solo Row
Record-breaker in Antigua. ...13

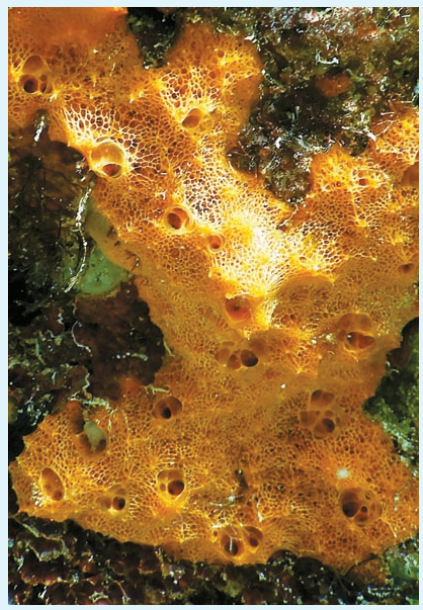
Creating Community
Sailors help out 14, 15



DAVID CAREY

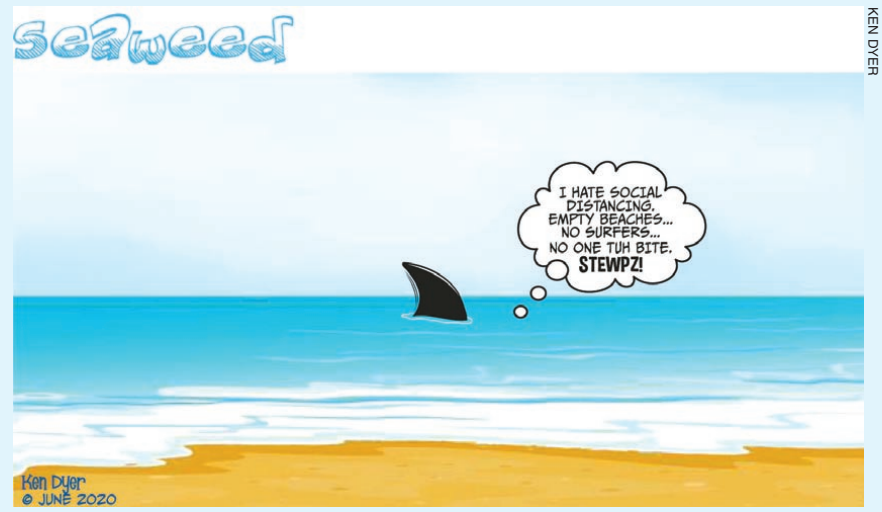
Island Hospitality
Why we love cruising 16

Weather Sources
Online and SSB forecasts...20, 21



DARELLE SNYMAN

Splendid Sponges
Snorkelers' favorites 30



KEN DYER

DEPARTMENTS

Info & Updates	4	Meet Marine Life	30
Business Briefs	6	Readers' Forum	32
Eco-News	8	Look Out For	33
Regatta News	10	Meridian Passage	34
Y2A	12	Calendar of Events	35
Book Review	26	Caribbean Market Place	36
Island Birds	27	Classified Ads	38
The Caribbean Sky	28	Advertisers Index	38

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, Anguilla, British West Indies.
Tel: (784) 457-3409, Fax: (784) 457-3410, compass@caribbeancompass.com, www.caribbeancompass.com

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

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.
We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity.

©2020 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

On the cover: This painting by Grenadian artist Susan Mains captures the anticipation felt when getting ready to sail. See more of her work at https://www.susanmainsgallery.com



Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

Selected Caribbean Cruisers' VHF Nets

Cruising guides, social media, happy-hour chitchat — these can all be good sources of information for sailors in the Caribbean. But often one of the best ways to get up-to-the-minute news on what's happening in individual anchorages is to tune in to the daily cruisers' VHF nets.

Here are some popular ones suggested by cruisers, organized from north to south. Don't see your favorite here? Drop a line to sally@caribbeancompass.com.

All times given are local.

- Bahamas, Nassau: 0715 hours, Ch-14
- Dominican Republic, Luperon: 0800 hours every Wednesday, announced on Ch-68 then switch to Ch-72. On Sundays, 0900 hours, Ch-72
- St. Martin/Maarten: 0730 hours, Ch-10 Monday through Saturday
- Antigua, Jolly Harbour: 0900 hours, on Ch-74 Monday through Saturday
- Antigua, English and Falmouth Harbours: 0900 hours, Ch-06 daily
- Antigua, Carlisle Bay: 0900 hours, Ch-72
- Dominica, Portsmouth: 0730 hours, Ch-72 daily (followed by another net Ch-72 in Spanish and French)
- Martinique, Le Marin/Ste. Anne: 0830 hours, Ch-08 Monday, Wednesday, and Friday
- Bequia: 0800 hours, Ch-68 daily
- Carriacou: 0730 hours, Ch-69 Monday, Wednesday and Friday
- Carriacou: German language net daily 0830 hours, Ch-71
- Grenada: 0730 hours, Ch-66 (International duplex mode) Monday through Saturday

  Note: If the 66 repeater is unavailable then listen on the alternate Ch-69 for this net. Please use your radio's high 25 watt power setting for this net.
- Trinidad, Chaguaramas: 0800 hours, Ch-68 daily
- Venezuela, Puerto La Cruz: 0745 hours, Ch-72 as available
- Colombia, Cartagena: 0900 hours, Ch-71
- Panama, Bocas Del Toro Emergency Net: 0745 hours, Ch-68 daily
- Panama, Colon from Shelter Bay: 0730 hours, Ch-77 daily

Thanks to cruisers for this information. As this issue of *Compass* went to press, it was correct to the best of our knowledge.

SSCA Trans-Atlantic SSB Cruisers Net

Glenn Tuttle reports: Four US-based FCC Coastal Maritime Stations have resumed operation of the SSCA Trans-Atlantic Cruisers Net. The net operates in concert with the long-standing Doo Dah Net, hosted by Dick Giddings, call sign KNC, on SSB frequency 8.152. It will transition to frequency 12.350 after about ten minutes to accommodate vessels farther at sea or depending on propagation. The net will precede Chris Parker's Marine Weather Center weather report at 1800 hours Eastern Time on 12.350.

The net controllers are Chris Parker (coastal license WCY, Lakeland, Florida), Dick Giddings (coastal license KNC, Dover, North Carolina), Jim West (coastal license KJM, Ellijay, Georgia) and myself (coastal license KPK, Punta Gorda, Florida).

Although this net is sponsored by the SSCA, all vessels are welcome, and are encouraged to help with relays since we cover such a large geographical area.

The purpose of the net is to pass emergency and priority traffic, as well as traffic related to safety and security particularly for vessels making long ocean passages. This net can assist with radio checks, float plans, telephone contact with family and friends, boat-to-boat relays, access to medical or mechanical professionals, internet searches, or any other assistance that we may be able to provide.

One thing we insist on is having a float plan, which you may find in PDF form at http://floatplancentral.cgaux.org/download/USCGFloatPlan.pdf. You must also have an alternate means of communication should the SSB propagation be poor or you are having radio issues. This float plan will not be disseminated to the US Coast Guard except in case of emergency. Float plans may be e-mailed to me at KPK@ssca.org to disseminate them to the other net controllers.

Your alternate means of communication must have the ability to send and receive e-mail or text messages via a satellite device, such as an Iridium Go, Inmarsat, Garmin In Reach, or even a SPOT, although the SPOT devices are usually unreliable in far-reaching areas due to the use of the inferior Globalstar Satellite system.

If you comply with these terms and agree to do your best to check in every day, we will be glad to accept your float plan. If we do not hear from you for two days in a row, we will assume you are in trouble and notify your family as well as the appropriate search and and rescue authorities.

Contact kpk@ssca.org for more information.

Grenada-Bound? Register Now

If you are on a boat and hoping to go to Grenada, don't forget to register at www.grenadalima.com. This is how the Marine and Yachting Association of Grenada (MAYAG) can anticipate how many boats want to enter the country and how they can communicate with you. If you aren't registered, you will not get in through the negotiations that have been held with government.

NOTE: If you registered prior to May 11th, you'll need to update your records. Contact grenadalima@gmail.com for details.

Crossing the Atlantic to Europe: Where Can I Stop?

Sue Richards reports: Where can boats stop when crossing the Atlantic these days? See www.noonsite.com/report/crossing-the-atlantic-to-europe-where-can-i-stop

We are all aware that the situation is changing constantly. The online report and Noonsite will be updated as and when updates and new information are received (and please do share anything more you may know). A revised PDF of the list will be generated periodically and linked to the report. This is so skippers can easily store/print the list to help them on their passage.

—Continued on next page



—Continued from previous page

And just because so many sailing and cruising plans are cancelled, it doesn't mean thinking about sailing and cruising is. Use this time to gain knowledge for future cruising, whether you're just starting to explore the idea or checking out where you want to go once travel restrictions are lifted! Noonsite has an abundance of information to keep you busy for months, whether it's reports from cruisers, news about what's going on in the world of cruising, tips and links from our cruising resources page, or simply country and port information for the next leg of your voyage.

Visit www.noonsite.com



WIKIPEDIA

Horta in the Azores is a popular mid-Atlantic stop for yachts. Find out the latest regulations at noonsite.com

Trinidad Association Advocates for Boaters

While Trinidad & Tobago's borders remain closed as this issue of *Compass* goes to press, the Prime Minister has set up a committee to chart a Road to Recovery post Covid-19, and the Yachting Association of Trinidad & Tobago (YSATT) has submitted a proposal to the government of T&T on behalf of boatowners who might wish to spend time or store their boats in Trinidad this summer. Further discussions are expected.

Visit http://membersonlymaxitaxi.com/corona-virus-information for more information.

Eight Bells

Grenadian yachtsman Raymond "Ray" Smith died on April 3rd at age 89.

A long-time member of the Grenada Yacht Club, Ray was among the first communications engineers in the region. During the late 1980s he was the adviser and chief negotiator for the Government of Grenada in the initiative to bring together the business interests of the Grenada Telephone Company and Cable & Wireless, leading to the establishment of the Grenada Telephone Company (Grentel), which he served as its first chairman. Grentel was the parent of what has is now known as FLOW.

The Caribbean Broadcasting Union named Ray into its Hall of Fame in 2017. In 2000 and awarded the Most Excellent Order of the British Empire.

Sailors Lend Helping Hands

While being stuck in various Caribbean ports during the Covid-19 lockdowns, cruisers and sailing-related organizations throughout the region found ways to help both one another and local communities. These ranged from Congreso-authorized GoFundMe accounts to help residents in Guna Yala, Panama, to distributing grocery hampers ashore and afloat in St. Maarten/St. Martin.



K1 BRITANNIA FOUNDATION

In St. Maarten, the K1 Britannia Foundation's Disaster Relief & Crisis Team assisted government efforts by managing the loading, unloading, inventory and packaging of relief supplies.

One example is the good work going on amid sailors hunkering down in Culebra's Ensenada Honda. Recognizing the financial hardship that the community has gone through and will continue to be challenged by in the months ahead, a group of sailors in Dakity have started a non-profit arrangement utilizing Alma.app to ask for and pass along donations to the Culebrense community (see https://alma.app/funds/sailors-for-culebra). According to Walter from *S/V Gryphon* and Phil from *S/V Parallax*: "The cruising community has always been welcomed in Culebra and made up an important part of their wonderful hospitality economy. A fund will allow us to continue to support Culebra in these trying times. The chosen nonprofit, Fundación De Culebra, has a visible track record and has supported other Culebrense non-profits. We didn't want to dilute the effort between too many non-profits. This fund is primarily set up to leverage the impact of the donations from the cruising community."

Kudos to everyone reaching out a helping hand as the Caribbean navigates the Covid-19 Sea!

See related stories on pages 14 and 15.





BUSINESS BRIEFS

How to Support Caribbean Businesses

Everyone is looking forward to getting the wind back in their sails, and businesses in the Caribbean look forward to being ready for you when the time comes. We can help each other through the doldrums.

If stores are closed:

- Purchase items online from chandleries for delivery.
- Buy gift cards or vouchers from your favorite shops and restaurants.
- Make a wish list.

If stores are open:

- Observe business days and hours.
- Practice sanitation and social distancing.
- Don't visit stores if you're not feeling well.

Caribbean businesses support the yachting community — please support them.

Budget Marine Island Updates

Thierry Vigneron reports:

• Bonaire is still one of the lucky islands. Our only two Covid-19 cases have long ago recovered with no further spread. Budget Marine Bonaire has been able to serve clients continuously throughout these difficult times. We have maintained our normal hours while practicing safe distancing and extreme cleaning procedures. For those who prefer to be more cautious, orders can be prepared in advance for a "no contact" pick up. With most suppliers still operating and the shipping department in St. Martin doing a stellar job, we are able to maintain our inventory and quickly fill special orders.



• Trinidad's "Stay at Home" measure is still in effect as this issue of *Compass* goes to press. We are awaiting further updates from the government as to a reduction in restrictions.

• Our St. Maarten store in Cole Bay is open, Monday through Saturday, 8:00AM to 5:00PM. Senior citizens, pregnant ladies and persons with children under 10 years will be served with priority. Please observe social distancing and wash hands before entering the store.

We can also deliver orders by land and sea to both sides of the island, Monday through Friday. Free delivery with purchases over US$75.

• Antigua's Budget Marine locations are all open from 8:00AMto 4:00PM, Monday to Friday. On Saturdays, our Jolly Harbour store is open from 8:00AMto 4:00PM, our English Harbour store is open from 8:00AM to 2:00PM, and our North Sound store is closed.

• Grenada's Budget Marine in St. George's is open Mon - Fri (8:00AM to 4:00PM) and Saturday (9:00AM to 2:00PM)

Please check back with us during June as measures might be eased or lifted.

Visit budgetmarine.com and see ad on page 2 for more information on Budget Marine.

Get Your Engine Serviced Now

The Parts and Power team reports: As you all know, hurricane season is here, officially commencing on June 1st. However, due to the Covid-19 global pandemic, we at Parts & Power are aware that hurricane season preparedness might have slipped to the back of some people's minds.

Because of the economic effect of Covid-19, we highly recommend you get your diesel-powered equipment serviced and purchased as soon as possible, since manufacturing shortages are happening worldwide. Now is the time to schedule your engine for maintenance.

Perkins is the best-supported and best-serviced diesel engine in the Caribbean. They are reliable and keep functioning, even in the harshest of conditions.

We remain committed to assist as many customers as we can and strive to give the best prices available. Especially during this difficult time for everybody, Parts & Power is here to help.

Visit www.partsandpower.com for more information.

Cartagena Looks Forward to Welcoming You

Although the bay of Cartagena, Colombia, is still closed to new arrivals as this issue of *Compass* goes to press, Club de Pesca Marina is now accepting slip rentals beginning on June 15th.

Visit www.clubdepescamarina.com for more information.

Dream Yacht Charter's New USVI Base

Dan Lockyer from Dream Yacht Charter reports: We're pleased to announce the opening of our new Caribbean base at Compass Point Marina, St. Thomas, US Virgin Islands, in partnership with Virgin Islands Yacht Charters.

Compass Point Marina is located in Benner Bay, which provides a quiet and calm overnight for our charter guests. Customers will be able to choose from monohulls and catamarans for bareboat and skippered yacht charters.

Dream Yacht Charter founder and president Laïc Bonnet says, "St. Thomas is an important base for us in the Caribbean and we welcome the new partnership. The natural splendor of the USVI is often overlooked, but now guests can experience this special part of the world, in addition to the BVI."

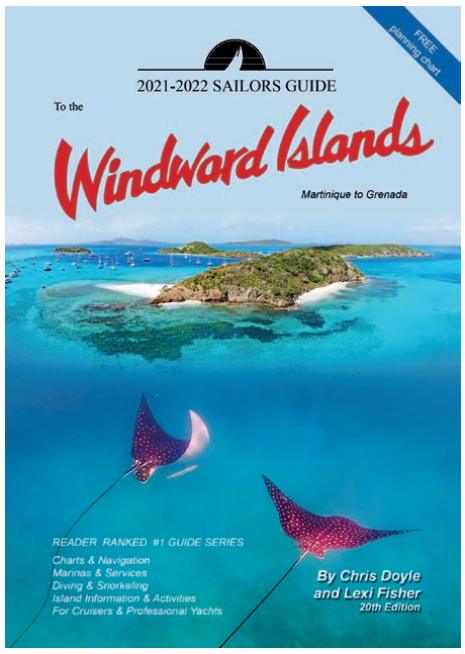
Visit www.dreamyachtcharter.com for more information.

—Continued on next page

—*Continued from previous page*

Cruising Guide to the Windward Islands Updated

Lexi Fisher and Chris Doyle are happy to inform readers that they continue to work on updating the new issue of the *Cruising Guide to the Windward Islands* and anticipate that the 2021-2022 edition will be found on shelves by the end of the year. They thank individuals and local communities for their help and efforts in this unprecedented time, and their readers for their continued support of both the cruising guide and the local economies.



Visit www.doyleguides.com and see ad on page 17 for more information.

Grenadines Sails Remains Open

Grenadines Sails in Bequia would like its customers to know that they are open and have been open throughout the Covid-19 pandemic. Hours of operation are Monday through Thursday from 8:00AM to 5:00PM and Fridays from 8:00AM to 4:00PM. Grenadines Sails is located at O'Car Reform, next to Sailor's Cafe.

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

Mac's Pizza in Bequia Reopens

Also in Bequia, Mac's Pizza and Kitchen is now open for take-away only, with a limited menu that includes pizza, wings and burgers. The menu will gradually be adding back additional items. Although there is no table service, you can enjoy your take-away on the patio if you like, with safe spaced seating in super-clean surroundings. The bar is open for patio customers.

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

Regional Distilleries Versus Covid-19

The West Indies Rum & Spirits Producers' Association (WIRSPA) reports: Caribbean rum producers have modified their production lines to help fight the Covid-19 pandemic by producing alcohol and hand sanitizer and donating sanitation products. Some of the initial actions taken by WIRSPA member-producers include:

- Angostura in Trinidad & Tobago re-directed one of its product lines towards the creation of 70,000 bottles of sanitizing liquid, donated to frontline workers, community-based organizations working with senior citizens' and children's homes, and prisons.
- Antigua Distillery in Antigua & Barbuda supplied 4,300 liters of 70-percent alcohol to produce hand sanitizer and disinfectant and made donations to emergency and essential workers in Antigua and Barbuda.
- Casa Brugal in the Dominican Republic provided hospitals and public centers with 150,000 liters of 70-percent denatured alcohol, donated through the National Health Service.
- Demerara Distillers in Guyana donated 12,000 liters of alcohol-based sanitizing cleaner to senior citizens' homes, orphanages, night shelters, and prisons. 254 five-gallon bottles were given to the Health Emergency Operation Centre for distribution to health centers, public hospitals, post offices, and police stations.
- Grenada Distillers produced 1,200 cases of sanitizing solution, made available to all supermarkets and pharmacies, with free distribution to senior citizens' and children's homes. Sanitizer was also donated to the public transport/bus association, traffic department, prison, and other law enforcement entities.
- J. Wray and Nephew in Jamaica donated 50,000 liters of high-strength alcohol and 20,000 liters of hand sanitizers to the national health service and provided hand sanitizers to first responders, children's homes, and infirmaries.
- Mount Gay Distilleries in Barbados donated 2,000 bottles of hand sanitizer (WHO formula) to health officials and 28,000 bottles for community outreach.
- National Rums of Jamaica ramped up production to ensure all excess capacity can be utilized to produce alcohol for denaturing, to supply to local manufacturers and the government for sanitization products. 10,000 liters of 95-percent denatured alcohol was donated to the National Health Fund.
- Ron Barceló's first donation of 32,000 liters of 75-percent ethyl alcohol was distributed to 12 hospitals across the Dominican Republic. 100,000 units of sanitizing hand gel went to the general population.
- St. Lucia Distillers has produced a 70-percent ABV rubbing alcohol sanitizer. 20,000 bottles were donated to schools, the police and fire departments, and to homes for the elderly.
- St. Vincent Distillers Ltd. produced Mt. Bentick's Hand Sanitizer, a disinfectant solution following the WHO's guidelines. 13 cases were donated to the country's first responders, health care workers, police station, clinics, and hospitals.
- Suriname Alcoholic Beverages NV made donations of 10,000 hand sanitizers to the Public Health Agency and other government institutions. Ready-to-use disinfectant alcohol is being sold at cost to local businesses active in the sale and distribution of hand sanitizers and detergents.
- Travellers Liquors in Belize reconfigured its distillery and packaging facility into a production center to manufacture alcohol-based hand sanitizer following the WHO's formula. 4,800 liters were donated to the public hospital, senior citizens' homes, and the Customs and Police Departments.
- West Indies Rum Distillery in Barbados donated 55-gallon containers of hand sanitizer to the Barbados Government for use at fire stations, Covid-isolation centers, and the Customs Department. It ramped up production to meet increased demand from pharmacies, supermarkets, and companies that produce retail products with surgical alcohol. Alcohol is also exported to neighboring Caribbean countries.
- Westerhall Estate Ltd. in Grenada shifted from rum to the production of hand sanitizer. 14,000 bottles were donated to prisons, medical facilities, police stations, and assisted living homes.

Visit www.wirspa.com for more information.



Wash up for sundowners! Caribbean distilleries have diversified their alcohol-based offerings to meet the demands of the times.

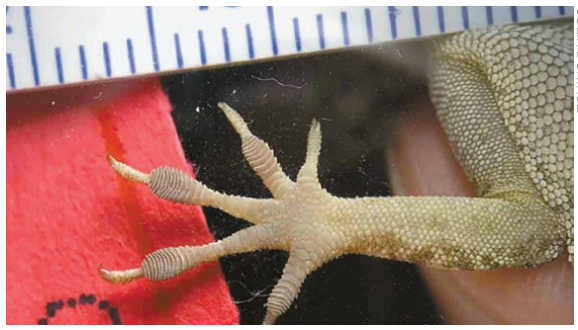




Caribbean ECO-News

Are Hurricanes Affecting Caribbean Evolution?

An article by Joshua Sokol in the April 27th edition of *The New York Times* reported that a new study of lizards in Caribbean countries struck by hurricanes suggests that cataclysmic weather can reshape entire species.



COLIN DONIHUE

Lizards with larger toe pads seem to be more common in areas that have been hit by numerous storms.

Sokol reports that two years ago, Colin Donihue, a biologist, released a study along with a series of videos. The videos showed Caribbean anole lizards flailing in the wind from a leaf blower, holding on to a stick for dear life. No anoles were harmed. But by proving how a lizard would try to survive hurricane-force winds with sheer grip strength, those experiments led Dr. Donihue, now at Washington University in St. Louis, and a team of other researchers to a profound suggestion: Extreme weather events may bend the evolutionary course of hundreds of species.

A paper published in the Proceedings of the National Academy of Sciences offers deeper evidence of their earlier findings. Across Central and South America and the Caribbean islands, scientists found that lizards with larger toe pads seem to be more common in areas that have been hit by numerous storms in the last 70 years. That suggests that severe but fleeting cataclysms don't just leave lasting scars on people and places, they also reshape entire species.

Read the full story at www.nytimes.com/2020/04/27/science/lizards-hurricanes-toes.html

Local Knowledge Key in Seabird Conservation

After a year of consultation with local stakeholders, the non-profit organization Environmental Protection in the Caribbean (EPIC) has released the "Community-based Conservation Management Plan for the Seabirds of the Transboundary Grenadines Archipelago" — a major milestone for breeding seabirds throughout the entire Caribbean.

"The Grenadines harbor regionally and globally significant numbers of nesting seabirds yet face many threats which must be addressed to stop declines in their populations," noted lead author Juliana Coffey. Seabirds are the only type of animal to rely on water, land, and sea for survival, meaning they are impacted by a broad array of human activities. These impacts are further magnified when they migrate across different lands and borders with varying laws and practices.

—Continued on next page

BRIAN FISHER



A Red Footed Booby and chick in the Grenadines.



—*Continued from previous page*

Given the scope of issues, a management plan was needed to provide clear direction and path forward to ensure seabirds remain part of the natural and cultural landscape for generations to come. The EPIC team met with over 100 stakeholders, including fishers, tourist industry representatives, government and academia, to ensure that diverse viewpoints were included when developing action items for the plan.

The document provides comprehensive background information not previously compiled in one document. Included are profiles of each seabird species found to nest in the Grenadines, descriptions of the islands where they are found, and the legislation relevant to protecting wildlife and habitats. Nesting islands are home to a variety of plants and wildlife facing some of the same threats as seabirds; therefore, the biodiversity of the region is described as well to illustrate the overall conservation value of protecting seabirds and their habitat.

The action items are divided into four sections: Research, Management, Education and Outreach, and Monitoring and Enforcement. Research is needed to understand how seabird populations are changing and which types of habitat they need for nesting and feeding. Priority management actions focus on reducing imminent threats, such as seabird harvest, invasive species, disturbance and habitat destruction (e.g. through fires and development). Education and awareness campaigns and programs regarding seabirds and their islands habitats are essential to the success of any conservation work while enforcement of existing legislation will protect these vulnerable species.

This project received the generous support of the United States Fish and Wildlife Service and United States Agency for International Development.

Visit epicislands.org for more information.

Hydrogen-Powered Vessel Reaches Martinique

On April 21st, *Energy Observer*, the first hydrogen-powered vessel using renewable energies, docked in Fort-de-France, Martinique, after her first transatlantic passage. The vessel travelled from Saint-Malo, France, a journey that took just over 30 days.

According to captain Victorien Erussard, "The boat has just covered over 9,000 kilometres entirely self-sufficiently, with no possibility of any technical pit-stops due to the general lockdown. Crossing the Atlantic with this floating laboratory sends a powerful message to the decision-makers as it demonstrates the supreme reliability and resilience of our low-carbon systems. We can and must switch the energy model. Massive investment for economic recovery is needed to enable us to build a whole new world, which no longer involves fossil fuels."

ENERGY OBSERVER PRODUCTIONS



The vessel posted an average speed of over six knots, despite adverse weather at the start of the course. With a combination of solar panels, two automatic propulsion wings, and variable-pitch propellers, the hydrogen system allowed irregularities in the amount of sunshine or wind to be compensated for, providing regular performance whatever the conditions.

Visit www.energy-observer.org for more information.

Marine Microorganisms Used to Detect Covid-19

Microbes discovered at extreme ocean depths are being used to develop rapid testing to detect the presence of Covid-19. Deep-sea hydrothermal vents harbor diverse microbes whose enzymes can be used in diagnostic tests, such as the ones to detect the novel coronavirus and other pandemics like AIDS and SARS.

Microbiologists from the Woods Hole Oceanographic Institute (WHOI) discovered the microbes off the Adriatic in 1986. The research, published at the time in the *Journal of Applied & Environmental Microbiology*, continues to be of interest today as the ocean is a valid ally against the novel coronavirus.

The test being used to diagnose the novel coronavirus and other pandemics was developed with the help of an enzyme isolated from a microbe found in marine hydrothermal vents as well as freshwater hot springs. "We've found marine microorganisms that produce antimicrobials — basically chemical weapons that help them fight off other organisms, and molecular mechanisms that help them resist viruses," says Virginia Edgcomb, a WHOI microbiologist.

With enzymes recovered from the microbes, it became possible to make millions of copies of a single DNA sequence in just a few hours, essentially upgrading geneticists' tools from carbon-copy paper to state-of-the-art Xerox machinery. A technique using these enzymes, termed DNA polymerases, as well as enzymes isolated from viruses, now makes it possible to quickly test for viruses, including coronaviruses like SARS (avian flu) and Covid-19.

This underscores why humankind should strive, now more than ever, to protect the ocean, rather than suffocate it with waste and plastic.

Visit www.whoi.edu/news-insights/content finding-answers-in-the-ocean for more information.



Power Boats
"the Place for Yachts"



AT LAST!

• AFTER YEARS OF DEVELOPMENT, A TRAILER DESIGNED SPECIFICALLY TO HAUL CATAMARANS
• CRADLES CATAMARANS SECURELY AND GENTLY WITH INDIVIDUAL SLINGS UNDER EACH BOW
• NO INWARD SQUEEZING OF HULLS LIKE ON MARINE SLING HOISTS
• HYDRAULICALLY OPERATED AND INFINITELY ADJUSTABLE
• EASILY LIFTS CATAMARANS FROM 34 TO 60 FEET LOA WITH WEIGHTS UP TO 25 TONS

"This trailer launched my catamaran, Ti Kanot, in 2002. It has hauled us every year since. It is a wonderful and gentle way to come up on land." –Chris Doyle, Author of Caribbean Cruising Guides



FOR A VERY
COMPETITIVE QUOTE
PLEASE CONTACT:
POWER BOATS LTD
TRINIDAD
Tel: (868) 634-4303
Fax: (868) 634-4327
Whatsapp: (868) 327-4654
Email: pbmfl@powerboats.co.tt
Website: www.powerboats.co.tt



REGATTA NEWS

Liquid Wins CSA Traveller's Trophy 2020

The Caribbean Sailing Association (CSA) has announced that the CSA Traveller's Trophy for 2020 has been won by Pamala Baldwin's Antigua-based J/122, *Liquid*. Although the racing season was cut short due to the worldwide Covid-19 pandemic, *Liquid* had already earned a class win in CSA 1 at Grenada Sailing Week, a second place in CSA 2 in the RORC Caribbean 600, and a second in CSA 3 at the St. Maarten Heineken Regatta.

To qualify for the trophy, a boat must participate in minimum three regattas, of which at least one is in an "away" island and at least one is a major event. Boats accumulate points so that by season's end an overall winner emerges. Final totals are assessed at Antigua Sailing Week, where the winner is announced and the trophy awarded at the final awards presentation, if the winner is in Antigua.

As Antigua Race Week didn't take place this year, CSA president Alison Sly-Adams delivered the good news by phone. Baldwin said, "I'm so happy to win this for the second year. Skipper Jules White and I, and the rest of the crew, came together well at the start of the season. We were confident without being complacent and had high hopes, so we are delighted to hear that we won. I'm already looking forward to the 2021 season and seeing if we can make it a hat-trick."

The CSA Traveller's Trophy has been awarded for over 20 years to honor excellence in Caribbean yacht racing performance as well as effort in terms of traveling to regattas outside one's home island.

Pamala Baldwin is among a long list of trophy winners, including many famous Caribbean sailors and those based in the region for the season, such as Jamie Dobbs, John Foster, Hugh Bailey, Bernie Evan-Wong, Dougie Myers, Tom Hill, Scott Ledbetter, Andrew Burke, Jaime Torres, Carlo Falcone, Mark Chapman, Tim Kimpton, and Sandy Mair, creator of the award.

PAUL WYETH



The mission of the CSA is to promote sailing within the region and to present Caribbean sailing to the world. The CSA also administers rating rules to provide a simple and fair handicap system for racing. Additionally, the CSA serves as a forum for yacht clubs, regattas, sailing organizations, and sailors to coordinate interests and events, exchange ideas and best practices, and combine voices to achieve broader exposure to the international community.

Visit www.caribbean-sailing.com for more information.

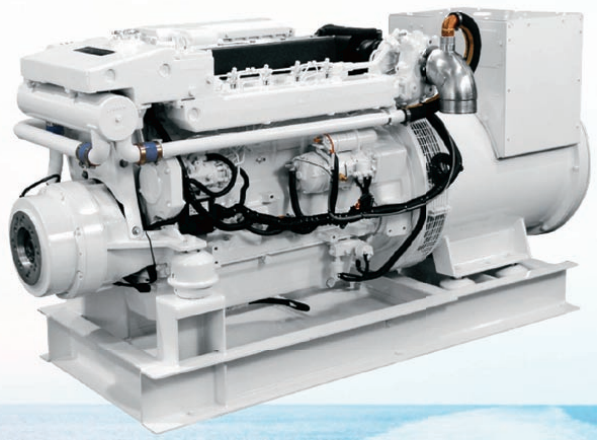
—Continued on next page

NORTHERN LIGHTS

COMPLETE SOLUTIONS FROM A TRUSTED MANUFACTURER

TECHNICOLD
MARINE AIR CONDITIONING & REFRIGERATION

Antigua
Marine Power Services
268-460-1850
British Virgin Islands
CRC Engines & Fabricating
284-499-7128
Marine Maintenance Services Ltd.
284-542-2413
tim@mmsvg.com
Grenada
Grenada Marine
473-443-1667
Palm Tree Marine
473-443-7256
Guadaloupe
Fred Marine
+590-590-907-137
Martinique
Inboard Diesel Service
+596-596-787-196



With Northern Lights generators YES! You *can* have it all

High Reliability, Amazing Durability and Maintenance Simplicity combine to ensure your onboard power requirements are always met. Coupled with super-silent capability and a region-wide Caribbean service network, it's easy to see why with Northern Lights generators, yes, you can have it all.

St Lucia
Marintek
758-450-0552
St Maarten
Electec, NV
+1-721-544-2051
St Martin
Caraibes Diesel Services
+590-590-870-373
Trinidad
Dockyard Electrics Ltd
868-634-4272
US Virgin Islands
Import Supply
340-774-1679
Coral Bay Marine
340-776-6665

CARIBBEAN-WIDE DEALER NETWORK

www.CaribbeanNorthernLights.com
284-494-2830 info@partsandpower.com

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

—Continued from previous page
ON THE HORIZON

First Entry for 2021 Caribbean Multihull Challenge

Steve Burzon reports: On an uncharacteristically quiet April Saturday in locked-down St. Maarten, Petro Jonker, chair of the Caribbean Multihull Challenge (CMC) steering committee, told me that his friend Rick Warner plans to sail *Areté* from his home port in



The ORMA 60 Areté *on a practice run along the shore of Lake Michigan in 2019.*

Detroit, Michigan, to compete in the third annual CMC, scheduled on the first weekend of February. *Areté* will be the first entry for the 2021 regatta and for the event's new Caribbean 60 Mile Multihull Sprint.

Areté is an Orma 60 trimaran, designed by Marc Lombard and built of carbon fiber with a Nomex core in France in 2002. Rick bought her in 2015 and sailed her from France to the Great Lakes in the US, where she set most offshore race records by hours. This summer, the *Areté*/The Coral Project team led by Rick and David Norton will attempt to beat the Chicago to Mackinac World Sailing Speed Record and promote The Coral Project.

The Coral Project is sponsoring *Areté* to bring awareness to actions that are saving coral reefs in the Caribbean and around the world. With a global group of partners, it works to support the planting and growth of resilient coral in the Caribbean and elsewhere. Their mission is to help save coral reefs worldwide in a "Race Against Time." With 90 percent of coral expected to die by 2050, they believe the time to act is now. Coral is crucial for a healthy ocean and Rick, David, and their partners are committed to educating and making a difference for the future. Rick says, "Not only are we racing against actual time for the world sailing speed record, we are racing against time to save the world's corals."

Plans to integrate the three-day CMC and its 60 Mile Sprint with features of The Coral Project will be announced soon. Anything we can do to support this project will be good for our oceans, our sailors, and our event. We can raise funds via the sale of project merchandise and we can create world-wide interest via joint promotions with competitors and sponsors. Stay tuned for the details!

Visit https://thecoralproject.com and www.smyc.com/caribbean-multihull-challenge for more information.

YOUTH SAILING NEWS

SMYC Welcomes New Youth Instructor

Dutch sailor Nils Jannichsen arrived in St. Maarten in February to help with the Sint Maarten Yacht Club's youth sailing program. He says, "I learned sailing when I was seven years old and by the time I was eight, I was allowed to cross the Maas river on my own. The J/24 turned me international, as I sailed and organized J/24 Worlds and Europeans. Giving people, especially youth, experience with sailing motivates me."

Nils continues, "During the New Year's reception at my sailing club in the Netherlands, I received a WhatsApp message asking if I was available for a Skype job interview and shortly thereafter, we finalized the contract. Before I knew it, I had sold my beloved J/24 and got on a plane towards a new adventure. Arriving on St. Maarten was incredible. Two hours later, I was at the Yacht Club enjoying my first drink.

"The following day, I taught my first sailing lessons. After five days of teaching, we started preparations for the St. Maarten Heineken Regatta. That fun event was followed by only one more lesson, before we had to close due to the Covid-19 pandemic. Currently, we are creating and researching online materials for the yacht club and sailing school. We will continue online Zoom-meetings with the students to keep the sailing classes going and the contact warm."

Nils concludes, "I think, I hope, I will teach a lot of children that sailing and races are fun things to do. If you have direct questions, I am available via e-mail at sailingcoach@smyc.com."



yacht-transport.com

All-inclusive Yacht Transport

Book your DYT TIME now

MEDITERRANEAN ► US EAST COAST			
Palma de Mallorca	-	Ft. Lauderdale	Mar 2020
Genoa	-	Ft. Lauderdale	Apr 2020
Genoa	-	Ft. Lauderdale	May 2020
Taranto	-	Ft. Lauderdale	Aug 2020
Palma de Mallorca	-	Ft. Lauderdale	Sep 2020
Genoa	-	Ft. Lauderdale	Sep 2020
Palma de Mallorca	-	Ft. Lauderdale	Oct 2020
Genoa	-	Ft. Lauderdale	Oct 2020
Palma de Mallorca	-	Ft. Lauderdale	Nov 2020
Genoa	-	Ft. Lauderdale	Nov 2020

MEDITERRANEAN ► CARIBBEAN			
Genoa	-	St. Thomas	Apr 2020
Palma de Mallorca	-	St. Thomas	Oct 2020
Palma de Mallorca	-	Le Marin	Nov 2020
Genoa	-	Le Marin	Nov 2020

US EAST COAST ► CARIBBEAN			
Ft. Lauderdale	-	St. Thomas	Nov 2020

CARIBBEAN ► US EAST COAST			
St. Thomas	-	Ft. Lauderdale	Mar 2020
St. Thomas	-	Ft. Lauderdale	May 2020
Le Marin	-	Ft. Lauderdale	Nov 2020
Le Marin	-	Ft. Lauderdale	Dec 2020

US EAST COAST ► MEDITERRANEAN			
Ft. Lauderdale	-	Palma de Mallorca	Mar 2020
Ft. Lauderdale	-	Genoa	Apr 2020
Ft. Lauderdale	-	Genoa	May 2020
Ft. Lauderdale	-	Palma de Mallorca	May 2020
Ft Lauderdale	-	Taranto Italy	May 2020
Ft Lauderdale	-	Genoa	Sep 2020
Ft Lauderdale	-	Genoa	Oct 2020
Ft Lauderdale	-	Palma de Mallorca	Oct 2020
Ft Lauderdale	-	Palma de Mallorca	Nov 2020

CARIBBEAN/US EAST COAST ► SOUTH PACIFIC			
Le Marin	-	Papeete, Brisbane, Auckland	Nov 2020
Ft. Lauderdale	-	Papeete, Brisbane, Auckland	Nov 2020

CONTACT US
E: dyt.europe@yacht-transport.com
T: + 1 954 525 8707 (USA)
T: + 377 977 075 35 (EU)
T(toll free): + 1 888 744 7398

MARTINIQUE AGENT
Marie-Eugénie Kieffer
M: + 596 696 25 08 56
E: marie-eugenie@douglasyachtservices.fr

DYT
SUPER YACHT TRANSPORT
MEMBER OF SPLIETHOFF GROUP

Trinidad, Part II: The Dinghy Sailing Scene

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

"Is TTSA still using the MR15s?" I asked. I had written about these boats in the February 2017 issue of *Compass*. I was told that TTSA (Trinidad & Tobago Sailing Association) is now called TTYA (Trinidad & Tobago Yachting Association) and that in addition to MR15s, old and new class boats are in the fleet.

Kathryn Christopher, featured in last month's Y2A, elaborates: "Trinidad's large Optimist fleet is due to having hosted the Optimist North American Championships. The government purchased most of the boats shipped in for the event at a steep discount. Optimists introduce children to sailing and racing. Around 15 young sailors vie for opportunities to compete in world championships and regional events every year. This year we introduced an Optimist Green Fleet to the Trinidad National Championships. Only open to first-time competitors, this fleet's race course is simple but fun to encourage children to give racing a try. In the future, we'd love to have young sailors from neighbouring island nations join us for a bit of fun on the water."

Despite the name change, TTYA's commitment to youth sailing development is evidenced on their ttsailing.org website. Kathryn gives us the big picture of TTYA's success in cultivating youth sailors: "In 2016, Team TTO (Trinidad & Tobago) won the Nation's Cup at the Caribbean Dinghy Championships (CDC) held in St. Maarten. This secured 2017 hosting duties for Trinidad, presenting a unique opportunity to showcase our locally produced MR15s as the designated double-hander boat for the event. Thus began the difficult work of coordinating usage with owners and refurbishing the fleet.

"At our 2017 National Championships, seven MR15 teams vied for the honour of representing TTO at the CDC we were about to host. Stephen Phillip and Simon Mungal secured that victory. It was a rekindling of interest in the boats as an option for team-oriented sailors."

According to James Arrindell of the TTYA Dinghy Committee, "The MR15 is the closest boat in Trinidad & Tobago to the RS Feva used in the 2018 and 2019 Caribbean Dinghy Championships hosted in Antigua. Having no RS Fevas in our fleet, TTYA offers training for the CDC in MR15s."



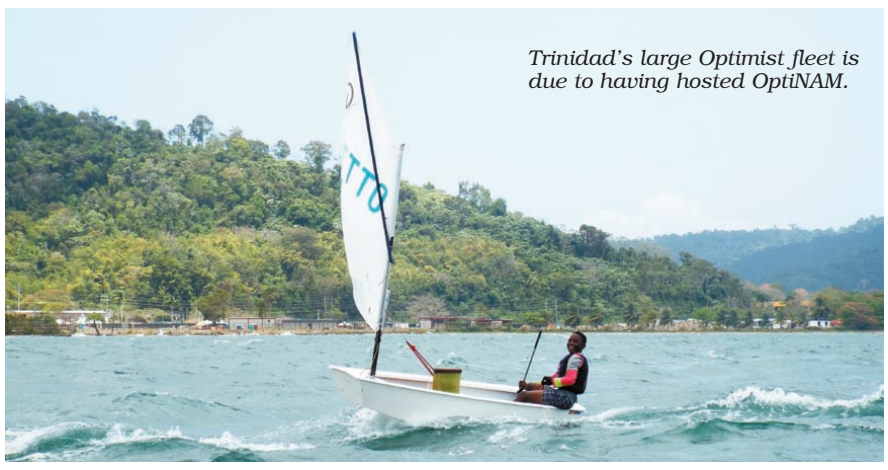
TTYA offers training for the Caribbean Dinghy Championships in MR15s.

KATHRYN CHRISTOPHER

Annually, the CDC classes include Optimist, Laser, Laser Radial, and a double-hander class designated by the host country depending on their pre-existing fleet. For example in 2016, St. Maarten used their RS Ventures, and in 2017 Trinidad used MR15s.

Kathryn says, "I remember teams flying into the host country one or two days early to get practice time on any unfamiliar boats, and the excitement gained from diversifying their skill sets. But the immediate regional success of more champion Trinidadian sailors was not to be. The 2017 hurricane season was quite harsh to our Caribbean neighbours and [funding to get sailors to] the CDC was quickly traded for relief drives.

"Local sailors remain entranced by MR15s but, unfortunately, resources are limited. Until regional interest warrants local parts production, any replacement of damaged parts requires custom manufacturing in the UK. MR15s are individually owned and lent to TTYA; some owners are understandably reticent about loaning their boats to young sailors. Nonetheless, three boats are consistently made available to train teams for regional competitions.



Trinidad's large Optimist fleet is due to having hosted OptiNAM.

"Having had the opportunity to sail on the Feva while attending the 2019 World Sailing Scholarship program, I can advocate for it as an excellent boat to introduce the asymmetric spinnaker to double-hander teams at the lower high school level. The Feva's simple, lightweight design makes it easy for shorter, lighter teens to manage. It is recommended as the first step toward Olympic double-handed skiff sailing, followed soon thereafter by the 29er, 49er FX, and, for the males, the 49er. However, one of our teams has taken a different approach.

"In pursuing dreams of competing at the 2024 Olympics in the 49er class, Simon and Stephen noticed similarities between the MR15 and the 29er. This prompted them to use the MR15 as a stepping-stone to the 49er FX in lieu of the less accessible 29er. The primary difference between the MR15 and the 29er is the latter's extended trapeze platform and self-tacking jib. With two years of 49er FX training now under their belt, the transition was eased thanks to simultaneous sheeting and trapezing skills developed aboard the MR15.



The primary difference between the MR15 and the 29er is the latter's extended trapeze platform and self-tacking jib.

"Trinidadian Olympic sailor Andrew Lewis secured Club 420 (C420) donations from Sail Maine. Including C420s within Vessigny and Point Fortin sailing schools, our fleet totals 17. Currently without spinnakers and trapezes, we hope to equip these soon to ready our sailors for competition at the Orange Bowl International Youth Regatta in Florida, where they might attain scholarships to North American colleges. Additionally, C420s provide local Sea Scouts opportunity to compete in Scout regattas abroad," Kathryn concludes.

From Regional to International Regattas

Racing regionally and internationally carries a heavy price tag. For Andrew Lewis's Olympic campaign, a foundation was set up to gather funding. With the ever advancing pursuit of speed, Olympic classes now include the likes of highly technical, highly expensive classes such as 29er and 49er FX.

Kathryn adds, "On the international scene, two-time Olympian Andrew Lewis secured a Bronze medal in Italy's 2019 Genoa Regatta. Sailing Laser Radial, Kelly-Ann Arrindell fought valiantly to qualify for this year's Olympics despite nursing a number of injuries."

Trinidadian Olympic sailor Andrew Lewis secured Club 420 donations.

According to Kelly-Ann's father, James, "Having funded most of my daughter's Laser Radial Olympic attempt, I know that to do a 49er campaign would be a huge sum of money. Unlike the Laser, 49er rental boats are not in the range of the Laser, and a four-year plan would be over US$1 million. The TTYA focuses on the Laser as a viable Olympic class boat since it can be raced in regional Olympic qualifiers (PANAM and CAC games) which assist in attracting corporate and government sponsorship funding."

Kathryn notes, "The Caribbean Dinghy Championships remain a regional focus. Airfare is an impediment to greater regional racing participation. Schoelcher's annual Sailing Week each February in Martinique provides high class racing opportunities at reduced cost.

"Competing at the Caribbean Dinghy Championships remains a regional focus. However, travel costs often impede the ability of Caribbean island youth to attend regional sailing regattas. This is a barrier which Schoelcher Sailing Week has successfully addressed, and we hope to as well. Last year Kevin Banfield of the Grenada Sailing Association and I came up with the idea of hosting dinghy regattas and training camps in conjunction with regularly occurring Caribbean keelboat regattas. For example, what about a weekend regatta immediately before or after January's Grenada Sailing Week? If youth help deliver keelboats to Grenada, travel costs are reduced and youth learn about keelboat racing. We'd hoped to test this approach at the ANR Regatta in Tobago but it was cancelled due the Covid-19 pandemic.

"St. Barths had similar plans to host dinghy races alongside the St. Barths Bucket Regatta but all was cancelled due to the pandemic. Still, it is comforting that others hold similar ideas," Kathryn concluded.

St. Thomas Yacht Club, Martinique's Club Nautique de Schoelcher and others have included pre-regatta sailing clinics before major youth sailing events, but Kathryn and Kevin's idea of a dinghy regatta immediately before or after a big boat regatta is something new.

Since 2014, Ellen Birrell and Capt. James Hutchins have hosted 68 six-day, teen High Adventure Scouting USA charters. In summer 2019, with support from the University of the Virgin Islands, they introduced STEM citizen science turtle counts and benthic surveys to scouts onboard S/V Boldly Go. *As the June issue goes to print, the USVI governor announced that hotels may re-open. Scouting USA intends to continue their USVI charters this summer.*

World's Oldest Solo Ocean Rower Reaches Antigua

by Jan Hein

When 72-year-old Graham Walters set off from Gran Canaria on his fifth and final row across the Atlantic, he had a good idea of what to expect. Previous voyages provided ample experience with adverse weather and sea conditions. His vessel, *George Geary*, carried everything needed to address equipment failure and boat breakage. Precise provisioning would last for months. What he couldn't prepare for was the world he would enter, 94 days later, when he made landfall in Antigua.

Eight miles east of the island on April 28th, Walters anticipated rowing into English Harbour early the next day. That night, winds gusting to 20 knots and agitated seas pushed him off course and though he rowed hard through the night, morning brought the realization that he might miss the island entirely.

Complicating the matter were Covid-19 regulations. Antigua's borders were closed and any vessel sanctioned entry could do so only in the commercial port of St. John, followed by a mandatory quarantine of 14 days. Weighty questions swirled: if Walters could fight his way back to the island, would he have the strength to carry on to the west side? After 94 days of solitude, would he have to endure 14 more?

Antigua's Coast Guard, tethered to *George Geary* through the night via VHF, set out at 10:00AM to survey the situation and offer support. Walters had crossed the longitudinal line of Antigua's eastern most point but he was six miles off the southern shore. Accepting a tow might void the world's record he was hoping to set. Not taking assistance could spell disaster. Antigua was expecting him; other islands, if he could reach one, were not.



Above: A few yards from the finish line.

Below: A peek inside the sea capsule.



During months at sea, Walters held weekly chats with his wife, receiving news of a novel virus — its spread, the lockdowns and devastation. She said he'd have to wear a mask in Antigua so he'd earlier fashioned one from an old polishing cloth. When the Coast Guard neared his boat to secure a towline, he glimpsed the world's new reality. The Guardsmen and crew were masked; his was tied at his neck.

At the entrance to the harbor, *George Geary* was sidetied to the Coast Guard vessel. Communication with Immigration officials took place, resulting in a decision to allow him to enter the country in English Harbour. A welcoming committee of dinghies motored and rowed out to lay eyes on the man who had rowed 3,000 miles alone. Boat horns blasted, met by cheers onshore. Well-wishers stood atop Fort Berkely, flags waved and cameras were aimed at a hero unlike any other.

Antigua is the finish line of the annual Talker Whiskey Atlantic Challenge and they know how to welcome rowers. A masked crowd, standing socially distant apart, filled Nelson's Dockyard. Walters's boat was released by the Coast Guard; he set his oars in place and began pulling toward victory. Slowly the orange boat slid past anchored boats, moored megas and the fuel dock, each packed with waving supporters, cheering their hero home.

As Walters brought *George Geary* alongside the stone quay, Antiguans hurried to tie her in place. "You de mos' amazin' mon," one shouted. "De strongess mon alive!" Before stepping out, Graham tended to his vessel, securing lines and gear. The boat was, in some respects, a best friend, one he had built in his front garden 22 years before, and she'd carried him across the ocean one last time.

He unfolded himself and stood for the crowd, answering salutes with his own. Jokingly he hoisted a Banks beer. Behind the mask was a broad smile, shining in his eyes. Military and police officials parted the crowd, and then helped Walters from the boat. His first two steps, taken slowly, were steady, but the unforgiving old stone paving threw him off balance and he nearly toppled to the ground. Two guards assisted him to the Officer's Quarters where TV cameras and news reporters anxiously waited to hear the story.

Anne Marie Martin, Commissioner of Antigua & Barbuda's National Parks, welcomed him. "By law, I have to keep social distance but I want to give you a big hug! Welcome back to Antigua!" She presented a basket of fruit, masks and hand sanitizer. "We want to keep you safe here," she said. "We're told, you're the safest person on the planet!" For a photo op, they held a big bottle of hand sanitizer between them, as if it were a prized trophy.

Walters answered a string of questions about the voyage: how it felt to have accomplished his goal; what he thought about this new world. Despite exhaustion, he was humorous and full of gratitude. "I've been hearing about the world. On the boat, it was the ocean and me. Now, at the end, now's the time to come to terms with the situation," he said. "I can see, I did this for everybody in the world."

As his first meal ashore was placed before him he asked, "Is it all right if I take the mask off to eat this?" With a grinning audience, he dug into a hamburger and fries but not before garnishing them with ketchup.

Right: Tossing a line to welcoming hands.

Inset right: That smile of victory.



Twenty-four hours passed before word came from the Ocean Rowing Society, the official Guinness World Records adjudicators for rowing. Walters would receive the record for the oldest person to row any ocean solo, as well as the oldest person to row an ocean more than once. Walters rowed to raise money for Help for Heroes, a charity begun in 2007 to provide assistance to British servicemen and women wounded in combat or injured while on active duty.

George Geary will be donated to Antigua's museum. Graham Walters, anxious to rejoin his wife in the UK, awaits the re-opening of the airport. Meanwhile, he hopes to use the unexpected island time working on his next book.

CRUISERS SUPPORT LOCAL RELIEF IN GRENADA

The VHF radios of cruisers in Grenada were abuzz in April with news of a "Virtual Bingo" game. This was more than a fun way to pass the time under curfew. It was just one of the fundraising ideas generated to support Acts of Kindness, a grassroots local project that provided food and coupons to needy Grenadians during restrictions related to control of the coronavirus. Among other fundraisers for the project, Virtual Bingo alone produced over EC$4,000 from just one session. As cruiser Philip Thomas said, "This was a terrific way to repay the island nation who have been such kind and generous hosts." Many cruisers also gave cash to a number of volunteer boats in the various bays.

Acts of Kindness was started by Grenadian Ayanna Williams, who, beginning with just her family and a single local mini-market, created a plan to solicit donations and deliver food hampers and EC$50 coupons redeemable for goods at participating local shops to needy and out of work households in Grenada while people were restricted in their movements by government legislation to protect the citizens from Covid-19. It started off as a small idea and within days the project was warmly embraced by numerous local individuals and businesses, and then the Grenada sailing community heard about it. As Philip says, "No one expected to be confined to just one island, but it happened and so cruisers became a part of the wider community too."

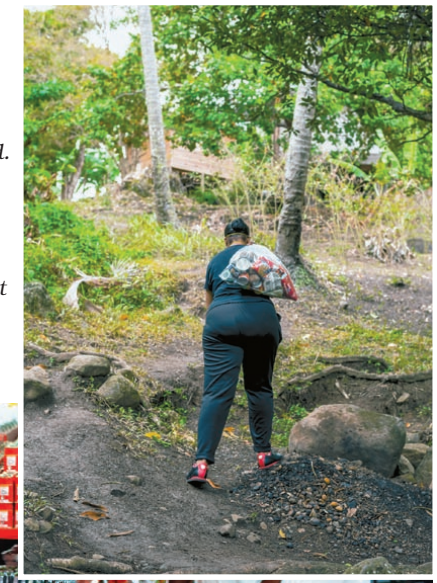
Ayanna reports that, "We received and continue to receive tremendous support from donors including the sailing community who were eager to help alleviate the plight of families facing insufficient food. The cruisers resolutely demonstrated that the Covid-19 pandemic required an all hands on deck approach to help families navigate these rough economic waters. With leadership from their own members, they mobilized among themselves. The Acts of Kindness team is grateful for the continued hard work of the members of the sailing community for both their financial contributions and their dedication to raising awareness of the initiative. Their continued support keeps steering this initiative forward. The Acts of Kindness team recognizes the generous contribution of the sailing community and its affiliates, including Mango Projects Ltd, a marine surveying business, the Petite Calivigny Yacht Club, Fast Manicou Delivery Service, the Merry Bakery, On the Spot Welding and Jenny's Farmers Market for their contributions to our efforts. To date, the sailing community and affiliates have provided over EC$11,000 towards the provision of food hampers."

Overall, with contributions and support from Grenadian individuals and organizations, and visiting cruisers and the local marine business community, by late April the Acts of Kindness initiative raised over EC$25,000. Between the start of the project on April 11th and April 26th, 442 families throughout Grenada benefitted from acts of kindness sown by others.

Contact ayanna8477@gmail.com for more information.

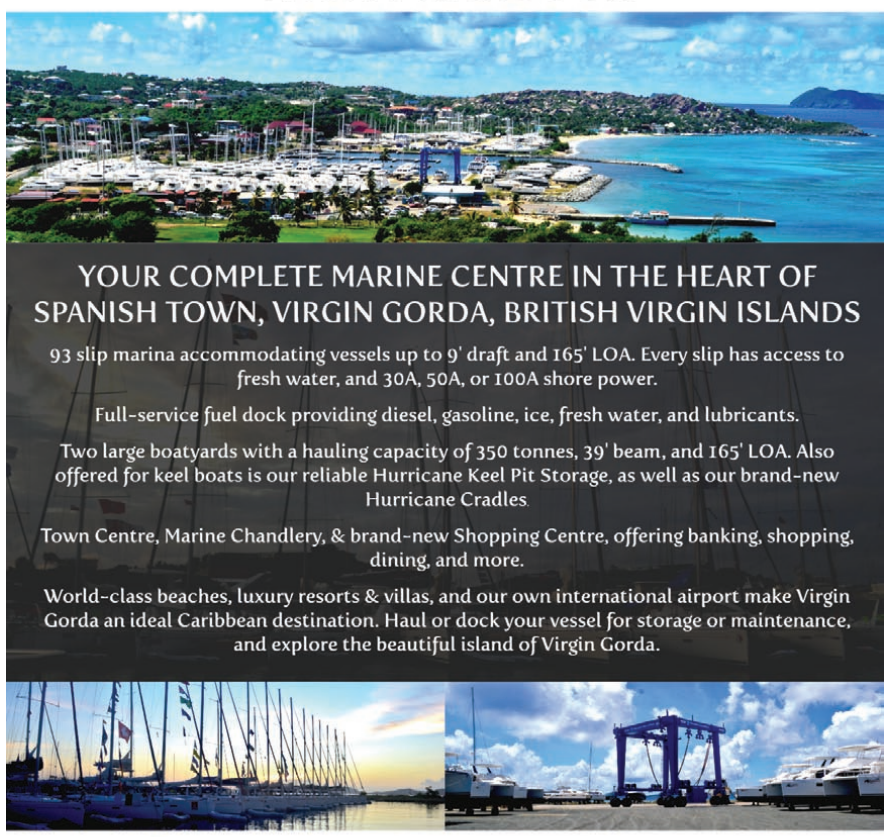
ANDRE BURKE (2)





Right: Ayanna Delivering a food hamper to a senior citizen in Corinth, St. David.

Below: Supported by Grenadians and visitors alike, the grassroots project helped relieve the burdens of families in need.





Creating a Community

by Karen Achtemeier

Liveaboard cruisers are an adventurous lot, but we never dreamed a pandemic would be one of the problems we'd have to plan for on our journey. My husband, our daughter and I are cruising in the Caribbean aboard our Knysna 500SE catamaran. We were in Carlisle Bay, Antigua, when the Covid-19 shutdowns started. We worried about how to get home because nearly all the Eastern Caribbean islands had closed their borders. We were concerned about lack of healthcare facilities, obtaining provisioning and boat supplies, and the hurricane season just a few months away.

And now we were stranded in a foreign country with laws much different than those in the States. Antigua's new Covid-19 laws included a 24-hour curfew. The only exception was from 7:00AM to noon, when only two people from a household/boat could leave their residence to get essential groceries or medical help. There was no exercising outside, beaches were closed, and wearing a mask outside your residence was mandatory. These rules were strongly policed: a woman was jailed for not wearing a mask while driving her car, and people were fined for waiting for the grocery store to open at 6:55AM.

In addition, all the rules were constantly changing and there was no one source to get good information from in our remote bay. Since we were so isolated as boaters, navigating the lockdown was overwhelming. We cruisers needed to come together to navigate these uncharted waters.

And so we did come together in our little bay. We found a community to help us through and find solutions in these challenging times.

Similar to people all over the globe, as the days grew longer in lockdown, we felt more alone and our food supply dwindled. A week into the lockdown, we decided we needed more resources and set out to meet our neighbors. There were ten boats from four different countries (Canada, Britain, South Africa, and Germany) in Carlisle Bay. So, during the 7:00AM-to-noon hours we went around to each boat in our dinghy (keeping physical distancing) and gathered everyone's names and WhatsApp numbers. We created a WhatsApp group called the Carlisle Bay Corona Cruisers group and started a morning "CCC Net," where we'd talk over the VHF radio each morning at 9:00AM. I hosted the morning net — starting with a quote of the day, we'd welcome new boats, give weather updates, make announcements about the government's Covid-19 rules, shared mechanical and maintenance advice, started activities and made other announcements. We also mentioned items we had to trade or asked for things we might need, and it was amazing how such a small fleet had any obscure supply requested for any project anyone was working on at the moment. We got engine fuel filters from another boat.

Then each night at 5:30PM, a boat would host a Trivia Night, or a Music Night or jokes — all over the VHF radio.

The CCC Net allowed us to connect and not feel so isolated. But more importantly, we pooled our resources and coordinated our shopping lists to get fresh produce, fish, eggs, and chicken from local farmers, fishermen and merchants. Each boat took a turn organizing orders for the whole bay with different local vendors. The farmers, shop owners and fishermen delivered the food to the bay for all the boats to pick up on the beach. This was a win-win for the local businesses, who were feeling the economic burden of the shutdown, and for the boats in need of supplies. These deliveries allowed us to stay safe by avoiding exposure to the coronavirus during a long taxi ride to a large grocery stores on the island.

This group of boats was even resourceful enough to figure out a way to dispose of our garbage, make face masks, and get our propane tanks and diesel and gasoline jugs filled from local small businesses. We were so lucky to have this community of boats and local suppliers during this uncertain time — even if we knew them only by voice.

Karen, Steven and Riley Achtemeier sail on S/V Second Chance.



Waiting out the curfew in Carlisle Bay on Antigua's south coast



The author hosting the CCC Net on VHF



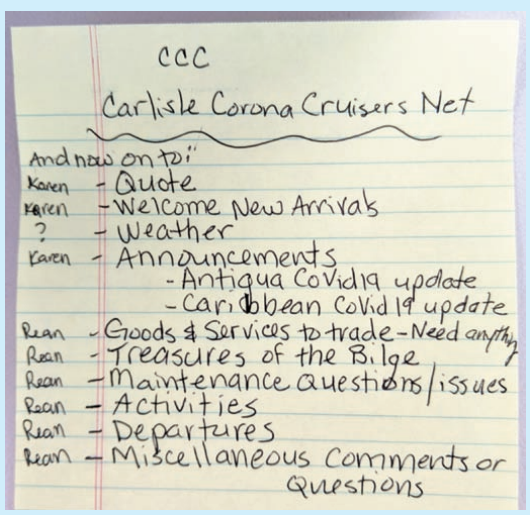
The CCC boats in Carlisle Bay

A NOTE OF GRATITUDE

Good morning CCC,

We have enjoyed our lockdown with you all. I must say this group has been the best display of international cooperation and we really should be the example for our leaders. The fun, the entertainment, the cooperation and working together, the excitement have been amazing. When I personally think of Covid-19 I will think of our time here together in Carlisle Bay, if nothing else the really bad scores in trivia. The conchs blowing at sunset in solidarity with the first responders on land, and the fact that I wouldn't recognize any of you without your face mask. But if I heard your voice from a mile away, I would know who you were.

Thank you all so much for being part of this wild adventure with us. And



Agenda for the Carlisle Corona Cruisers Net (CCC Net) that we started up

hopefully we keep this group chat going to keep each other updated through this wild ride to the end and beyond. So that we may know our neighbors continue to be safe and sound.

Hopefully one day we will get to actually sit at a table and have a drink with each of you. Or an anniversary cocktail gathering as a neighborhood.

Thank you again, may your sails be full of wind, your faces full of smiles and your hearts full of love.

Brent and Louise

Knot Safety

GRENADIAN HOSPITALITY



by David Carey

Having spent six weeks with our sailboat in Grenada's Spice Island boatyard, last year our young family got to know the staff of the Budget Marine chandlery fairly well. My three noisy, cheeky Australian boys were hard to miss, especially when they were knocking glass bottles off shelves as they ran around the store! Fortunately, Grenadians love kids, and my rascals' rambunctious ways did nothing to hinder our friendship with the ladies behind the counter. It wasn't long before we had gotten to know everyone in the store, and found out that some of the staff had young kids of a similar age to ours. When our new friends Shelley and Lira asked if our family would like to join them on a bus tour of the island for Easter 2019, we jumped at the chance. They had organized a small bus with a driver, and we would be sharing the tour with a dozen local kids.

Piling into one of these minibuses was nothing new to us; we had realized early on that the public transport system in Grenada is a fantastic way to see the island, get to know people, and listen to the latest music, which is always pumping through the stereo. This was the same kind of minibus. As we drove around the island, stopping here and there to pick up kids who waved goodbye to their moms, I began to wonder… how many bodies can we fit in?

With smiling little faces beaming out the windows, singing along to their favorite Soca music, which everyone seemed to know the words to except us, we made our way to the first stop, Annandale Falls.

Grenada is a wonderland of lush tropical greenery, and among the curvy roads, streams and creeks abound. Due to the heavy rainfall, incredible waterfalls form. As we walked down the trail to the base of the Annandale waterfall, the cool spray was a welcome relief from the tropical heat, like a natural air conditioner. As the kids wandered around the rock pools below, a voice called from high atop the waterfall. A local man was waving to us, gesturing that he was about to do something I wouldn't dream of. With the kids now gathered together and counting him down, he proceeded to jump from his ledge high above the waterfall into the water below. A cry of delight rang out as the kids hollered and screamed for their new high-diving hero. As the man clambered out of the remarkably shallow water, out of nowhere he produced a pet iguana, which we all marveled at. Something told me he had performed this routine once or twice before, which made for a great show.

Our next stop was the Grand Etang lake, located in St. Andrew's Parish. A national park, this would be our lunch stop. Looking out over this untouched green landscape with a view of the extinct volcanic crater set right at the center of the island, it was easy to imagine a dinosaur plodding along the water's edge, grazing on the dense green leaves. The lake forms part of a thriving ecosystem rich in plant and animal life. There is a 1.8-mile walking trail around the lake, for those who like to get close. This walk takes about an hour and a half. Expect to see birds, fish and if you are lucky, Mona monkeys, which live high in the treetops. According to the locals, there is also a mermaid that lives in the crater lake. Every year sacrifices are offered, which she takes to the bottom.

The summits of Mt. Granby, Morne Fedon, and Mt. Qua Qua are also in the park, and make great backdrops for photographers. As the adults took in the views, the kids were busy chasing lizards, dancing to music and feasting on jerk chicken, a popular dish on the island.

Our next stop, the River Salée sulfur springs, on the northeastern side of the island in St. Patrick's Parish, are well worth a visit. It was soon apparent that this was a very chilled place to hang out. The natural pools are filled with sulfur mud, which the manager of the site, Kevin, explained is good for curing many ailments.

As reggae music played from the small bar area, we all stripped down to our bathing suits and tried to decide who would get muddy first. Smearing the strong-smelling brown mud onto our bodies, we grown-ups must have looked a sight. The kids were hooting and laughing as they followed suit. It wasn't long before our army of revelers was covered head to toe. With our skin feeling positively radiant, we let



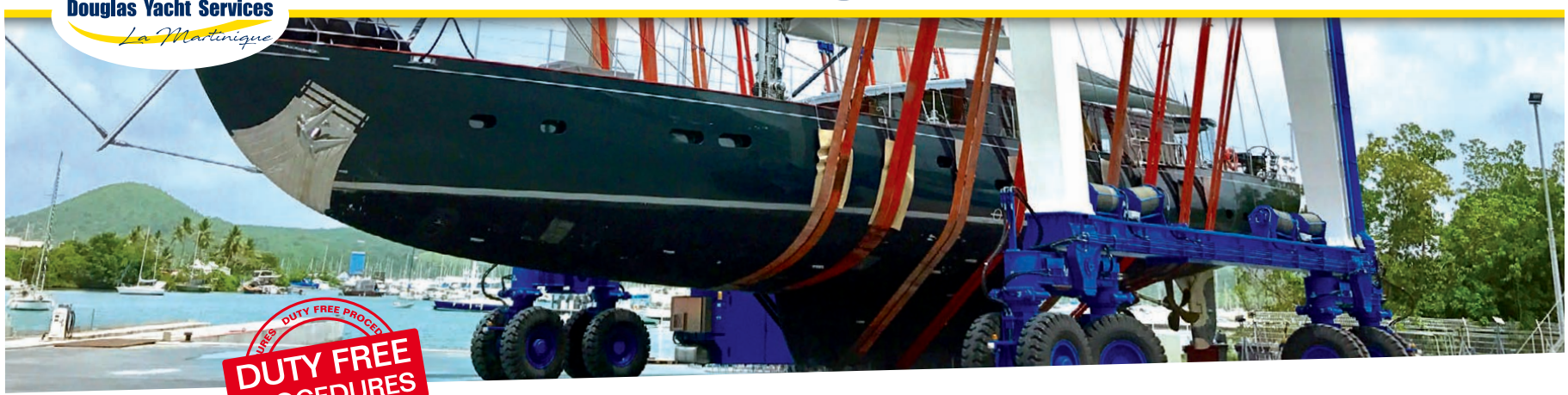
Due to Grenada's heavy rainfall, incredible waterfalls form.

this natural beauty treatment dry and do its thing as we played with the wild tortoises that call this place home. The kids were soon swimming in the brown waters of the mud bath, as our group took over the site. Their laughter rang out through the green forest, and everyone was thoroughly enjoying themselves. When we felt our muddied bodies had had enough, the adults pulled fresh water from a natural well nearby to clean off. Finished with the mud, we splattered ourselves with some natural cocoa butter and booked in for a deep tissue massage from a local masseuse. (Be sure to bring a bag for your wet swimmers and bring nothing white to the springs — it will come away brown, as the sulfur mud is after all, sulfur mud!)

Feeling rejuvenated and ready for something sweet, we headed for the Diamond chocolate factory. Located on the northwest side of the island, this gorgeous building is famous for its "bean-to-bar" chocolate production. Here you can see how the cocoa beans are grown, dried, sorted and processed into the delicious Jouvay Chocolate found all over the island.

—Continued on next page

DYS Project Management
Douglas Yacht Services
La Martinique



- Haul-out up to 440 T
- Float in/out up to 180m
- On call 24/24 - 7/7
- Wide range of technical assistance

Cell : +596 696 45 89 75 / Office : + 596 596 52 14 28 / mail : douglas@yachtservices.fr

www.douglasyachtservices.fr

—*Continued from previous page*

The owners of the factory are committed to supporting local farmers, who produce the world-class cocoa beans, and to conserving the rainforest farms where Grenadian cacao grows. True to Grenadian style, the factory is set in the lush green countryside. A guide took us through the workings of the factory, explaining how the chocolate is made. Tasting the cocoa pods, smelling the drying racks, and seeing the mixing machines at work had us all salivating; it was time for a pig-out. The sales area has samples of all the chocolate made on site, from very dark and bitter to a lighter, sweeter flavor. We all found something just right. They also make an incredible chocolate milkshake, but beware: dark chocolate has a fair bit of caffeine, and after us each gobbling up our body weight in chocolate, it became a bit of a wild free for all!

Coming down from our caffeine high, we clambered back into the bus to make our



way home. As the sun set on a memorable day, we made our way to each of the children's homes, their families waiting to hear the stories of the day. It was obvious that Grenada has a strong sense of community, and watching the locals interact always reminds me of what a safe, happy, kid-friendly island paradise Grenada truly is.

Back at the dinghy dock, we said our goodbyes and thanked our hosts for a wonderful day. As we made our way to our boat anchored in Prickly Bay, the kids all fell asleep in the dinghy. I looked at my wife and she looked back. Without a word we both agreed, days like this are definitely why we love cruising.

As this issue of Compass *goes to press, Grenada is gradually relaxing its Covid-19 restrictions. Put island tours on your wish list for future fun!*



Above: The kids were soon swimming in the brown waters of the mud bath.

Left: We played with the wild tortoises that call this place home.

Below: This gorgeous building is famous for its 'bean-to-bar' chocolate production.



DOYLE GUIDES
CRUISING THE EASTERN CARIBBEAN
NAVIGATE WITH CONFIDENCE
STAY SAFE. STAY INFORMED.
UPDATES ON DOYLEGUIDES.COM AND @DOYLEGUIDES ON FACEBOOK



DIGITAL AND HARD COPIES
AVAILABLE AT WWW.CRUISINGGUIDES.COM

The best anchorages are only in Don Street's Caribbean pilots



When cruising the Caribbean be sure to have Street's guides on board as your primary PILOT. Only Street has:

- Inter-island and harbour pilotage
- Tidal information
- All eastern Caribbean anchorages

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

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

The perfect pilotage companion for all the other guides

Order online
USA/Caribbean: iUniverse or Amazon
(search Donald M. Street)
UK/Europe: www.imray.com
(search: Don Street)



A World of Difference

JOIN US IN THE UNSPOILT PARADISE OF GRENADA & THE GRENADINES.

Owned and managed by **Camper & Nicholson's Marinas**, **Port Louis Marina** is the newly refurbished full-service marina destination to visit this season in the southern Caribbean for secure yacht and superyacht berthing.

For all enquiries, please contact

- Tel: +1 (473) 453 7432
- Email: reservations@cnportlouismarina.com
- Website: www.cnmarinas.com/plm
- VHF: Channel 14

Valid 1st June – 30th November 2020				
Size – Feet	Daily	Weekly	Monthly	Seasonal
Up to:	1 – 6 Days $/Ft/Day	7 – 29 Days $/Ft/Day	30 – 89 Days $/Ft/Day	90+ Days $/Ft/Day
32	$0.92	$0.83	$0.49	$0.44
40	$1.17	$1.06	$0.58	$0.53
50	$1.28	$1.15	$0.63	$0.58
60	$1.39	$1.25	$0.69	$0.64
65	$1.54	$1.39	$0.77	$0.71
75	$1.59	$1.43	$0.78	$0.72
80	$1.74	$1.57	$0.94	$0.89
100	$1.80	$1.62	$0.96	$0.91
For yachts above 100 feet LOA and for bookings of longer periods, please contact us for a personalised quote.				

TERMS & CONDITIONS

■ All rates are quoted in US Dollars and berthing fees are payable on arrival. ■ The rates are based on a vessel staying and paying for the berth for a consecutive number of days as indicated. ■ Catamarans charged at 1.5* the advertised rates. ■ A deposit of 10% of the value of the booking (Min US$100) is required to secure a berth. ■ Deposits are refundable up to 30 days prior to the booked arrival date.

PRODUCT POSTINGS

It's haulout time in the Caribbean! Getting ready for your first or 15th haulout, there's always something new that you can get to make the job easier, better and more efficient. Whether you're just renewing the anti-fouling, doing an entire refit, or simply adding some upgrades, we hope the products listed here might be of interest.

There are excellent, well-stocked chandleries in the Caribbean, such as Island Water World (see page 40),and Budget Marine (see page 2). If you don't find what you're looking for at your local chandlery, see the websites given for more information.

Premium Self-Polishing Antifouling

Cukote's high loading of cuprous oxide makes this formulation a top performer, even in the most severe fouling areas. As an ablative, self-polishing coating, there is no buildup of bottom paint over time. Your hull's underwater surface will remain smooth and clean. Cukote can also withstand removal from water without affecting its antifouling properties. Cukote is the premium self-polishing antifouling paint that has established the standard in the industry. Available in seven popular colors, Cukote can complement any color scheme on your vessel. Also available in a Low-VOC formulation.

Visit www.seahawkpaints.com for more information.



Easy to Use Hull Polisher

A great spiff-up project is polishing the hull. The powerful Dual Action Polisher Pro from Shurhold is easy to use and brings new life back to gelcoat that's looking old and tired from oxidation, UV rays, salt and dirt.

Using too robust a tool can cause burns and swirls. The Shurhold Dual Action Polisher Pro has a large, 21-millimetre random orbital motion at 1,800–4,800 opm. This all but eliminates the damage other polishers can cause while providing professional results.

The Dual Action Polisher Pro features two different soft-touch ergonomic grips for all-day comfort. This also allows for adjusting to unique angles and working positions.

The tool weighs only 2.7 kilos, so it's easy to cover long sections without tiring. With its 900-watt motor, the Shurhold Dual Action Polisher Pro does the job fast. A thumb dial provides the ability to adjust the speed while working and the power lock enables users to keep a steady pace without finger strain.



Many polishers require time and specialized tools to change the pad. Not so with the Dual Action Polisher Pro. Its 15.2-centimetre Quick Change Backing Plate removes quickly with a single hex bolt.

A professional-grade tool, the Shurhold Dual Action Polisher Pro has EZ Change carbon brush ports and a six-metre power cord for workspace convenience. It comes with a detailed user guide and canvas storage bag.

Visit www.shurhold.com for more information.

Extend Connectivity 15 Miles From Shore

Cellular connectivity has become so ubiquitous it's a challenge to go without it. Glomex's innovative weBBoat 4G Lite Internet antenna receives 3G/4G cellular and WiFi signals up to 15 miles away, amplifies them and becomes a safe, personal hotspot. Up to 24 devices can connect simultaneously for everything from entertainment to navigation.

weBBoat 4G Lite has an integrated SIM card slot to take full advantage of cellular coverage areas while reducing roaming costs. Inside the compact 140 millimetre wide by 200 millimetre high radome are three antennas: two for 3G/4G cellular reception and one for WiFi. The internal router has an Ethernet LAN port for direct wiring of a networked device.

Using weBBoat 4G Lite couldn't be easier with the free Android and iOS Glomex apps. Users set up the device, and monitor and control the SIM card. Additionally, the apps log performance data and automatically download firmware updates.

Installing weBBoat 4G Lite is plug-and-play. It requires a 10–30V DC power supply. Mounts are available from Glomex to suit almost any marine application.

Visit www.glomex.it for more information.

Ground Plates Improve Antenna Performance

A ground plate is a necessary bonding interface between onboard electronics, generators and the water to ensure electrical continuity. It improves the transmission and reception performance of the vessel's communication devices by reducing radio-frequency interference. High-quality Sintered Bronze Ground Plates from Glomex, the leading global manufacturer of commercial and recreational marine antennas, deliver 15 percent more surface area than the competition — up to 5.75 square metres.

Glomex Sintered Bronze Ground Plates consist of fused microspheres that create a surface more than ten times its actual size. This not only provides increased strength but also superior antenna performance.

Available in round or rectangular models, Sintered Bronze Ground Plates have an exclusive edge shape that resists fouling and limits drag. Bronze hex nuts and bolts made of the same material as the plates are included, along with plastic spacers. Glomex offers six sizes, 55-millimetre and 128-millimetre round, and lengths from 155 to 455 millimetres.

On a sailboat, the ideal location is between the keel and rudder. On a powerboat, Glomex Sintered Bronze Ground Plates should be installed on the aft third of the hull, close to the centerline. For both vessels, the area should be as flat as possible; any gap over three millimetres should be avoided. Mounting on the transom isn't recommended nor is immediately forward of a knotmeter or transducer due to the slight turbulence created by the plate. Installing a ground plate is straightforward two-person DIY job.

Maintaining ground plates is easy. Barnacles and marine life won't attach themselves to the metal, so they only need to be cleaned with bleach and a stiff brush, and never need to be painted.

Visit www.glomex.it for more information.

Keep Air Dry and Moving



Moisture in the air feeds mold and mildew, and incites rust to take hold on metal surfaces. The results are musty odors and potentially irreparable damage to equipment and gear. Stor-Dry by Caframo staves off these issues. Now available in 230V as well as 120V, it gently warms damp air to above the dew point and circulates it to reduce humidity.

Dual-action Stor-Dry uses a low-wattage heating element and internal fan to both heat and circulate the air. The warmth and movement suspend ambient moisture in the air so it can't condense on surfaces and enable mold, mildew and rust to begin.

Once plugged into an appropriate outlet, a red LED indicates it's operating. After use, dust can be vacuumed from the device and the surface wiped clean with a dry cloth.

Made in Canada and built to last, Stor-Dry has a brushed aluminum housing. Both the 230V 50Hz and 120V 60Hz models draw 70W and generate 240 BTU/hr.

Visit https://seekr.caframobrands.com for more information.

Circuit Tester Verifies Connections

Checking shorepower connections for proper wiring can be time-consuming, especially when working in dimly-lit or difficult-to-access locations. An innovative UL- and CL-listed Twist-Lock Circuit Tester from Hubbell Marine speeds this process by using simple LED visual codes to indicate electrical circuit conditions.

The patented, compact design of the HBLT26CM11 Twist-Lock Circuit Tester closely resembles a standard Hubbell Twist-Lock Plug. Once inserted into a 30A/125V receptacle, its LED back panel immediately displays whether the circuit is complete and properly wired.



A sturdy plastic card provided with the tester helps quickly identify seven connection conditions: correct or reverse polarity; open hot, ground or neutral; reversed hot and ground; and hot on neutral. This unique NEMA configuration of LED signals makes it easy to quickly diagnose mis-wiring situations, even when working in dark, difficult-to-reach spaces.

With its durable Insulgrip nylon housing, the HBLT26CM11 Twist-Lock Circuit Tester provides boat owners, marina operators and electricians with a comfortable and secure grip. A built-in carabiner-style clip allows easy securing to a work belt.

Visit www.hubbell-marine.com for more information.

International Shore Power for Voyaging Boats

Being properly equipped means being ready to connect to shore power installations anywhere. Using familiar marine styling in a choice of traditional 316 stainless steel or white non-metallic construction, Hubbell offers an array of CE-certified outlets, connectors and shore power cords for international use. These 16A/20A, 30A/32A and 60A/63A, 220-240V/250V systems feature fully watertight seals, nickel-plated rear enclosures and nickel-plated contact blades for maximum corrosion resistance.

The innovative design of the connector housing allows it to directly engage the cable to support a secure connection to the pressure-screw terminals. A unique thermoset interior resists arcing and heat build-up, while 16A and 32A models include a clear polycarbonate interior for easy visual inspection.

Built to US National Electrical Manufacturer's Association configurations, internationally-rated products conform with standard shore power systems used throughout most of the world. For boaters who plan to include cruising stops in North America, Hubbell offers internationally-rated pin-and-sleeve devices that match both North American and international configurations using a two-pole plus earth connection.

Visit www.hubbell-marine.com for more information.

Flush Tie Downs Help Secure Gear

Clean lines enhance any boat's appeal and prevent stubbed toes, but that smooth look can make it difficult to find spots for securing loose gear. Cast stainless steel Accon Marine Tie Downs provide ideal anchor points for holding fenders or equipment in place while blending discreetly into the deck.

Available in large (89 millimetres square by 32 millimetres deep) and small (51 millimetres square by 25 millimetres deep) sizes, these streamlined tie downs mount nearly flush to the deck. They're ideal for use on areas where gear like scuba tanks, fishing tackle or fenders must be secured.

To install Accon Marine Tie Downs, users simply drill a 64 millimetres hole for the large model or a 38 millimetres hole for the small version, then secure it in place with four screws. An included sealing cup protects against accidental water intrusion. In independent testing, the small tie down held up to 1,361 kilos of strain without failing.

Visit www.acconmarine.com for more information.






NASA

SELECTED ON-LINE WEATHER SOURCES

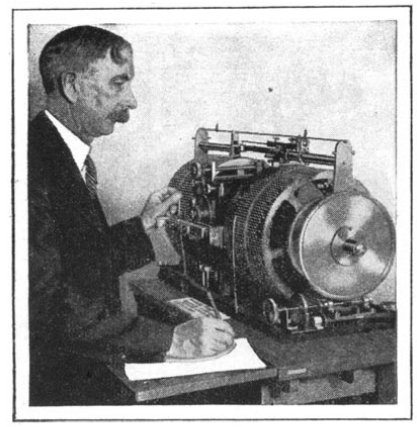
When was the last time you simply looked at the sky to forecast the next day's weather? For that matter, when was the last time you tapped a barometer? Yet weather prediction occupies a large part of sailors' attention.

Although it's been a long time since people tried to predict the weather by seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to WWV radio for marine storm warnings. The use of once-popular weatherfax has been replaced by GRIB.

While SSB radio weather forecasts are still indispensable, today, with WiFi so widely available in the Caribbean, increasing numbers of sailors get their weather information from on-line sources. Here we present a selection that various Caribbean cruisers have recommended (tested PC and Andoid tablet compatible).

Is your favorite not here? Let us know at sally@caribbeancompass.com

Long Distance Weather Forecasts Now Made By Machine


MODERN MECHANICS

COMPLICATED weather forecasting computations can now be calculated automatically on the marvelously intricate machine shown at the left, the invention of Dr. Charles G. Abbot, secretary of the Smithsonian Institution. With it he expects to calculate such things as variations in solar radiation to determine if they occur in cycles, and thus to lay the foundation for predicting what our weather will be ten or twenty years ahead. The new invention is similar to conventional calculating machines, except that it is designed for a particular use.

This intricate mathematical calculating machine shown in photo above was designed for studying facts of solar radiation which may lead to long distance weather forecasts.

An article from Modern Mechanics *magazine, 1932*

Caribbean National, Regional and Island Weather Websites
- ABCs Weather: www.meteo.cw/rad_loop.php
- Curaçao Met Department: www.meteo.cw
- Barbados Weather Satellite: http://barbadosweather.org/GOES16/Jiren_Satellite_Products.php
- Martinique Weather Radar: www.meteofrance.gp/previsions-meteo-antilles-guyane/animation/radar/antilles
- Panama Weather (requires Adobe Flash, not Android compatible): www.hidromet.com.pa/index.php
- Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/Radar_Imagery
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

General Weather Websites
- NOAA National Weather Service Caribbean: www.weather.gov/marine/offnt3cmz
- Mike's Weather Page: www.spaghettimodels.com
- WINDFinder: www.windfinder.com
- ON Board ON Line: www.onboardonline/weathertools
- PassageWeather (provides seven-day wind, wave and weather forecasts): passageweather.com
- Weather Underground: www.wunderground.com/hurricane

General weather discussion on Wunderground: www.wunderground.com/cat6
- www.windyty.com (wind speed and direction for 14 days in about three-hour increments)
- Ventusky (similar to windyty): www.ventusky.com

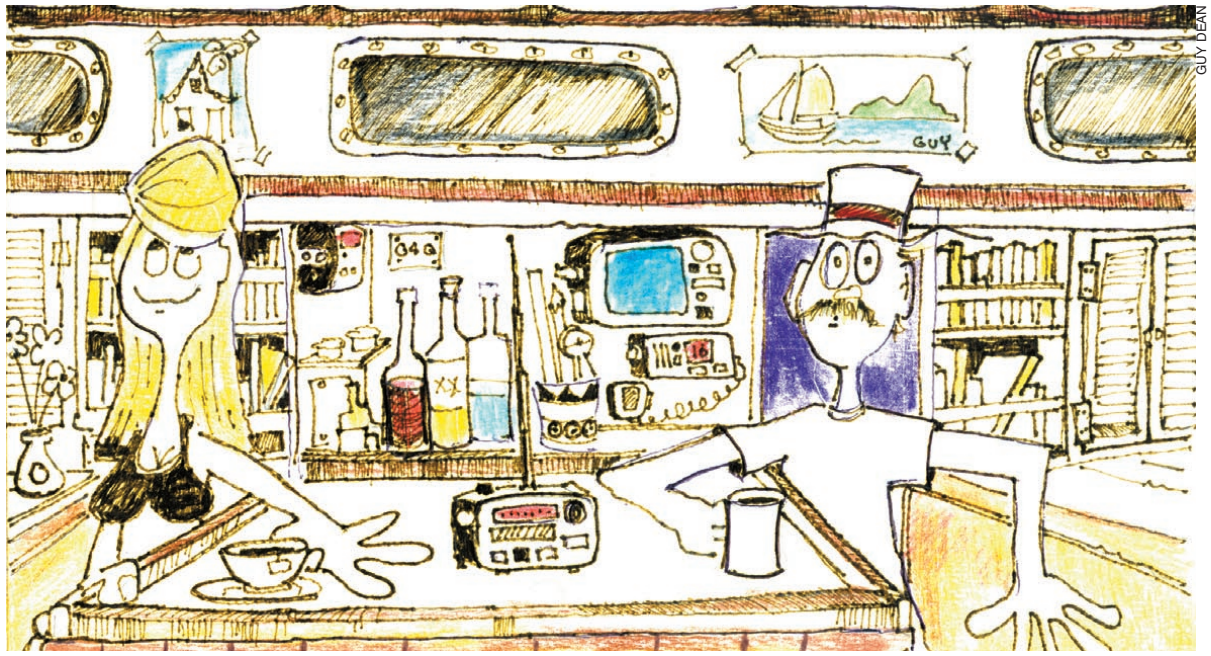
Weather Conversions: https://www.weather.org/conversion-chart

Commercial Marine Weather Service Websites
- Buoyweather (free two-day forecasts and paid-for custom forecasts): www.buoyweather.com
- Chris Parker's Marine Weather Center (listen free on daily SSB nets, or subscribe for daily e-mails for your area): http://mwxc.com
- Atlantic severe storm prediction (paid subscription): https://stormpulse.com

Hurricane Information Websites
- Caribbean Hurricane Network: www.stormcarib.com
- US National Hurricane Center: www.nhc.noaa.gov
- NHC Marine Weather Discussion: www.nhc.noaa.gov/text/MIAMIMATS.shtml
- NHC Offshore Reports: www.nhc.noaa.gov/marine/offshores.php
- AccuWeather: http://sirocco.accuweather.com
- Atlantic Hurricane Tracking Chart (print out for offline reference): www.nhc.noaa.gov/pdf/tracking_chart_atlantic.pdf
- NHC Marine Graphicast: www.nhc.noaa.gov/marine/graphicast.php?basin=at#contentw.nws.noaa
- NOAA Climate Discussion: www.climate.gov/news-features

In addition, surf and swell forecasts (great for those "iffy" anchorages) are provided at http://magicseaweed.com.

Happy weather windows!



GUY DEAN

Selected Caribbean Shortwave Weather Reports Summer 2020

UTC	AST*	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0930	0530	NOAA Daily Offshore Forecast**	A	Voice	USB
1000	0600	Daily Caribbean Weather	6215 (uncontrolled 1000-1200)		USB
1000	0600	Eastern Carib. Weather (Chris)	4045 & 8137		USB (Note 1)
1030	0630	Trinidad Emergency Net	3855		LSB/Ham
1030	0630	Carib. Emergency & Weather Net	3815		LSB/Ham
1030	0630	Bahamas Weather (Chris)	4045 & 8137		USB (Note 1)
1100	0700	Caribbean Net (Mon-Sat)	7250		LSB/Ham
1120	0720	Bahamas Weather (C6AGG C Wardle)	7096/3696		LSB/Ham
1130	0730	US East Coast, Atlantic NW of Bermuda (Chris)	8137/12350		USB (Note 1)
1145	0745	Waterway Cruising Club	7268		LSB/Ham
1200	0800	Coconut Telegraph	4060		USB (except Sunday)
1215	0815	KPK Cruising Safety (sponsor SSCA)	8104		USB (Note 3)
1230	0830	Eastern Carib. Weather (Chris)	8137 & 12350		USB (Note 1)
1230	0830	Cruizheimers Net	8152 (or 8146/8164)		USB
1300	0900	Western Carib. Weather (Chris)	8137 & 12350		USB (Note 1)
1330	(0830 local)	Panama Connection Net	8107		USB
1400	1000	Northwest Caribbean Net	6209		USB
1530	1130	NOAA Offshore Forecast**	A	Voice	USB
2030	1630	Caribbean Cocktail & Weather	7086		LSB/Ham
2100	1700	Doo Dah Net	8152		USB
2110	1710	Transatlantic Cruisers Net (SSCA)	12350		USB (Note 3)
2130	1730	NOAA Offshore Forecast**	A	Voice	USB
2200	1800	Carib. and Atlantic Weather (Chris)	8137 & 12350	Voice	USB (Notes 1 & 2)
2230	1830	Carib. Emergency & Weather	3815	Voice	LSB/Ham

* Atlantic Standard Time (AST) does not shift to DST in the summer in Caribbean waters.

** NOAA frequencies (in kHz):
NMN, Chesapeake, 4426, 6501, 8764, 13089. NMG, New Orleans, 4316, 8502, 12788

Note 1: Unless severe weather threatens, this net is not conducted on Sundays.
When there are active Tropical systems in the Atlantic, Marine Weather Center (Chris) runs a net at 2300 UTC/1900 AST on 8137 USB.

Note 2: Please hail Marine Weather Center 15 minutes before the net so that Chris knows where to aim his antenna to reach you. This net is geared primarily to offshore Atlantic and Pacific passage-makers. For schedule updates see www.mwxc.com

Note 3: The Transatlantic Cruisers' Net operates only during yacht migration periods.

TIPS
• During severe tropical storm or hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/Ham and 3950 LSB/Ham.

• In case of maritime emergency, any vessel in distress can call the 24/7/365 Maritime Mobile Net on 14300 USB/Ham. KPK listens for emergency calls on his 1215UTC net. Chris listens for emergency traffic at the beginning and end of each of his weather nets. Anyone, licensed or not, may legally operate on Ham or any other frequencies in the event of life-threatening or DISTRESS situations.

• A more complete schedule of US East Coast cruising nets is available at
www.docksideradio.com/east_coast.htm

WWV has resumed continuous time signal broadcasting on 25 MHz on an experimental basis. The broadcast consists of the normal WWV signal heard on all other WWV frequencies, at the same level of accuracy. As an experimental broadcast, the 25 MHz signal may be interrupted or suspended without notice. WWV Continuous Time and Frequency Standard Broadcast 2500, 5000, 10000, 15000, and 20000 (Switch to AM mode)

CRUISERS' VHF NETS
See a list of selected cruisers' VHF Nets on page 4 of this issue of *Compass*!

Corrections and comments are welcome. Please send them to *sally@caribbeancompass.com*

For **ALL** your marine surveying needs in the Caribbean

CARIBBEAN MARINE
SURVEYORS LTD.



www.caribsurveyors.com

- Pre Purchase Surveys
- Condition and Evaluation for Insurance
- Charter Fleet Phase-out Surveys
- MCA, SCV Inspection and Compliance
- Insurance Claims Surveys and Adjustment
- Accident and other Marine Investigtion
- Canadian and British Tonnage Measuring
- Stability Testing

Members of or approved by:
SAMS, IAMI, IAAI, ABYC, MECAL, IIMS, YDSA and RYA SCV Inspectors.

NANNY CAY MARINA, TORTOLA, BVI OFFICE
284.346.2091
CLARKE'S COURT MARINA, GRENADA OFFICE
473.457.1576

info@caribsurveyors.com



Designed for Cruisers by Cruisers

Affordable • Reliable • DIY Installation

• IP Rated Components

• Energy Efficient LED Lighting with a 120 dB siren

• Caribbean Distribution: Turbulence Ltd, Grenada, W.I.

Pirate Lights LLC - 134 Riberia St # 10 - St Augustine, FL 32084
+1 (602)-320-8700
www.piratelights.com

McINTYRE BROS. LTD.
True Blue, St George's Grenada
Call 1 (473) 444 3944 macford@spiceisle.com



YAMAHA GRENADA
Revs Your Heart

We service what we sell!
2 & 4-Stroke Engines Genuine Parts & Service
Yamaha Certified Technicians
Duty free deliveries & reliable service for Yachts
Honda, Mazda and Ford Dealership
Vehicle Sales & Service
Book your Car rentals & Island Tours with us
Discover Grenada with
Caribbean Horizons Tours & Services
info@caribbeanhorizons.com
www.caribbeanhorizons.com

Hurricane Comin'

Part Two: Deciding to Stay Aboard



by David H. Lyman

Boats packed cheek by jowl in Hurricane Hole, St. John, USVI, before the storm.

In last month's issue of Compass, *we left the author standing in the cabin of his 41-foot Lord Nelson sailboat,* Afaran. *Hurricane Hugo was approaching. He had two storm anchors down in Coral Harbor, St. John, USVI. Would it be enough?*

As darkness fell, I was standing in the cabin pondering the worst. Was my boat really ready? Should I stay aboard or go ashore? Hurricane Hugo was less than 24 hours away, bearing down on the islands with 140-knot winds.

"The first lesson, when in trouble," I said out loud to myself, "is to seek local knowledge." I needed to talk to someone.

It was 6:00PM; happy hour would be in full swing ashore at Skinny Leg's Bar and Grill. I replaced the electronics, stowed the tools, grabbed my wallet, jumped into the dinghy and sped ashore.

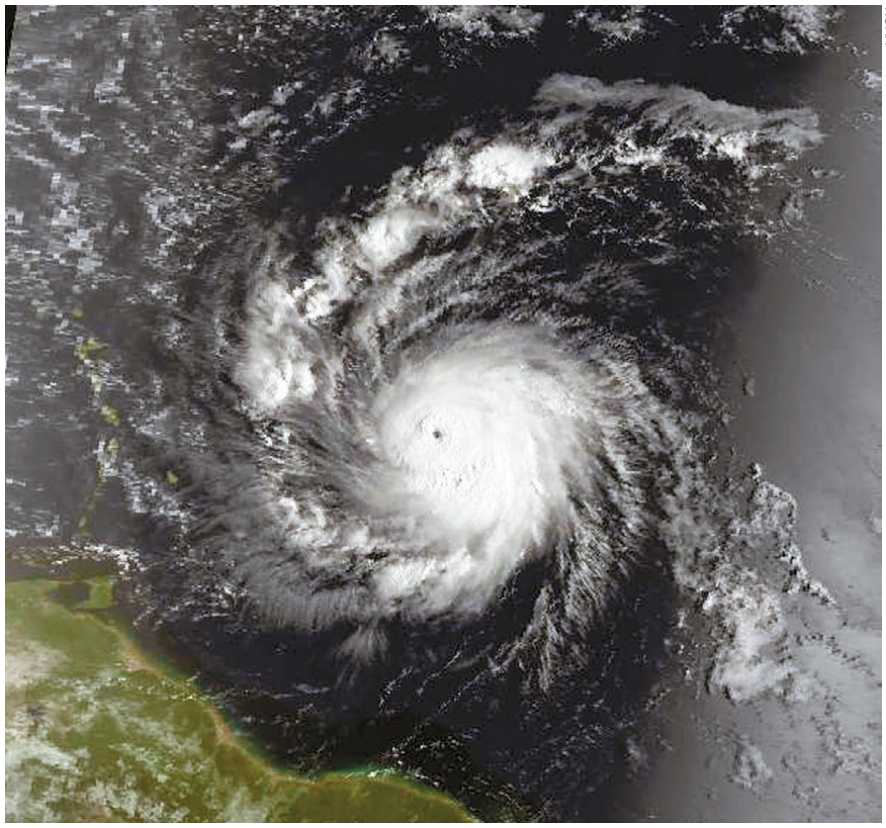
I pulled up a stool next to a burly Kiwi, his wife and teenage daughter. Derek, I knew. He was the mechanic at Cruz Bay Shipyard. He knew me and had worked on my boat.

"You all set?" he asked. "I saw you found yourself a sweet spot." He and his family lived in Coral Harbor, on their 50-foot ketch, *HOTTYD* (Hold On Tight To Your Dreams). They were moored on the other side of the harbor from me. I knew Derek was an experienced seaman, so I pumped him for advice.

"The winds in this hurricane are supposed to blow over 140 knots," I said, sipping my first Red Stripe.

"Yup." A man of few words.

"It blew 115 during Hurricane Emily two years ago when I was in Bermuda," I added. "It only lasted an hour, but that was enough for me. If we are going to be in 140-knot winds for ten to 12 hours, I don't see how any boat can survive."



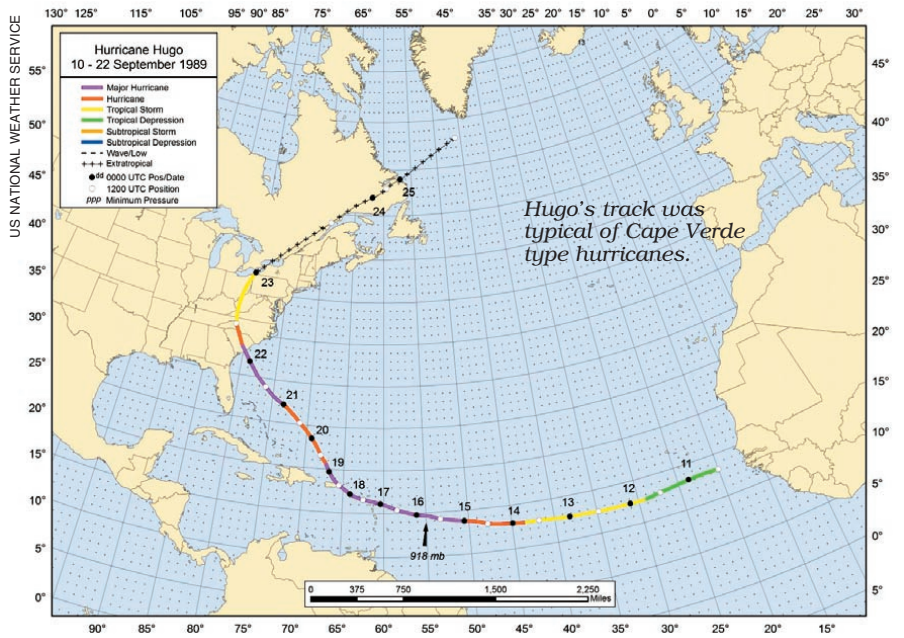
NOAA

Hurricane Hugo approaching the Lesser Antilles, September 1989.

"It can be done," said Derek, slowly, nursing what must have been his third Red Stripe.

"Are you staying on your boat or going ashore?" I asked. I couldn't imagine he'd subject his wife and daughter to a storm this strong for so long.

"Stay with your boat," he said. "Protecting your boat… it's your responsibility. Just check the chafe gear every half an hour. It's the one thing you can do to ensure you have a boat the next day."



"How can you see anything with the wind blowing a hundred miles an hour?" I asked. This was the one thing I remembered from Hurricane Emily in Bermuda. I had been blinded by the wind-driven spray and rain. "Try sticking your head out the car window in a rainstorm driving along at 80," I'd tell friends when I recounted my Bermuda story. "Tell me if you can see anything."

—*Continued on next page*

BLUE LAGOON HOTEL & MARINA

Call: **784.458.4308** Marina: VHF 16 or 68 Email: info@bluelagoonsvg.com







- Fuel Dock
- 24 hour Security
- Port of Entry
- Customs & Immigration Office - 9am to 6pm
- Electricity 110V/220v & Water
- Complimentary Wifi
- Laundry Service
- Supermarket & Boutique
- Cafe Soleil & Flowt Beach Bar
- The Loft Restaurant and Bar
- Indigo Dive Shop
- Swimming Pool
- Beautifully Designed Hotel Rooms

—*Continued from previous page*

"Use a mask and snorkel," replied Derek. "Crawl forward every half an hour, inspect and adjust the chafe gear. Most of the damage done to boats at anchor or on a mooring during a storm comes from mooring lines that chafe through. How much scope you have down?" Derek asked.

"Two hundred feet on each anchor. The 60-pound CQR on chain. My storm anchor, a 90-pound Fisherman, on two five-eighth-inch nylon rodes."

"That should do it. I'll be up all night. Same as you, I imagine."

I ordered Derek another Red Stripe, and all four of us tucked into a dinner of conch fritters and fries at the bar.

Back on board that night I made the commitment to remain on the boat. Under an almost full moon, I removed the outboard engine and secured it in the cockpit, hauled the dinghy on deck with the main halyard, deflated it and packed it in its bag, securing it to the life raft just ahead of the mast. Then I went to bed. It was 11:00PM. The night was full of dreams — huge waves, pounding surf — the feeling of being underwater, rolled around in the surf, left me dazed in the morning. Or might it have been the beers from the night before?

Sunday, September 17th, 1989

The day was still and hot. There was nothing more I could think of that needed doing. I sat on the foredeck on the rolled-up dinghy and read *The Cardinal in the Kremlin by* Tom Clancy. Boats continued to arrive all morning. Some attempted to anchor in front of me. I sent them away. In the afternoon, high thin clouds began to cover the eastern sky. It was kinda hard to contemplate what was about to happen in a few hours, but the VHF and the land-based AM radio stations were full of it.

Hugo had slammed Guadeloupe that morning, at 1:00AM. Winds to 140 miles per hour, 20-foot waves and a two- to three-foot surge. A dozen people killed. The anticipated path of Hugo would bring it directly over the Virgin Islands from Sunday evening into Monday morning.

"The hurricane is expected to pass between St. Croix and the BVI as a Category 4 hurricane," reported the mechanical voice on WX VHF. "Winds in excess of 140 knots out to 100 miles on the northeast quadrant." This meant boats anchored in Cruz Bay would be on the "dangerous side" as the storm approached. The winds would be rotating counterclockwise around the eye; the storm's forward movement (eight to 12 knots) would be added to its 140-knot winds, increasing the true wind to 150 knots.

As the day went on reports came in that Hugo had slowed down, traveling at six to eight knots. This would lessen the winds a bit, but extend the time we would be in them. Tough trade-off.

Boats were now anchored all around me in Coral Bay — big boats, little boats. One 90-footer from Hamilton, Bermuda, dropped a single anchor, and left their sails on and their dinghy tied off astern. Others dropped only one anchor, packed up and went ashore. Maybe they knew something I didn't. If I had my dinghy in the water, I'd have gone over to chat with Derek.

By 6:00PM, as dusk arrived, so did the tendrils of wind, the outriders of the hurricane. At first I thought the roaring sound overhead was low-flying military jets on recon. Then I saw what made the screaming noise: shafts of wind, tunnels really, no wider than a street, swept down from the sky, hit the water at the far edge of the moored fleet, and shot across the harbor, tearing up the water, kicking up spray, knocking boats flat, roaring up the hillside, stripping leaves from the trees, leaving brown wakes in their paths of snapped trees and torn-up brush. This went on as darkness fell. I sat on the life raft forward and watched.

Then, the rain began, not all at once, but in fits and starts, along with the wind that came and went. I went below and stuffed a can of Dinty Moore into my stomach, put on my foul weather jacket, pulled the hood over my head, and strapped a dive mask over the hood to keep it in place. I was not about to leave my bald head unprotected. I would be spending the entire night on the foredeck, crammed in between the windlass and the bulwarks, out of the wind.

By 10:00PM we were in it. The winds were east, so the harbor was in the lee of the hills, but the wind reached us. As night wore on the winds crept around to southeast, then south, as the eye of Hugo moved slowly to the west-northwest.

Gusts came and went, blowing well over 100 knots.

As I learned later, the eye passed directly over St. Croix, 30 miles south of Coral Bay. For much of the night, the wind was out of the southeast and south, hovering between 80 and 120 knots, blowing directly into the harbor. As the wind came south, five- to ten-foot swells swept into the harbor. *Afaran* rose to meet the swells, only to plunge down into the troughs. I was worried we might hit the bottom as some of the swells must have been ten to 15 feet in depth, but the surge had increased the depth. We bottomed out only twice, with a thud.

I heeded Derek's advice and throughout the night remained on the foredeck. I lay there in the dark, the wind shrieking in my boat's rigging. I noticed it went up an octave as the wind increased, then back down. The air was full of rain and spray blown off the tops of breaking waves. A gust of wind hit the boat, she reared back like a horse, stretching out the nylon lines. With my flashlight, I watched one of the two rodes on the Yachtsman stretch out, then the second line take up the load as it stretched. The snubbing line on the anchor chain stretched out, then the chain became taut as the boat was pushed back. All it would take was one weak link to break, a shackle to part, an anchor to break free from the sand and it would be all over.

When a gust retreated, I watched in amazement as *Afaran* was snapped forward. The tension on the nylon lines relaxed, the boat returned to its original location, the anchor lines hanging vertically off the bow. The stretch of the nylon rodes acted like a rubber band. How much of this could my ground tackle take before something burst?

Every so often the night was ablaze with light. On *HOTTYD*, Derek had fired up his big searchlight and he swept the harbor to see what was happening. I raised my face over the gunnel and followed the light. With each sweep fewer and fewer yachts remained at anchor, more and more of them were piled up on the beach.

All night Derek and I kept vigil, and a good thing. The rodes and snubber line that ran over the bronze rollers on *Afaran's* bowsprit had been working and a nut at one end of the roller shaft had fallen off. Every 15 minutes, I'd crawl forward, hang out over the bowsprit and bang the shaft back into place with a hammer. If I'd not been there, the shaft would have worked its way out, the rollers would have jammed, and the lines would have chafed through.



Afaran, *my Lord Nelson 41 cutter, at anchor in more tranquil times. During ten years of ownership, I rode out three hurricanes aboard this boat, then lost her in Hurricane Marilyn in 1995.*

Every hour or so I crawled on all fours back to the cockpit to check the wind speed and barometer. Steady at 100 knots. As I tapped the barometer glass, the needle would jump down — the hurricane was still advancing on us.

Around 2:00 in the morning as I was standing at the galley drinking a glass of water, a blinding flash of light and a simultaneous loud CRASH startled me. The transformer on the pole by the beach had blown? No, lightning had struck my masthead, blowing out the VHF antenna and the wind-speed indicator, now locked at 90 knots. But I didn't discover that until the next morning.

Back on deck, it was 4:00AM and things were at their worst. Derek's spotlight revealed that most of the boats that had been anchored in the harbor were missing. The 90-foot Bermuda yacht was ashore, having taken two others with it. I tucked my head back down as the wind shrieked overhead, tearing at my foul weather jacket.

—*Continued on next page*

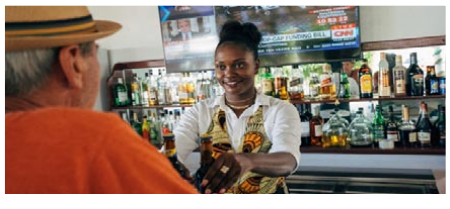
CARRIACOU MARINE

Tyrrel Bay, Carriacou, Grenada, West Indies
Boatyard services with 40 ton travel lift
Marine fuel dock: gasoline and diesel, engine oil
Customs & immigration
Convenience store & chandlery
Moorings & accommodation
Lunches and pizza night at the Iguana café
CarriacouMarine.com 473 443 6292









—Continued from previous page



The noise was deafening, like standing on a NYC subway platform as the express comes through.

My mind was flitting between "what else I can do?" and memories of warm nights in the south of France with a lovely dark-haired French lady seated across from me. "Why the hell am I here?" I asked myself. *Haven't you found out yet?*

I was halfway between awake and asleep, at the time of night when the dreams flood. To keep awake, I tried to calculate the forces that were attacking my boat. When I was in engineering school I knew formulas to calculate drag and wind pressure. I'd need paper and pencil to figure that out now. I sent my mind down the anchor chain to inspect the links and shackle, then down the rode to the Fisherman. "Looks good," I reported back. *I'm hallucinating.*

All lines lead back to the samson post aft of the windlass. I use a figure 8 purchase on the post so I can release and haul in or let out lines as needed. There is no tension on the windlass cleat. Two rodes to the Fisherman storm anchor go over the port roller, the chain and two snubbing lines over the starboard roller. A third safety line goes to a 45-pound Danforth off to port.

I asked myself, "Are you scared?" No. Worried, yes, but since we'd come this far, I knew the storm will not kill me. It might damage my boat, but I would survive.

It was about then that the hurricane and I came to terms. I could *be* with the experience, not frozen in panic by it. It was like skiing slightly out of control down a double black diamond trail: "The thrill is just this side of disaster."

Then I noticed it was getting lighter. Was the end in sight?

We'll find out the the next issue.

LYMAN'S LESSONS LEARNED

Six years after Hurricane Hugo, Hurricane Luis came through the Caribbean, in 1995 as a Category 1. I flew down to the islands beforehand and moved my boat from Great Cruz Bay to Mahoe Bay and anchored as I had done before. We came through with no damage. People tell me I was foolish to remain onboard, and today I might agree with them.

A week after putting *Afaran* back on her mooring in Great Cruz, Hurricane Marilyn came through as a Category 4. I'd elected to remain home in Maine for that one: Marilyn was forecast to be less threatening than Luis.

It was worse. *Afaran* and a dozen other boats in Great Cruz were all total losses. Nothing of my boat larger than a refrigerator door was found. Had I gone down, and had I remained aboard on my mooring in Great Cruz, I too would have been a total loss. But I would not have remained in Great Cruz, surrounded by two dozen other boats on uninspected moorings. I'd have gone around to Mahoe Bay.

I wrote an article on Hurricane Survival for *Caribbean Compass* in 2013 (see page 27 at www.caribbeancompass.com/online/june13compass_online.pdf). Don Street provided some sage advice, with valuable links, in last month's *Compass*. I can add very little, except perhaps a few observations. If you are reading the *Compass*, you are most likely already savvy. But here are ten things I've learned about surviving Hurricane Season.

1) **It's good to get out of town.** I like to sail north to Maine. It only takes two weeks. Maine's cold water saps the energy from storms; hurricanes are downgraded to a Tropical Storm or a Northeaster by the time they skirt the coast. Most of the harbors face south (thanks to the Ice Age), protected in the lee of cliffs and peninsulas. It's also a nice place to spend the summer.

2) **If my boat had to remain in the hurricane zone** — from the Leeward Islands to the US East Coast — I'd make summer my annual haul out.

3) **Otherwise in the Caribbean**, I'd head to Grenada or Trinidad. Chris Parker also mentioned South America and Panama in his article last month. Like Don Street, I don't think there are any available "hurricane holes" in the Leeward or Windward Islands — not anymore. Even Hurricane Hole on St. John has been placed off limits by the US Park Department — they own the mangroves.

4) **Found a place to anchor?** Every yacht should have sufficient and proper ground tackle onboard. We can argue about which anchor is best, but technique is more important than the design. I prefer a heavy Yachtsman or Fisherman for my storm anchor. Have lengths of chain, twisted nylon rode (my preference), chafe gear, shackles, thimbles, and seizing wire. I'd buoy my anchors to see where they are. Dive on each to ensure it's dug in and the bottom is clear of things that might harm the rode.

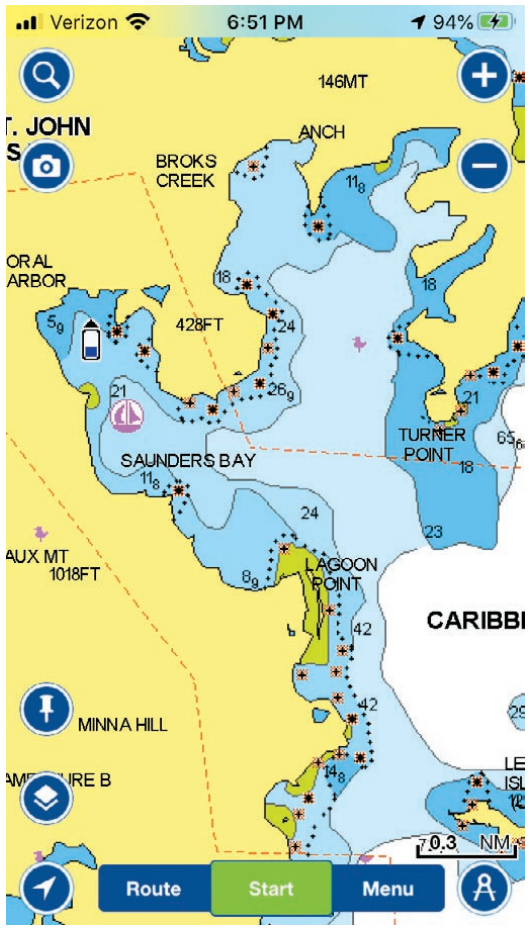
5) **A word about nylon**. Keep your storm rodes below, out of the sun, until needed. UV damages nylon. Use the best line you can afford, as it will have more internal lubricant to lessen friction while stretching.

6) **A word about nylon chafe.** There are two kinds: external, resulting from a line rubbing on a chock as it stretches, and internal, where the line fibers rub against each other. Chafe gear protects the line from rubbing on something, so we often use tubing or re-enforced hose. Trouble is, these prevent rain from cooling the internal fibers of the nylon. Instead, use leather, fabric, even an old T-shirt. During repeated stretching the internal line fibers rub against each other causing friction which heats up the fibers — they melt and the line parts. The lines need to be under water or open to rain to remain cool.

7) **Nylon chafe solutions:** Use chain or wire running from the deck cleats through the chocks and over the side, where these can be shackled to the anchor lines. No need now for chafe gear, as the nylon lines are open to rain and repeated dunkings.

8) **Have a plan.** Write up a plan, on paper, about everything you plan to do months before a storm arrives. File a copy with your insurance agent. Keep a copy onboard, and follow it. Don't expect the insurance company to send you a plan; they want you to do it. It's better to think about a plan long before it's needed. Things to include: Strip the sails, awnings and dodger, and clear the decks. Tape the hatches so wind-driven rain can't get in. Replace the running rigging with messengers.

9) **Be aware.** Keep your eye on NOAA and your ear to WX, from June through October. Load a storm alert app to your phone.



Afaran was secured in Coral Harbor, St. John, USVI.

10) **Remain on board?** BoatUS, the maritime insurance people, encourages owners to draw up a storm plan, carry it out, and then go ashore and let the insurance company deal with the results.

Would I remain aboard knowing what I've experienced? Depends on the storm, the anchorage, the boat, and the insurance policy. In Maine, I might remain aboard, the dinghy tied astern, ready to deploy. If another boat came adrift I'd be able to render assistance (I have).

I wrote to Derek, the mechanic on *HOTTYD*, and included a version of this story. He wrote back saying that he now hauls out each summer. Hurricane Marilyn, he told me, was much worse than Luis, even Hugo.

With the severity of the hurricanes in these warmer times, if I were anywhere other than Maine, I'd do my best to secure my boat and I would go ashore.

Suggested Reading

A great read is the 1936 novel by Nordhoff and Hall, the same writing team that wrote the Bounty Trilogy. Their book *The Hurricane* is about a South Pacific island and its people who experience a typhoon (hurricane).

The novel was turned into a 1937 Hollywood movie starring Dorothy Lamour, Jon Hail and Mary Astor. It's available on Amazon and it's worth watching. The storm effects, with no CGI, are realistic.

DOYLE CARIBBEAN

OCEAN PLUS

Built by sailmakers dedicated to building the finest, most durable and technologically advanced sails possible.

Barbados
Doyle Offshore Sails, Ltd
Six Crossroads. St Philip
Tel: (246) 423 4600
joanne@doylecaribbean.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

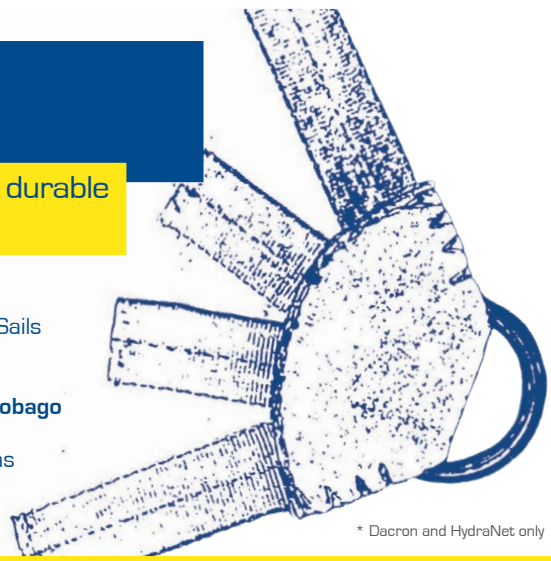
Grenada
Turbulence Sails
True Blue St George

Martinique
Voilerie Du Marin
30 Bld Allegre

St Lucia
Rodney Bay Sails
Rodney Bay

Trinidad & Tobago
AMD
Chaguaramas

www.DOYLECARIBBEAN.com



* Dacron and HydraNet only



See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

The Nature Conservancy works throughout the region to protect seas, coastlines, and coral reefs on which we all depend. We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and to join our campaign to Defend Paradise, visit **nature.org/defendparadise**.

The Nature Conservancy

DEFEND Paradise

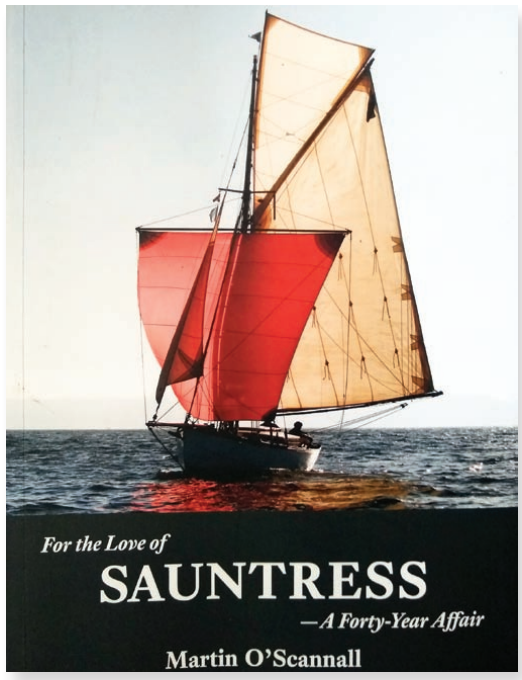
BOOK REVIEW BY JOHN EVERTON

A Forty-Year Affair

For the Love of Sauntress - a Forty-Year Affair, *by Martin O'Scannall. ©2014, Lodestar Books, paperback, ASIN B014LM9CCE*

The other day a boat sailed into Tyrell Bay, Carriacou, that attracted a lot of attention: a beautiful 28-foot gaff cutter with a yardarm on the mainmast. Her name is *Sauntress* and she was launched in 1913 in Wales, UK.

She is arguably the best preserved boat of her vintage in existence. Today, all her pitch pine planking is original and the owner for the past 40-odd years, Martin O'Scannall, has replaced only six frames. She is copper-riveted with a lead keel.



Martin removed a perfectly good Japanese diesel from the boat several years ago, feeling that having an engine would interfere with the pleasure, challenge and seamanship of the highest level that a pure sailing vessel requires. An engine would also increase expenses, add another aspect of maintenance, take up space and impede the sailing qualities of such a small vessel.

I have already enjoyed a few yarns over a few drams with the man, who is a pure sailor for the love of it. He is truly living the dream to the ultimate. Of course, the first question I asked him was if his boat was for sale, but I knew the answer already. Except for failing health why would anyone sell the perfect boat after 40 years of sailing her and making her more perfect?

Martin reminds me a bit of a leprechaun. He has a trusty mate from the Galician coast of Spain, Luís, who has been with him for 15 years and does beautiful and intricate wood carvings. Together they remind me of a sailing version of the Lone Ranger and Tonto or Don Quixote and Sancho Panza. If you might expect a man of his accomplishments to be arrogant you would be dead wrong. He's one of the friendliest, most respectful and humble people I have ever met and knows that the people he meets along the way are the most important equation in his life as a sailor.

Martin has written two books — *For the Love of Sauntress - a Forty-Year Affair*, and *A Conversation with the Past - Sailing with the Admiral* — both published by Lodestar Books, with photographs by Oscar Companioni. Martin writes in the preface of *For the Love of Sauntress*: "I worked, as we must all work, but that never counted much in the scheme of things. I took, as all sensible folk take, early retirement to devote every spare moment to that most important of things, messing about in boats."

The first book, *For the Love of Sauntress* (2014) is more down to earth than his second offering, *A Conversation with the Past* (2019), which I found more fanciful with a lyrical bent. One chapter in the first book illustrates pleasures available only to those who sail without engines. *Being becalmed for an extended period of time is the best experience to teach the virtue of patience, and then the feeling of the first puff of wind after that calm when sails start to fill and soon the boat is heeling well, sailing full and bye. Some-one motoring impatiently through the same calm would still have the engine running long after those first puffs came, and would probably continue to run until the operator was sure the wind was there to stay.*

Sauntress was built as a yacht, designed by Wright and built by Harris in Cardiff, Wales, in 1913. Martin's cruising grounds include the southwest coast of Ireland; the south and east coasts of England; Scotland, Shetland, Norway and Brittany; the Galician coast of Spain, the Mediterranean, the Cabo Verdes, Tobago and Carriacou. Martin affectionately mentions several crew — Caroline, Judy, Chris, Crispin, Georgie, Tojo and Luís, all good crew and all compatible with Martin. *Sauntress's* cruising adventures with Martin include a 12-year haulout during which Martin accomplished much fine work, including building a new interior, cabin trunk, cockpit and deck.

In the book, Martin quotes several favourite authors, who are also some of my favourites, including Claude Worth, Erskine Childers, Joseph Conrad, all the British Admiralty Pilots, Patrick O'Brien and RD Graham.

During the Covid-19 pandemic lockdown in Tyrell Bay *Sauntress* is anchored behind my *Second Star* and I can admire her while enjoying my morning coffee from the cockpit. She looks so sweet; the one feature which stands out is the yardarm, nicely squared.

If you, like me, prefer your cold weather sailing to be of the armchair variety, you can order Martin's books through Amazon.com or lodestarbooks.com

Dick Wynne of Lodestar Books writes: "We have heard from our author Martin O'Scannall that he and a friend crossed the Atlantic in the lovely Sauntress *intending to take part in the Antigua Classics. Sadly that event is now off, and boat, Martin and crew are holed up / locked down at the island of Carriacou. Admittedly there are worse places, but we have no idea right now when* Sauntress, *and they, will be back home in Spain. We wish them peace and safety where they are, and fair winds when the time comes to return home."*

DIAMOND ROCK AWAKENING

Island Poets



Temporary waterfalls plunge the face of granite outcrops,
Splitting descent in the wake of thunderclaps bending open doors of torrents
from celestial chambers

Rainbows sparkle in their purple spectrum
Light bundles unravel through near-heaven and the prism of hearts

and also

Gulls skim, white tops froth, split, spin and swim
Misted streams sprinkle the island's face —
A crystal chloride embrace

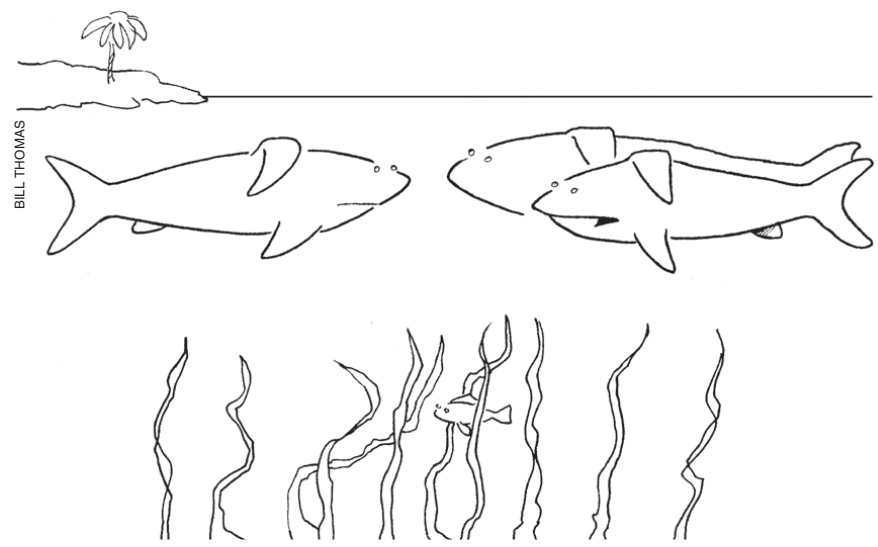
And Diamond Rock in its volcanic incarnation
Myriad vibrations, blue whales breaking the cobalt calm in unison
In places off the Pacific — Baja California, Bering Straits, Peninsula Kamchatka

A sudden eruption
Displacement of an enormity unknown
Dawn of a sea mountain when it thunders and waterfalls roar
in resounding perpendicularity

Before the lava gels,
The hissing sheds, the cetaceans resound;
The ears of the universe readjust in and around and above the ground
of Diamond Rock.

— J. Izzaak

COMPASS CARTOON



BILL THOMAS

"I always love surprise Birthday parties."

The Carib Grackle:

Bequia-Sweet-Sweet!

This crow-like beauty is affectionately known on the island of Bequia as "Bequia-sweet." According to an 1880 account in the book *Camps in the Caribbees: The Adventures of a Naturalist in the Lesser Antilles*, by Frederick Ober, the name can be traced back to Carib captivity on the island of Baliceaux, in the Grenadines, where 5,000 Black Caribs were imprisoned by the British army in 1795, following the defeat of the Carib rebellion on St. Vincent, led by chief Joseph Chatoyer (Satuye). Baliceaux was dry and hot, with no trees to build homes or canoes, or to provide shade. The imprisoned Caribs longed for their island-home of St. Vincent, standing tall in the misty distance, or for sweet-looking Bequia so much closer and inviting just a few miles away, yet impossible to reach – a paradise with gentle green hills, shady trees and cool breezes. And so the Caribs wept, as all about them the blackbirds sang "*Bequia-sweet-sweet-Bequia-sweet.*"

These Bequia-sweets of Baliceaux are members of the species *Quiscalus lugubris*, better known by their English common name, Carib Grackles. The word grackle derives from the Latin *graculus*, meaning "Jackdaw," a feisty European blackbird of the crow family. But Carib Grackles are not at all related to crows; they are members of the Icteridae family, a broad group of New World songbirds that includes New World blackbirds, New World orioles, bobolinks and cowbirds.

There are eight subspecies of Carib Grackle separated in two groups — one with light-brown females and the other with dark-brown females – distributed throughout northern South America, Trinidad and Tobago, the ABC islands and the Lesser Antilles. The bird is sometimes called the Lesser Antillean Grackle, but is more popularly known in the Lesser Antilles as "blackbird" or *merle* in French, owing to the male's iridescent black-violet plumage, washed with a hint of green-copper on the wings.

Carib Grackles spend a great deal of their time bellowing out their loud song, including harsh squeaks, rattles, rhythmic *chcks* and clear whistles. Although their song does not vary within islands, it does between islands. Their song is more trilled and complex in Trinidad and Tobago, while simpler in the Lesser Antilles. Interestingly, the levels of song variations are tied to the females' coloration: islands whose subspecies have light-coloured females present higher song variation compared to those that have darker females.



Above: The males sport iridescent black-violet plumage, washed with a hint of green-copper on the wings.



Left: This female was spotted collecting nest material on the beach at Salt Whistle Bay, Mayreau.

It is also interesting that Carib Grackles are commonly found in some islands, but almost absent from others. For example, they are found from Trinidad and Tobago all the way up the island chain to Bequia, but difficult to find on St. Vincent, only ten miles to the north of Bequia. They are also very localized in Dominica and Montserrat. The reason why is still a mystery.

Carib Grackles are lowland birds that can be found in open pastures, scrub land, plantations and beaches. They are very common in urban settings, particularly around car parks, city parks and gardens. They are able to live in very close proximity to humans. I have observed them in the Tobago Cays swooping over to anchored boats and perching above the cockpits while begging for scraps. In Salt Whistle Bay, Mayreau, the males serenade the tourists from dawn till dusk, while females gather material for the nests that sway on the windswept coconut palms.

They are omnivorous, opportunistic and extremely resourceful birds, foraging in social groups of up to a dozen individuals that non-aggressively compete for food such as insects, spiders, *Anolis* lizards, frogs, eggs, small chicks, small fish, fruits and seeds. They are bold – taking handouts from people, patrolling restaurants for table scraps, rummaging through the waste bins for leftovers, seeking dead insects on the windscreen of a car, or even foraging at night in parking lots under artificial light. They are usually the first, or one of the first, avian species to find a new food source.

They engage in a feeding behavior called food-dunking, whereby they carry their food to the nearest water source and drop it in the water, sometimes several times, before eating it. Unfortunately, this behaviour, whose purpose is to moisten the food and aid digestion, attracts other grackles all bent on stealing the morsel while it floats so temptingly. Some birds have found a way to prevent the theft, simply by holding the food in their beaks while dunking it. Others will not dunk their food in the presence of other grackles.

Carib Grackles are known to use complex beak movements when handling or extracting food. They are great social learners, picking up new foraging techniques by simply observing other birds, particularly species that they associate with, such as Shiny Cowbirds, Ground Doves and Zenaida Doves. One study has found that juvenile Carib Grackles will readily imitate the feeding behaviour of Zenaida Doves.

They are brainy birds – according to a study published in 2016, in the open-access journal *PLOS ONE*, by Jean-Nicolas Audet and colleagues from McGill University, Canada, the Carib Grackle passed the string-pulling test, albeit in quite small numbers. String-pulling is considered one of the most complex cognition tasks for animals, because there is no immediate reward for each action taken; instead the subject must pull the string several times and hold the slack between pulls, until it reaches the reward (food). Corvids, parrots, kangaroos, dogs, rats, lemurs and gorillas all have passed this test, but as you can imagine this is especially hard for birds, because they have no hands. Nevertheless, two out of 38 Carib Grackles clutched the string with their bills and held the slack with a foot, while the beak went back for another pull. Although the number may seem low, the study says that two individuals completing the test is quite significant, as it demonstrates that the species has the capacity to solve the problem.

Carib Grackles breed throughout the year as long as conditions are favorable. They are social breeders that nest in trees, in colonies of a few to dozens of birds per tree. Pairs are either monogamous, or polygynous — the latter is where a male will mate with more than one female, while the female mates with only one male. The males initiate the breeding season by raising their long tails, ruffling feathers and vibrating their extended wings while singing. Yellow-eyed couples cement their bond flying and singing together. Thereafter, paired males spend most of their time guarding their mates, following them everywhere to ensure that they do not copulate with other males. The females build their nests alone and lay two to four eggs, which they incubate for 12 days and raise alone. The males abandon their mates during the incubation period, although a small percentage of males remain to help raise the chicks and help with nest repairs.

The hatchlings, who are born with eyes closed and pink skin shaded by sparse brownish down, fledge fairly young, at approximately two weeks of age, but enjoy a long post-fledgling parental care period. The adults build strong bonds with their brown-eyed fledglings and are known to become aggressive towards passersby that get too close to their chicks. Sometimes the entire colony bands together and swoops down with beaks and talons ready to strike at anything perceived as a threat, including dogs, cats and humans. They will attack repeatedly, each successive swoop getting closer to the head, until eventually the intruder walks away. When nesting in private gardens, these Grackles have been known to literally prevent the owners from using their gardens, forcing them to run back into their houses. Any attempt to remove the nest is met with more violence.

So be careful as you step ashore; the Carib Grackle is never far away. Listen to its song trilling across the water; watch as it struts, black and bold, head held high, or as it darts between the palm trees like a fleeting shadow on molten wings, filling the air with its jubilant call — "*Bequia-sweet-sweet!*"

The Sky from Mid-June to Mid-July

by Jim Ulik

Is a pandemic the preferred method of reducing pollution? Of course not. But it didn't take long for the lockdowns designed to control Covid-19 to clear the air of many of the pollutants released by power plants, industry, vehicles and air travel. The European Space agency (ESA), South Korea and NASA have satellites that continually monitor worldwide air quality issues that negatively affect human health. The satellite data has recorded a significant reduction in pollutants coinciding with lockdown measures imposed by governments across the world.

This reduction in pollution, however temporary, has cleared the skies for stargazers, astronomers and those who enjoy the sight of a distant landscape without the haze from pollution. More stars can be seen in dark sky locations. Maybe a star or two can even be seen in urban environments.

Asteroid Day (June 30th) was established to inform the public about asteroid risks. In addition, the organizers want to "inspire people and young minds to look up into the sky and to be excited about our Solar System." The improved atmospheric clarity during this period will aid astronomers in the discovery of asteroids that may threaten Earth. A perturbation from another asteroid or the gravitational pull from another celestial object may send an asteroid towards Earth.

Tuesday, June 16th

The June Lyrids meteor shower takes place within the boundaries of the constellation of Lyra. Look for Vega, the bright star in the northeast sky. The shooting stars will radiate out from an area near Vega at 33 km/s (approximately 74,000 mph). This shower is active June 11th through 21st, reaching its peak tonight.

Friday, June 19th

Over the last few days Venus has transitioned into a morning apparition. This morning, low in the eastern sky, there is a close approach between the fine crescent Moon and Venus in the constellation Taurus. Above this celestial pairing is the Seven Sisters or Pleiades. The bright star above the eastern horizon is Aldebaran.

Other planets up this morning are Mars, Saturn and Jupiter. Mars is all alone high overhead. Saturn and Jupiter are together in the western sky.

Saturday, June 20th

Call it the summer solstice or June solstice, today is the first day of astronomical summer in the Northern Hemisphere. The position of Earth in its orbit combined with its tilt places the Sun in its northernmost point in the sky. The Sun is now over 23.5 degrees north latitude or the Tropic of Cancer for a few days before it starts its procession south.

If you see a shooting star tonight it could be from the Ophiuchids. This meteor shower will peak tonight with a number of meteors radiating out the eastern sky. This shower is active May 19th through July 2nd.

Sunday, June 21st

Be aware that some posts on the internet regarding today's solar eclipse may neglect to mention that the eclipse is not visible in the Caribbean. It will only be visible in south/east Europe, Asia, north Australia, Africa, the Pacific and Indian Oceans.

What you will be able to see in the night sky are faint objects such as galaxies and star clusters, because it is the New Moon. Be aware that the dark sky will offer better viewing for the five active meteor showers.

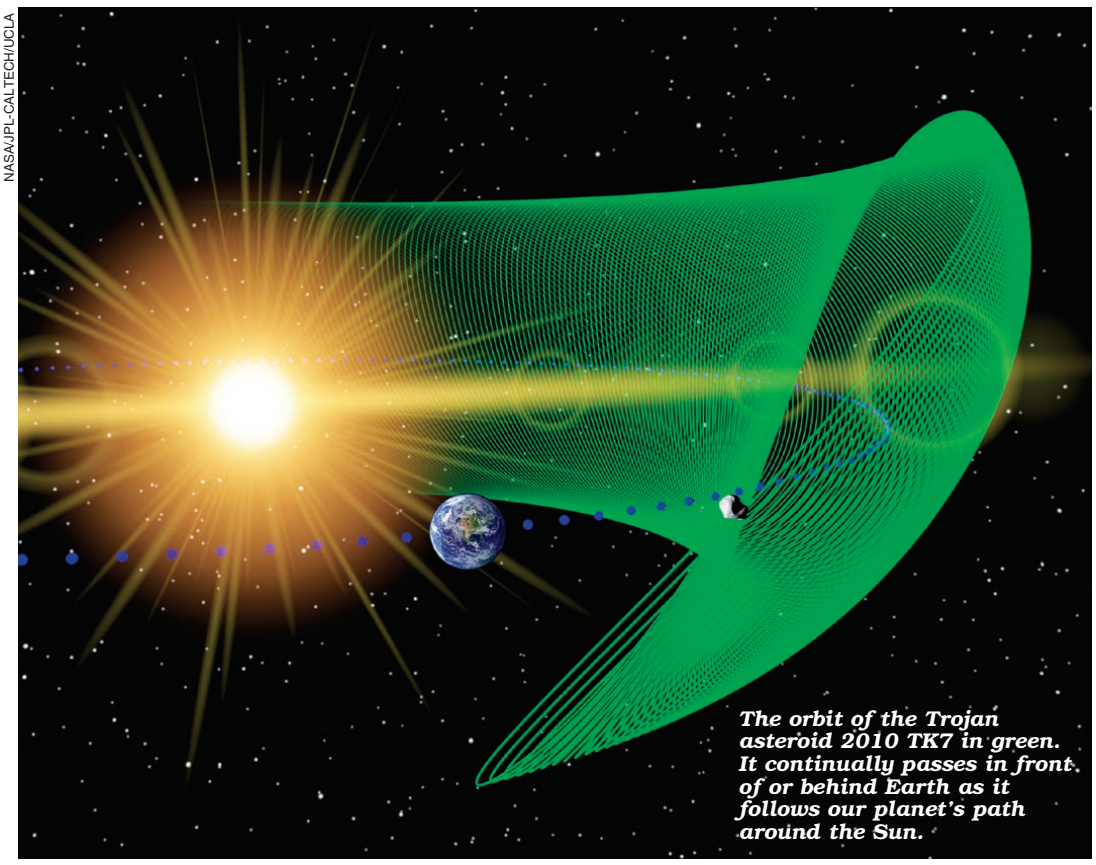
Saturday, June 27th

The June Boötid meteor shower will be active from June 22nd through July 2nd. As this is a variable shower it has been known to produce a peak rate of 100 meteors per hour. On the other hand it may only produce a few. The shooting stars will fire out of the northern sky from an area near the Boötes constellation.

Other meteors arcing across the night sky could be from the June Scutids. Peaking tonight, this shower emanating out of the constellation Scutum, the shield, runs from June 2nd through July 29th. The Moon may prevent spotting a few meteors until it sets around midnight. The Moon reaches first quarter on June 29th.

—Continued on next page

NASA/JPL-CALTECH/UCLA

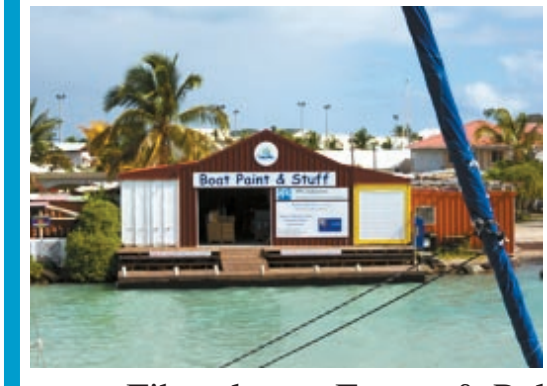


The orbit of the Trojan asteroid 2010 TK7 in green. It continually passes in front of or behind Earth as it follows our planet's path around the Sun.

Bocas Marina
Safe Haven in Paradise
"The Undiscovered Caribbean"
Bocas Del Toro, Panama
Full Service Marina • Calypso Cantina
www.bocasmarina.com • bocasyachtclub@yahoo.com
Haul Out Yard • 60-Ton Travelift
www.bocasboatyard.com • bocasyachtservices@yahoo.com



BOAT PAINT & STUFF
Time Out Boat Yard Saint Martin
Next to the French Bridge



ANTIFOULING SPECIALIST:
PPG Amron COPPERCOAT
Permanent Antifouling
(10 years and more…)

Fiberglass + Epoxy & Polyester Resins
Epoxy primer + Polyurethane Top Coat
Phone: + (590) 690 221 676
info@boatpaintstuff.com
www.boatpaintstuff.com

—Continued from previous page

Tuesday, June 30th

Asteroid Day is a global awareness campaign during which people from around the world come together to learn about asteroids, the impact hazard they may pose, and what can be done to protect our planet, families, communities, and future generations from future asteroid impacts. Asteroid Day was co-founded in 2014 by Dr. Brian May, astrophysicist and lead guitarist of the rock band Queen, together with Danica Remy, President of B612 Foundation; Rusty Schweickart, Apollo 9 astronaut; and filmmaker Grig Richters. Live and online events are held each year on the anniversary of the largest impact in recent history, the 1908 Tunguska event in Siberia.

Saturday and Sunday, July 4th and 5th

A penumbral lunar eclipse begins on July 4th around 2300 hours. It will end around 0200 hours on July 5th. A penumbral lunar eclipse occurs when the Moon passes through the Earth's partial shadow, or penumbra. During this type of eclipse the Moon will darken slightly but not completely. The eclipse will be visible throughout most of North America, South America, the eastern Pacific Ocean, the western Atlantic Ocean, and extreme western Africa.

At the more reasonable 2000 hours a celestial trio will appear over the eastern horizon. This is a close approach between Jupiter, Saturn and the Moon.

Tuesday, July 7th

The winter constellation Orion departed the night sky at the end of May. This morning it begins to make its reappearance in the east for a few minutes prior to sunrise. Currently Venus appears close to Aldebaran. Over the next few days Venus will gradually move in closer to Orion. Even though Venus is only illuminated 23 percent it is at its greatest level of brightness in the morning sky.

Saturday, July 11th

The Moon makes a close approach to Mars just before they rise above the eastern horizon. Throughout the night into twilight they gradually move away from each other. Both will be visible to the naked eye or through a pair of binoculars.

In the morning twilight Venus rises near Aldebaran. Performing a flyby of Venus is the Parker Solar Probe. This is the third of seven flybys that slow the spacecraft down to more precisely set its trajectory toward the Sun.

Tuesday, July 14th

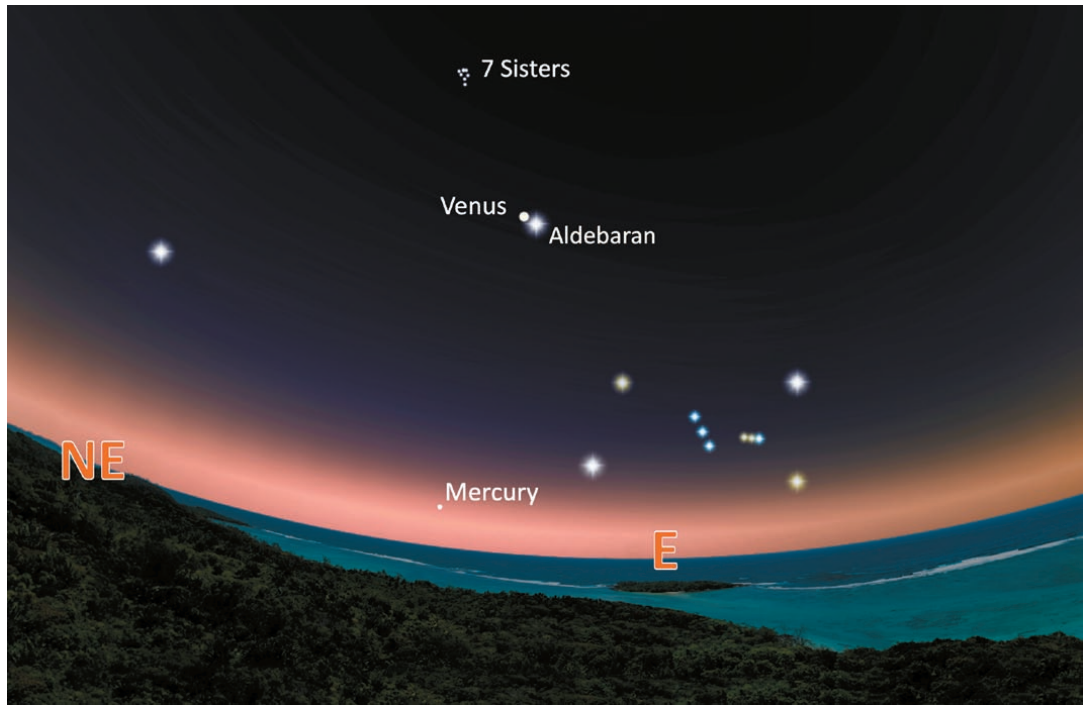
The gas giant Jupiter will be at its closest approach to Earth and its face will be fully illuminated by the Sun. It will be brighter than any other time of the year and will be visible all night long. This is the best time to view and photograph Jupiter and its moons. A medium-sized telescope should be able to show you some of the details in Jupiter's cloud bands. A good pair of binoculars should allow you to see Jupiter's four largest moons, appearing as bright dots on either side of the planet.

In the News

In addition to atmospheric and light pollution, the light reflected off the large volume of SpaceX's Starlink satellites has concerned stargazers and astronomers. There will be 42,000 satellites launched by SpaceX to deliver high speed broadband internet to locations where access has been unreliable. Currently 362 satellites have been put into orbit. With that in mind, consider that there are only 172 stars in the whole sky that exceed the expected brightness of the Starlink satellites. All satellites beginning this June have been redesigned with Sun-blocking visors and new software that will alter the satellites' orientation to reduce reflected sunlight.

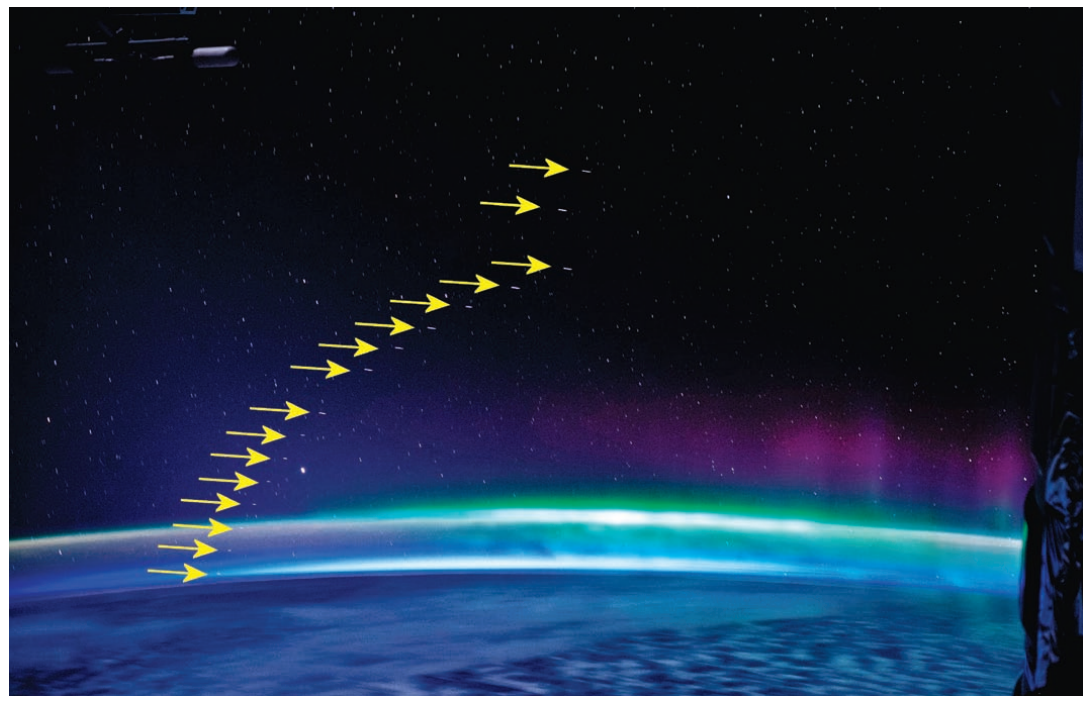
**All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.*

Jim Ulik sails aboard S/V Merengue.



Above: Conjunction between Venus and Aldebaran on July 11th. Orion is now viewable in the predawn sky.

Below: A chain of 16 SpaceX Starlink internet satellites taken from the ISS. Small specks of light here, but multiply this by 2,625 for the future launch total of 42,000 satellites.



NASA

GONSALVES LIQUORS LTD. ST. VINCENT



PROVISIONING YOUR YACHT?

Don't worry we're here for you! At Gonsalves Liquors you'll find all that you need. We have the widest selection of wines, spirits and liqueurs in St. Vincent and the Grenadines. We're just a phone call away!

GONSALVES LIQUORS LTD. Established 1970

The store that offers you more!

Cnr. Middle & Melville Streets, Kingstown
St. Vincent & the Grenadines, P.O.Box 383
Tel: (784) 457 1881 . Fax: (784) 456 2654
Email: info@gonsalvesliquors.com

CENTENARIO & CO.S.A.

- YACHTS AGENT FOR PANAMA
- CANAL TRANSIT CLEARING IN/OUT
- ALL PANAMANIAN FORMALITIES & REGISTRATION



Edificio 791-X La Boca Ancon,
Balboa Panama, Republic of Panama
Tel: (+507) 6676-1376 Erick Galvez
info@centenarioconsulting.com
www.centenarioconsulting.com

Best recommended agent in Panama by cruisers!

THOSE SPLENDID SPONGES

Part 2: Tube, Barrel and Encrusting Sponges

by Darelle Snyman

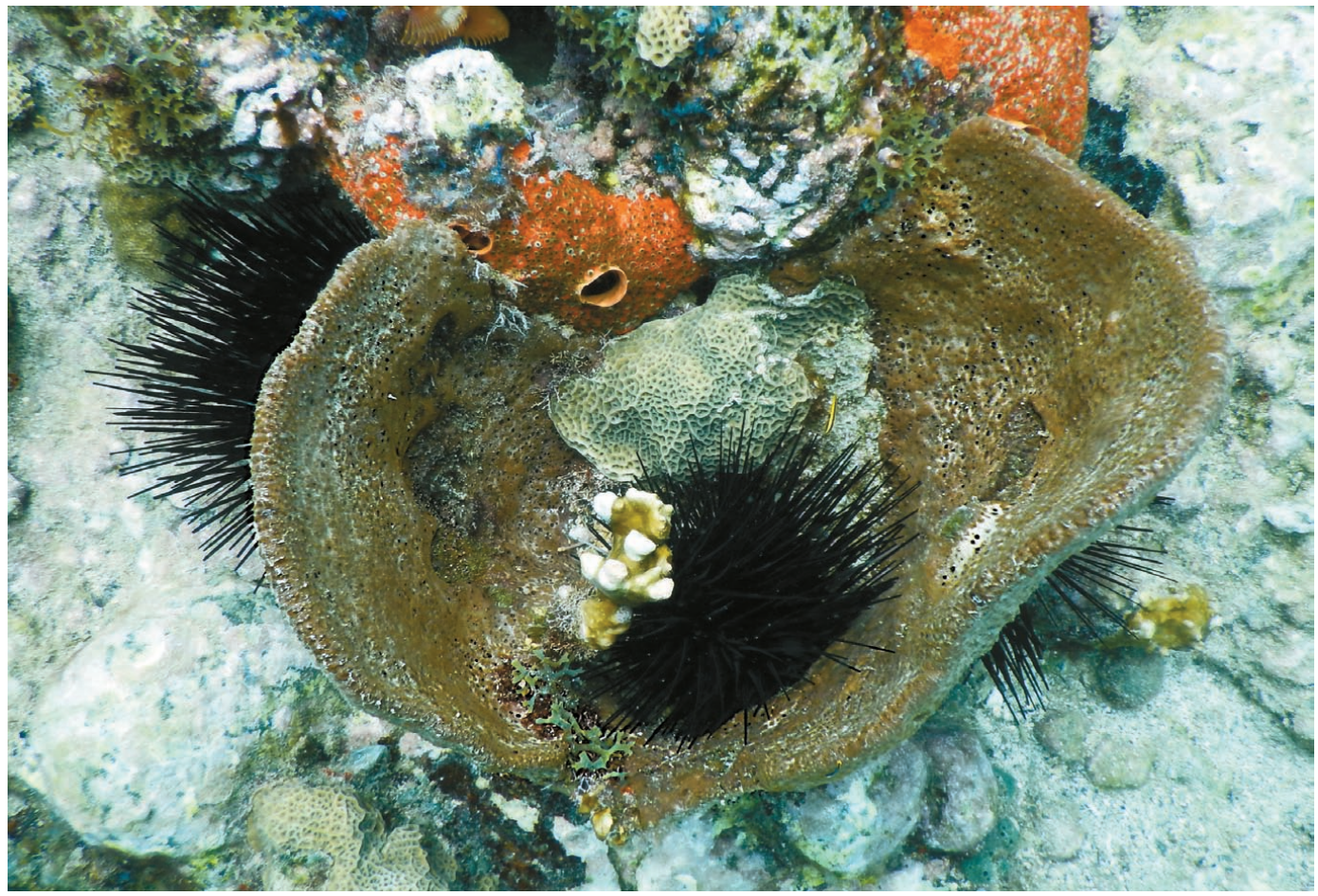
This month we continue our foray into the world of sponges, starting with the tube sponges, of which you will recognize the yellow tube sponge (*Aplysina fistularis*) immediately. They are prolific on the shallow reefs all over the Caribbean and their bright yellow tubes have greatly contributed to the beauty of one of my favorite snorkeling spots in the Eastern Caribbean, Devil's Table at Bequia.

Tube Sponges

Their common name is an accurate description of the species. A single sponge is actually made up of several tubes connected at the base. These hollow tubes provide a refuge for a variety of sea creatures, so look for crabs, shrimps or small reef fish like gobies nestled inside.

Yellow tube sponges are fibrous in nature, lacking the unpalatable spicule structure typical of most sponges. As a result, they do fall prey to some species of reef fish, but their main predator is the hawksbill turtle. Luckily sponges have incredible regeneration capabilities and even a small piece broken off by a predator can reattach itself to the substrate and grow into a clone of the adult. Not only can they regrow, but yellow tube sponges have the amazing ability to rearrange their cells to create an upright tube in situations where the tube was knocked over. Many sponge species form symbiotic relationships with algae; yellow tube sponges in contrast produce chemicals to deter the settlement of creatures such as algae and barnacles on their tubes.

In the past these sponges were harvested for use as bath sponges; luckily our use of synthetic sponges has eliminated the market for their collection. Our historical use of sea sponges dates back to antiquity, when the ancient Greeks and Romans utilized the humble sea sponge for bathing and cleaning. Roman soldiers even used sponges to cushion their armour. The ancient Greeks, especially, placed great value on sponges, and sponge diving became an important industry during ancient times. The history of the sponge diving industry on the small Greek island of Kalymnos makes for interesting reading. Sponge diving was even an Olympic event in ancient Greece and their best athletes used sponges to apply olive oil and perfumes on their bodies before competing.





Above: While snorkeling, you are likely to encounter the brown bowl sponge.

Right: The giant barrel sponge is an important member of the reef community. Its size allows it to filter large amounts of water daily.

Bottom right: Bright yellow tube sponges contribute to the beauty of snorkeling spots in the Eastern Caribbean.

The branching tube sponge (*Aiolochroia crassa*) is another commonly found tube sponge. This can be the poster child for how variable a single sponge species can be in terms of color and growth form. I have encountered this species in the most beautiful hues of pink, green, purple and blue. These colorful sponges generally grow in dense clusters and have short, thick-walled tubes with a granulated appearance on the outside.

Barrel Sponges

When it comes to coloration, barrel sponges, in contrast to their colorful kin, seem to have been cruelly left out. They exist in various shades of brown, with some species having a touch of yellow to brighten them up. They do, however, include the largest sponge you will encounter on the reef, the giant barrel sponge (*Xestospongia muta*). These sponges are often referred to as "the redwoods of the reef" due to their great size and longevity. These massive red to brown sponges can reach sizes of at least six feet (1.8 metres) across and some are estimated to be 2,000 years old.

The giant barrel sponge is an important member of the reef community. Its size allows it to filter large amounts of water daily, thereby contributing greatly to the clarity of the water and the cycling of nutrients within the reef ecosystem. These rugged-looking sponges are feasted upon by parrotfishes, and many sea creatures call them home.

These impressive sponges are more fragile than they look, and decades of growth can be undone in a matter of seconds by a dragging fishing line or a dropping anchor. The rim is where most of the new growth takes place and harm can be done by over-enthusiastic divers and snorkelers kicking it or bumping into it unintentionally.

Other prominent barrel sponges you are likely to encounter is the brown bowl sponge (*Cribrochalina vasculum*) and the netted barrel sponge (*Verongula gigantea*).

Encrusting Sponges

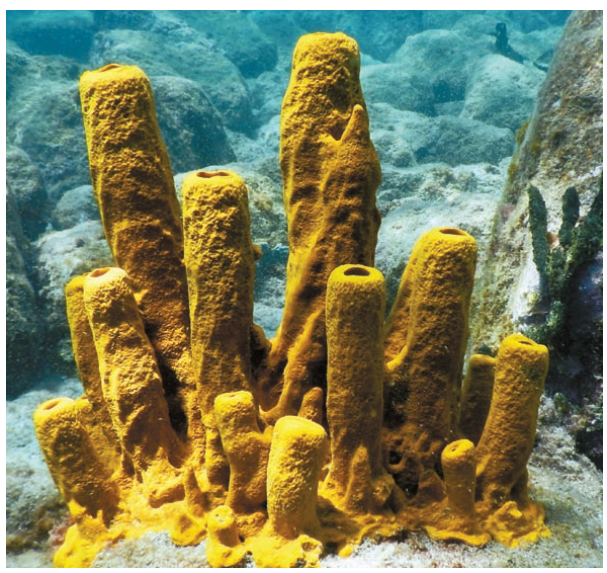
Encrusting sponges include some of the most colorful sponge species you are likely to see in your underwater explorations. They occur in a variety of sizes and growth forms and can be found on virtually every rocky surface of the reef, where many grow in a carpetlike layer.

Unlike their free-standing cousins they make complicated webs to filter nutrients out of the water. This web-like growth form is clearly visible in the orange lumpy encrusting sponge (*Scopalina ruetzleri*), a soft and delicate sponge easily recognizable by its color and spiky texture.

The red boring sponge (*Cliona delitrix*) is a more aggressive species and bores into large stony corals by secreting minute amounts of acid, excavating deeper into the coral body as it grows. On the outside it is visible as a red to orange crust with a distinct wart-like appearance and large excurrent openings that bear paler edges.

It kills the part of the coral close to its growing edge and on the inside of the coral it creates a maze of holes filled with spongy material that eventually kills the coral head.

—Continued on next page

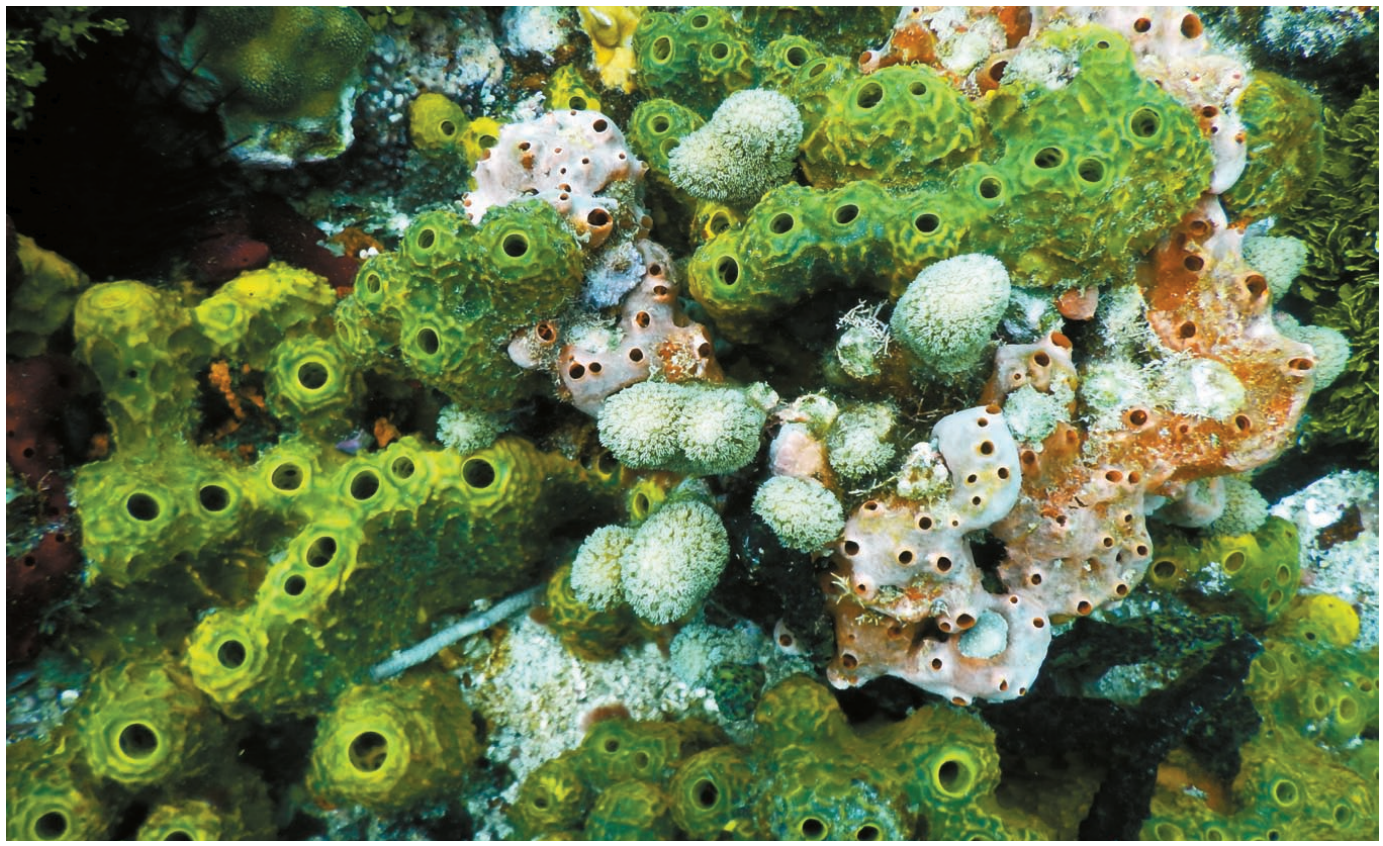


—Continued from previous page

Not all encrusting sponges are carpetlike in appearance, as the name of the lumpy overgrowing sponge (*Desmapsamma anchorata*) indicates. This small sponge uses other organisms and structures as a support and tends to overgrow them. I encountered many of these pinkish-colored sponges in Belize, where they were prolific on the skeletons of gorgonians.

Another interesting encrusting sponge I recently found in Belize is the beautiful orange icing sponge (*Mycale laevis*). It apparently is one of the ten most common sponge species in the Caribbean, which does not say much for my observation abilities as I only recently noticed it. In contrast to its common name, it can be yellow in color and its large white or transparent excurrent opening is one of its most distinctive features. It tends to grow among the branches and undersides of plate coral where it obtains protection from fishes whose diet shows a preference for sponges.

The sponge species mentioned in this article and the article in last month's issue only represent a fraction of the sponge species out there. I do hope that the articles gave you a better appreciation for these fairly simple but amazing creatures.



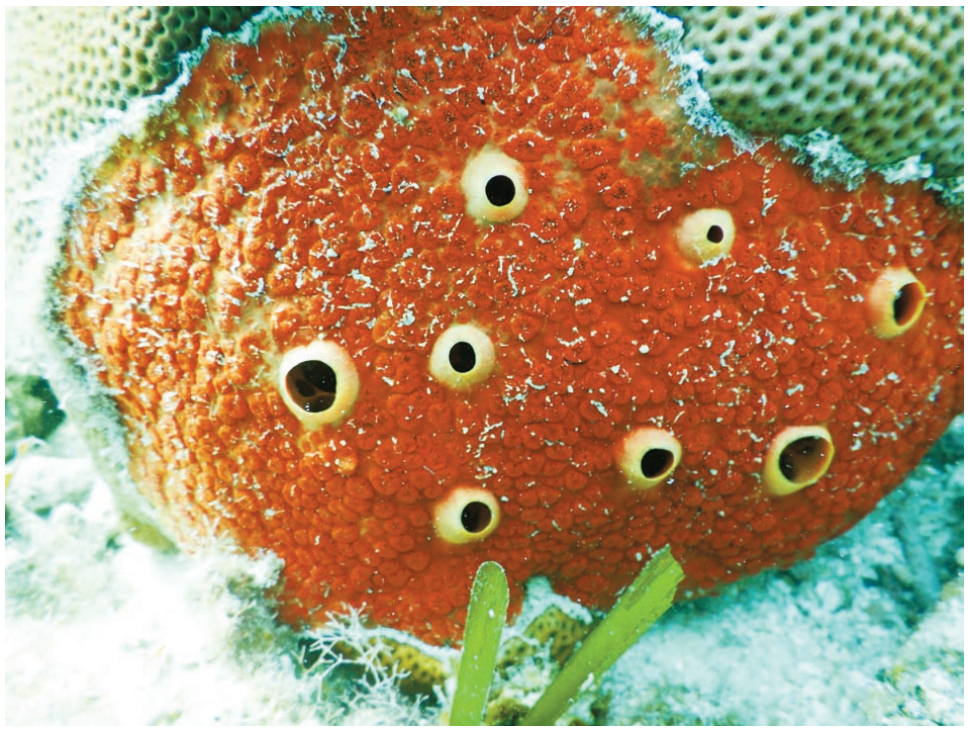
I have seen branching tube sponges in the most beautiful hues.



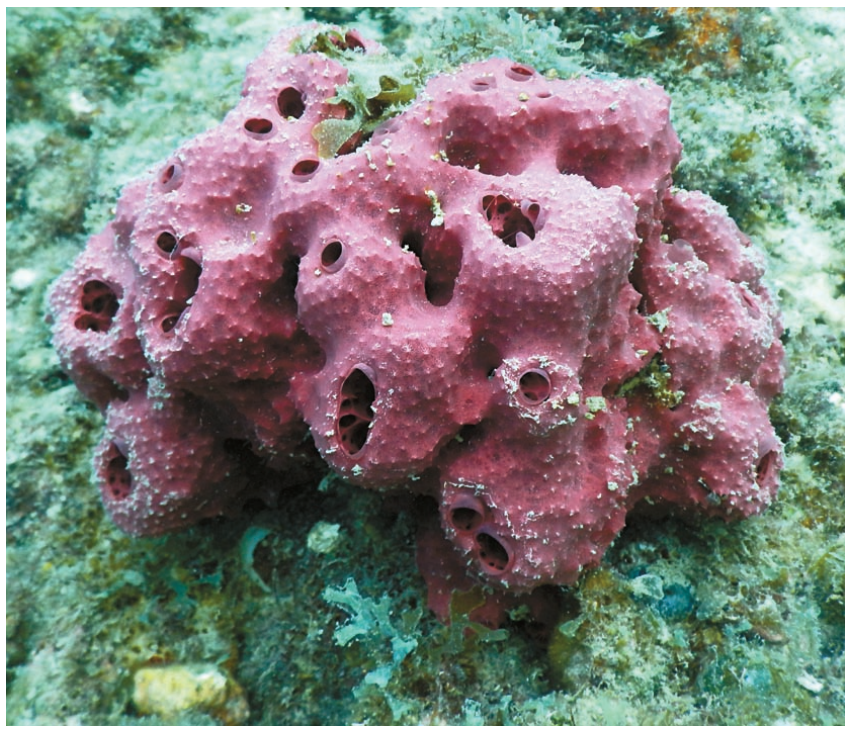
The orange icing sponge's large white or transparent excurrent opening is a distinctive feature.



I discovered many pinkish-colored lumpy overgrowing sponges in Belize.



Cliona delitrix *bores into large stony corals by secreting minute amounts of acid.*



The branching tube sponge can be the poster child for how variable a single sponge species can be in terms of color and growth form.



The Food Fair

Stock Up

on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.

Hubbard's

JONAS BROWNE & HUBBARD (G'da.) Ltd.

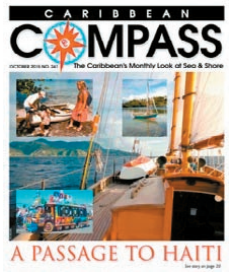
The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

HEY, READERS!

If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!









Read in Next Month's *Compass*:

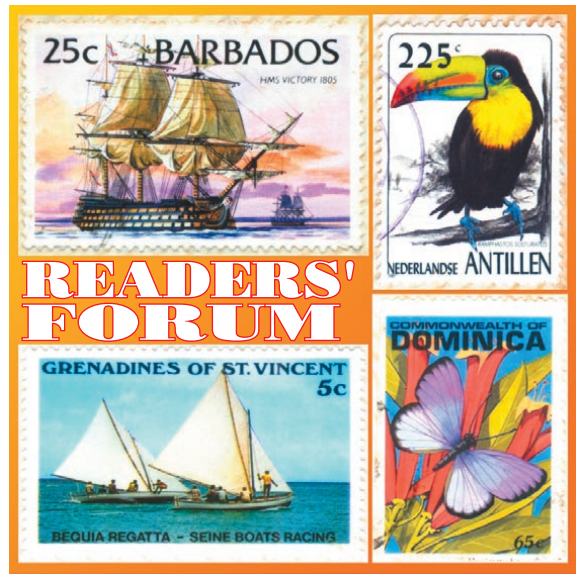
Readers' Picks for Agents of Change on the Caribbean Sailing Scene

When Venezuela was *the* Summer Place

Silver Jubilee Galley-Friendly Recipes

...and much, much more!

Don't Miss It!



THE CARIBBEAN'S ANSWER TO BILL BRYSON

Dear *Compass*,

Caribbean Compass's April issue features two particularly wonderful articles. Chris Doyle brings us up to speed on Cumberland Bay with an aerial photo of the bay and St. Vincent's dramatic mountains engulfing it. The magic of St. Vincent and its people are close to my heart. Thanks, Chris, for another wonderful article!

John Everton's article on Carriacou's Shakespeare Mas accurately expresses a part of the Grenadines we treasure. I'm glad to see so many of John's articles appear in *Compass* these days!

Thanks also for resurrecting a 1998 article by Jim "Hutch" Hutchinson. The Caribbean's answer to Bill Bryson writes on one of his onshore forays: "I'm thinking such things on my way to my hangout, a quiet place between the fancy places, this side of other good choices."

Download the April issue at www.caribbeancompass.com/online/april20compass_online.pdf and check it out!

Ellen Birrell
S/V Boldly Go

THANKS FROM CUBA FOR COLLABORATION

Dear *Compass*,

I am pleased to greet you on behalf of the Hemingway International Yacht Club of Cuba and on my own, as well as to express my sincere wishes that all the staff of the *Caribbean Compass* is in excellent health.

Browsing the April issue of *Caribbean Compass*, I found the article "Navigating the Covid Sea" [*see page 10 at www.caribbeancompass.com/online/april20compass_online.pdf*], which I read carefully. This piece will be very useful for the publication of a new bulletin prepared by our yacht club, since the bulletin is aimed at raising the nautical awareness of Cuban managers and officials in the maritime and port sectors. With this new bulletin, I want to report how the Covid-19 pandemic has affected recreational boating in the Caribbean and what future projections might be. In this regard, I thank you for all the collaboration you can give me to make this upcoming issue of our newsletter more useful.

On the other hand, I would be grateful if you could inform all *Caribbean Compass* readers that Cuban ports and marinas are closed to recreational navigation until further notice.

I take this opportunity to reiterate my most affectionate greetings and to express to you that I am very honored by the friendly relationships that unite us with the staff of *Caribbean Compass*.

Best regards,
Commodore José Miguel Díaz Escrich
Hemingway International Yacht Club of Cuba

A TYRELL BAY THANK YOU

Dear *Compass*,

Here in Tyrell Bay, Carriacou, during the lockdown, cruisers (or used-to-be cruisers) are very fortunate to have Diane and her partner Richard from Lumba Dive as our helpers ashore. They have given us a great deal of support in the form of information on the Cruisers' Net and arranging with the pertinent authorities to meet our dinghies at the dock. There, they took our bags, shopping lists, and dollars to do all our shopping in an efficient and punctual manner, with the help of other volunteers. This included going to Hillsborough to pick up necessary medications at the pharmacy. Our bags were returned with goods and change at a designated hour. Their service operated for several weeks, before the curfew was relaxed to allow three designated shopping days a week, on which cruisers can stretch their legs and do their own shopping.

Diane and Richard were wonderful. I have no idea how we, as cruisers, would have managed without them being the liaison between us, them, the Carriacou Chief of Police, and whomever else was involved. After weeks of helping the cruisers during these challenging times, I'm sure they are looking forward to resuming their dive business and recouping some income. And they will be able to dive themselves for the first time in months, Diane after having undergone two knee operations.

So, any cruisers who would like diving lessons or who are interested in diving, please go see this highly experienced and highly regarded couple.

Thank you to Diane and Richard, and to David from *S/V Jon* for suggesting we write this letter.

John and Roni Everton
S/V Second Star

MY NOMINATION FOR 'AGENTS OF CHANGE'

Hi *Compass*,

I enjoyed reading the May edition of *Compass* (www.caribbeancompass.com/online/april20compass_online.pdf) even more than usual, since we're back taking shelter at our (until very recently frozen) lake in central Ontario, Canada. I'm not sure whether reading the issue diminished or escalated my "boat-sickness" for the Caribbean, but it was a nice way to connect with the cruising scene that we're missing so much. Plus, it was packed with useful information for so many of our friends who are currently stuck in various islands. I'm sure it wasn't easy putting this edition together, with all the pandemic restrictions, so congrats on a job very well done!

I noted the brief in which you are looking for nominations for the 25 top "Agents of Change" in the Caribbean cruising scene. We have had many interactions with players in the yachting industry that have positively impacted our cruising experiences over the years, but we feel that the individual who has done the most for us personally, for cruisers as a group, and for the yachting industry in general is Jesse James in Trinidad.

He provided insights and advice into the Trini culture with his "Taste of Trini" tour and through organizing and facilitating our participation in the 2019 carnival (as documented in the article you published last fall). When a security incident occurred in Trinidad & Tobago waters last spring, he was the catalyst putting together the convoy process with links to the Coast Guard to enhance safety and security for boaters sailing between Grenada and Trinidad. I worked with him on "Convoy 2," which turned out to be a very fun — as well as safe — passage.

I'm also aware of his efforts to find ways of enabling yachties to shelter in Trinidad for hurricane season this year and supporting the yacht service industry while not increasing the coronavirus risk for the citizens. He is tireless in his support to the cruising community; generous with his time, skills, and knowledge and always a pleasure to deal with. For these reasons, I believe he deserves to be recognized near the top of your "Agents of Change" list.

Wishing everyone the best during these difficult times. Stay safe!

Tayce Wakefield
M/V Mercator

Dear Readers,

Don't forget to send your picks for the Caribbean's Top 25 Agents of Change — past and present — to sally@caribbeancompass.com.

CC

WHAT HAPPENED TO SCHOONER *LA GOLETA*?

Dear *Compass*,

My name is Finn Birch and I am a boat builder from England. Last year, I spent four months in the Pacific Northwest alongside Leo Goolden, to work on the restoration project of the famous 1927 Fastnet winner, *Tally Ho*.

After returning to England, I bought myself a boat and got a job in the yard. It turned out that my new boss has sailed on the only other yacht to cross the finish line of the Fastnet race that year, losing to *Tally Ho*. This sailboat was *La Goleta*. None of the old crew sailing her in the Sixties and Seventies has seen or heard of her in over a decade and they are desperate to get answers on her whereabouts.

I am also a YouTuber. My latest upload (https://youtu.be/ntiiulTACtY) tells the story of *La Goleta* and asks anyone with information to pass it on.

There was talk of her heading for South America in the late Eighties, but ending up on the rocks in the Caribbean somewhere.

If any *Compass* readers have knowledge about the location or fate of this beautiful historic vessel, please get in touch.

Finn Birch
birchforestry@gmail.com

Editor's note: According to www.yachttallyho.com, 15 boats started the 1927 Fastnet on August 13th. La Goleta, *a sister-ship to the famous* Malabar VIII, *was a 56-foot schooner of 30 tons designed by the American John Alden, built in England only just in time for the start of the race, and with Alfred F. Loomis (the author of several books on sailing) of New York aboard as navigator.*

—Continued on next page

LOOK OUT FOR...

Water Lemon, or Pomme de Liane

by Lynn Kaak



As you travel through the Caribbean, every month there's something special to look out for.

This. This is one of the best kept secrets in the Caribbean and the tropics. This little-known but delectable member of the passionfruit family is simply exquisite. From the outstanding beauty of the flower to the incomparable taste of the fruit, it is arguably unequalled in the fruit world.

So, what is it about this little gem that has this not-so-humble writer waxing poetic about it? Why the need for the superlatives, and a thesaurus? Because *passiflora laurifolia* is just so blasted good.

Like any other member of the passionfruit family, water lemon grows on a vine and prefers shade and moist but well-draining soil. It responds well to being cultivated, but it seems to be found more frequently in the wild, tucked off to the side of a trail somewhere, often close to a river. If you're familiar with Water Lemon Cay in the USVI, now you know where it got the name. Hashers in Grenada will occasionally come across water lemons, and just about anyone will chance a "down down" to pick some. Fortunately, they seem to be making a bit of a commercial comeback, and can be found for sale in some of the markets from Guadeloupe on south.

The flower has minor differences from the passionfruit flower in that the stamens that ring the flower are less floppy and don't have as much of a lacy look; they are a little more stiff and give a more brush-like appearance. They are more likely to be more colourful, too.

The fruit is a lot smaller than the passionfruit, and more oblong. The orange skin is more supple, and feels more like a suede, rather than the firm, shiny exterior of its cousin. It is easy to bite the end off and suck the contents out. The inside has the same pulpy seed-filled consistency, but the taste is far sweeter, with only a hint of tanginess. It makes for a lovely treat on its own, but can also make an excellent juice, and has been used in a sorbet (Basse Terre, Guadeloupe was where I found it). However one would choose to use passionfruit, pomme de liane can be used as well.

While known as water lemon in Grenada, pomme de liane is the more common name from St. Lucia up to Guadeloupe. You can try yellow grenadilla or Jamaican honeysuckle in other locales. Don't be surprised if the person you are talking to isn't familiar with it, as I have met born-and-raised Grenadians, St. Lucians and others who have never experienced this delectable fruit. Those who do know it, know it well. This is definitely one to look out for.

—Continued from previous page ...Readers' Forum

A low pressure system overtook the fleet and by Tuesday the 16th of August only La Goleta, Tally Ho *(a 30-ton Albert Strange cutter) and* Nicanor *(a 36-ton Alden schooner) were left at sea. After putting in to Falmouth for respite, where three of her local crew jumped ship,* Nicanor *carried on short handed into the Irish Sea only to be forced to retire with a broken gaff boom, leaving* Tally Ho *and* La Goleta *to fight it out.* La Goleta *crossed the finish line first, but* Tally Ho *"saved her time" by four hours to be declared winner.*

As Finn writes, Tally Ho is currently being restored. But where is La Goleta*?*

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU! What do you want to say?

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

We do not publish individual consumer complaints.

We do not publish anonymous letters, but your name may be withheld from print if you wish.

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

Send your letters to sally@caribbeancompass.com





MERIDIAN PASSAGE OF THE MOON

JUNE - JULY 2020

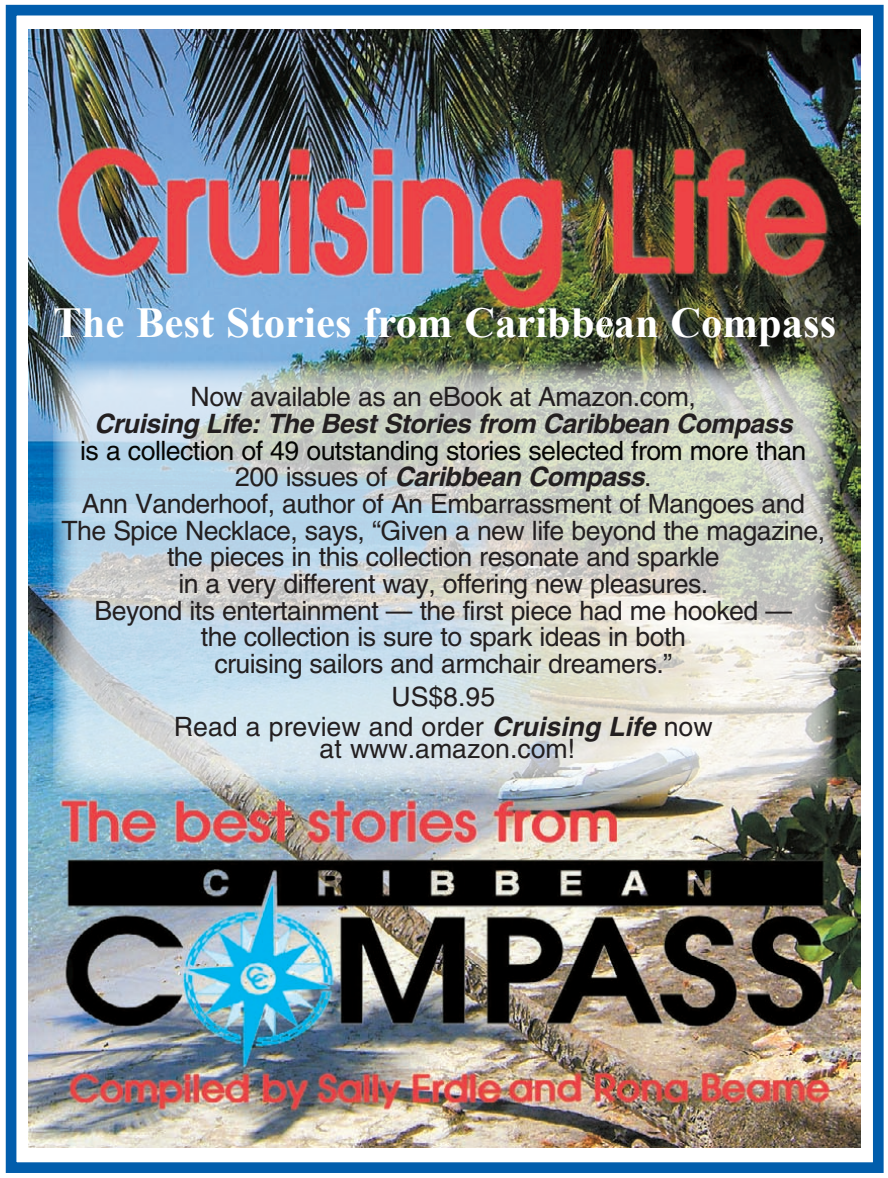
Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of *Street's Guides* and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this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

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

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

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

June					
DATE	TIME	21	1310	11	0456
1	2031	22	1406	12	0510
2	2123	23	1502	13	0611
3	2313	24	1555	14	0652
4	0000 FULL MOON	25	1647	15	0735
5	0011	26	1738	16	0821
6	0110	27	1827	17	0910
7	0209	28	1917	18	1003
8	0305	29	2008	19	1059
9	0357	30	2102	20	1136
10	0445			21	1253
11	0531	**July**		22	1349
12	0613	1	2102	23	1443
13	0654	2	2158	24	1534
14	0735	3	2256	25	1627
15	0815	4	2354	26	1715
16	0858	5	0000 FULL MOON	27	1805
17	0942	6	0051	28	1857
18	1030	7	0146	29	1951
19	1120	8	0236	30	2047
20	1214	9	0324	31	2144
		10	0408		



WHAT'S ON MY MIND

BACK TO THE CAVE

by Jim Hutchinson

When I tout the virtues of my modest sailing yacht, minimal to some, primitive to others, people have replied, "You're talking 'back to the cave'." "Yes!" I reply. "I recommend it!" I jokingly refer to the cabin of my little yacht (below ["downstairs"], the V-berth and saloon) as "the cave." The well-shaded cockpit on the threshold of my cave is the "living room," up in the breeze where I can see and hear what is going on around me.

On Friday, March 20th, the country I'm in closed its borders against the Virus and put all yachts in quarantine. On Wednesday the 25th a "limited state of emergency" was declared: stay at home except for necessary shopping and medical, an hour and a half outdoors allowed for exercise, no congregating, nighttime curfew. Many ignored it, so on Monday the 30th the country was locked down — 24-hour curfew, stay at home, no visiting beaches or going for walks, no visiting neighbors, police enforcement. On Monday the 6th of April the lockdown was extended two weeks until April 20th. Thirty-one days total for those of us aboard yachts. Don't tell anyone that "quarantine" originally meant 40 days.

So, here I sit on the threshold of my cave, in her shaded cockpit with a view of the bay. It is a good thing that I like being aboard, at home. And I like my own company. Even so, when I am told that I MUST stay aboard, my seven-point-five metre yacht (five and a half metres in terms of living space) suddenly feels a little bit smaller.

The Yachting Advisory of the 20th dictated that "…all crew and passengers aboard pleasure craft and liveaboards will not be allowed to disembark on the shores…" That included yachts that were here long before the Virus, mine for one. The Advisory left room for some interpretation. Were we allowed free movement on the water? And for how long were we in quarantine? Two weeks is the standard quarantine for the Virus. Phone numbers were given for shops allowed to deliver to dinghies at the dock, for those needing provisions.

> *'I had provisioned for 30 days: food, water, medications, stove fuel, money, incidentals, vices and devices…'*

We had the luxury of two months of advance warning. The Virus was sweeping the world and would soon belong to us all. So I had provisioned for 30 days: food, water, medications, stove fuel, money, incidentals, vices and devices (extra phone credit and two WiFi passwords). After a wipeout hurricane strike one might need to be self-sufficient for a couple of weeks or a month. During a worldwide plague 30 days might not be nearly enough.

I have everything aboard that I need, which is almost everything I could want. And I might be in the safest place that I can be on the planet — which, by the way, is how I felt about being here before the Virus. And the bay is more peaceful and quiet than I have ever known it. No back-and-forth powerboats roaring by and slamming me with wake, no stinking two-stroke engine exhaust. Plenty of elbow room between yachts. No loud honking traffic or big speakers ashore. I am locked down in relative luxury. In a way this is the best cruising I've had in years.

Not everybody has it so good. Perhaps only few people have it so good. For some of humanity lockdown is desperate misery. And some who do have it good might not see it that way. A popular cruising mantra dating to before my time says, "It's all about people!" I take that as a general truth for sapiens, both ashore and afloat. What of yachties whose normal routine is shopping, gathering with others in bars, restaurants and aboard each other's yachts, and noodling and Mexican train dominoes? All of that is now forbidden. Forbidden to me as well. The variable is what effect it has on your sanity. There is restlessness in the anchorage for sure and some of the yachts are using their own interpretations of what "lockdown" means. Some regard sailing around in their dinghies as okay, some think visiting neighbors is alright — sometimes standing off while talking, sometimes going aboard for hours. Several times I've seen three or more dinghies hanging behind a yacht. I'm using a strict interpretation: I'm staying aboard — which is what the word quarantine means. "Lockdown" is a stay-at-home order that those ashore, our hosts, are told they must obey.

So, here I sit aboard my little boat as the country does what it can to keep the Virus out.

The first problem for one who is locked down is to have (or obtain) what is needed to get by. The next problem, as I see it, is staying on good terms with whomever you are locked down with — in my case, just myself. The remaining problem is what to do with your time. Again, I am among the fortunate. I do my own boatwork and have tools and materials aboard. And a yacht, as you might already know, always has work to be done. But I also have the luxury to put all of that aside because I have DVDs, CDs, an e-reader, my writing and just hanging out, which I'm good at. And when the WiFi isn't clogged up (wee hours) I can get online. And FM radio gives me the news. Furthermore I am enjoying the curse of being elderly, which makes me more likely to be killed by the Virus. But dotage also helps pass the time. Body maintenance takes more time than it used to. And I sleep more. Hurray for the "Golden Years"! … if any of you youngsters want to trade, let me know.

"Snug as a bug in a rug" is how Mom used to put it. I'm in my cave on my 25th day of quarantine-cum-lockdown with at least six days to go. They are cautiously relaxing the restrictions. I will miss the peace and quiet.

CALENDAR

PLEASE NOTE: All information was correct to the best of our knowledge at the time this issue of *Compass* went to press — but events are being postponed or canceled to reduce the risk of exposure to coronavirus, so please contact event organizers directly for confirmation.

JUNE

1	Public holiday in some places (Whit Monday)
5	World Environment Day
5	FULL MOON
11	Holiday in some places (Corpus Christi)
13	Public holiday in BVI and Anguilla (Queen's Birthday)
19	Public holiday in Trinidad & Tobago (Labour Day)
21	Summer Solstice
21	Fete de la Musique, all French West Indies
29	Fisherman's Birthday; local boat racing in many communities



WILFRED DEDERER

JULY

1	Public holiday in BVI (Territory Day), and in Suriname (Emancipation Day)
1 – 7	Fiesta del Fuego, Santiago de Cuba
2	Public holiday in Curaçao (Flag Day), and in Cayman Islands (Constitution Day)
3 – 4	St. John Festival, St. John, USVI. www.stjohnfestival.org
4	Public holiday in and Puerto Rico and USVI (Independence Day)
4 - 5	Firecracker Regatta, Tortola, BVI. West End Yacht Club
5	FULL MOON
11	Gustavia Fete, St. Barth
14	Public holiday in French islands (Bastille Day)
16 – 1 Aug	Tobago Heritage Festival, http://tobagoheritagefestival.com
24	Public holiday in Venezuela (Simón Bolívar's Birthday)
25	Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
25 – 27	Public holiday in Cuba (National Revolutionary Festival)

All information was correct to the best of our knowledge
at the time this issue of Compass *went to press*
— but plans change,
so please contact event organizers directly for confirmation.
No doubt some listed events will be held "virtually" this year!
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

PICK UP!

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

ST. VINCENT
- Barefoot Yacht Charters
- **Blue Lagoon Marina**
- **Gonsalves Liquors**

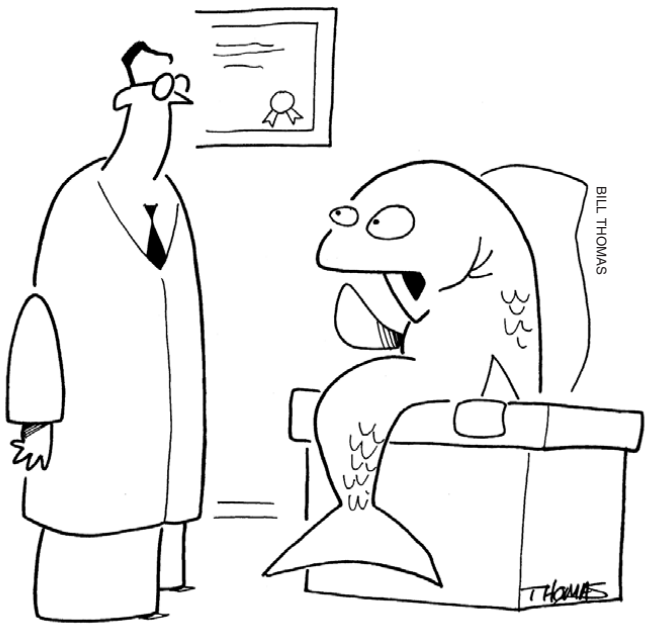
MUSTIQUE
- Basil's Bar Mustique

BEQUIA
- Bequia Tourism Assn.
- Bequia Venture Co. Ltd
- Customs & Immigration/Post Office
- Dockside Marine
- Frangipani Hotel
- **Grenadines Sails**
- **Lulley's Tackle**
- **Mac's Pizzeria**
- **Piper Marine**

UNION ISLAND
- Anchorage Yacht Club
- Bougainvilla
- **Captain Gourmet**
- Clifton Beach Hotel
- Grenadines Dive
- L'Atelier Turquoise Gallery
- Union Island Tourism Office
- Unitech



COMPASS CARTOONS



"Doc....I have a fear of frying."



"You're right. I can't ever get my mind off sailing."

Caribbean Compass Market Place

Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (18%) importation
Duty free fuel (+10.000lt)
TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Grenada

TURBULENCE Ltd.
(473) 439 4495
info@turbulenceltd.com
www.turbulenceltd.com
DOYLE SAILMAKERS
PROVEN QUALITY
FIVE YEARS /50,000 MILES GUARANTEED
Good for the economy
Made right here in the Caribbean
Minimal Co2 Print No International Air Freight

ART FAB RIK
seldom seen
arty boutique
backstage ART gallery
locally made
wearable art
handpainted batik
workshop

shop on famous Youngstreet
www.artfabrikgrenada.com 473 440 0568

YACHT MANAGEMENT
Horizon Yachts Grenada
Complete Professional Yacht Sales and Maintenance Services
Brokerage • Guardianage • Project Management
Horizon
Tel: (+1 473) 415 0431 or 439 1002
Email: gary@horizongrenada.com
www.horizonyachtsgrenada.com
Offices in Port Louis Marina & Clarkes Court Boat Yard
Engineering • Mechanical • Electrical & Electronics • Shipwright Services • Stainless Steel • Hydraulics • Fine Carpentry • Plumbing • Refrigeration • Watermakers • Gel Coat Repairs • Antifouling • Sails • Rigging • Covers • and more

Grenada

GUARDIANAGE & YACHT MANAGEMENT GRENADA
C&N Port Louis Marina & Le Phare Bleu Marina
+473.415.2138 +473.443.3603
info@islandreamsgrenada.com
www.islandreamsgrenada.com
Island Dreams

NEILPRYDE
NEILPRYDE Sails Grenada
Check out our website or contact us directly for a competitive quote on rugged and well-built sails that are well suited to the harsh environment of the charter trade and blue water cruising.
Jeff Fisher – Grenada (473) 407 6355
www.neilprydesails.com

Saint Kitts & Nevis

BUDGET MARINE ST.KITTS IS OPEN FOR BUSINESS!


BUDGET MARINE
Monday-Friday: 9:00 AM-5:00 PM
Saturday: 8:30 AM-12:30 PM
Call: 1.869.466.0026 & 1.869.763.8933
The Caribbean's Leading Chandlery

SVG

LAC SERVICES
Life Made Easy.


WE OFFER:
- **Grocery Shopping / Personal pick-up (with delivery to your dock)**
- **Argyle International Airport direct shuttle (starting from EC$30)**
- **Bill payments**

LAC Services App (Google App Store)
Tel: (784) 527-3082, (784) 492-9983
E-mail: lacservices@lacsvg.com

SVG

CAPTAIN GOURMET YACHT PROVISIONING
full provisioning + delivery our speciality
CAFE TERRACE & FREE WIFI
UNION ISLAND
St. Vincent & the Grenadines
Phone: (784) 495 8695
lilihappykite @gmail.com
VHF Ch 16

MAC'S PIZZA & KITCHEN
Since 1978
Bequia
- New bay-front deck
- Upstairs & Patio dining with full menu: pizza, grilled fish, salads cocktails & tropical drinks, wine, espresso, tapas & desserts
- Free wifi & charging stations
- Music & Sundowner Specials

Mac's PIZZA and KITCHEN
Open Mon thru Sat 3-9pm for take-away and picnic-style dining on our patio
Call for Info: (784) 458-3474 or VHF 68



PIPER MARINE STORE
Bequia - Port Elizabeth
Lifeline and rig swage
Racor filters
Rule & Jabsco pumps & parts
West epoxy
Marine paints, varnish, and much more!
(784) 457 3856 · Cell: (784) 495 2272 · VHF 68


Formal Marine Litter System
Mayreau .Tobago Cays Marine Park. Union Island
Mon - Fri from 9:00 am - 3:00pm
The Southern Grenadines Water Taxi Association through grant from the Global Environment Facility-Small Grants Program has put in place a formal marine garbage collection and disposal system in the marine park to protect the marine environment from the amount of garbage entering the sea.
Use the sytem and be a part of promoting a clean & healthy environment for all!
On Call – 532-3822 for more info: https://www.facebook.com/sgwta

continued on next page ⟶

Caribbean Compass Market Place

SVG

GRENADINES SAILS & CANVAS
• BEQUIA •

NEW SAILS, SAIL REPAIRS, U/V COVERS
FOAM LUFFS, BIMINI, DODGERS
AWNINGS, DINGHY COVERS
TRAMPOLINES,STACKPACKS
& LAZY JACK SYSTEMS

DINGHY CHAPS IN A DAY

Located northern side of Admiralty Bay
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

Trinidad



Escape to Chaguaramas
The Hurricane Haven & Repair Centre of the Caribbean

Come visit us at the YSATT Office It would be nice to meet you.
Cruiser's Information Centre - Complete with maps, brochures, guides & much more.
YSATT Membership listing available for contractor referrals.
Long and short term mooring rentals. Welcome packs for all new visiting cruisers.
Trinidad offers cruisers a unique experience like no other Caribbean Island.
Trinidad… far from the ordinary.

Shipwright Building, CrewsInn Hotel & Yachting Centre,
P.O. Box 2852, TT Post, Chaguaramas, Trinidad W.I.
Tel: (868) 634-4938 \ Fax: (868) 634-2160
E-mail: info@ysatt.org, admin@ysstt.org \ Website: www.ysatt.org

THE ELECTRONICS EXPERTS!
ELECTROPICS
AUTHORISED DEALER & SERVICE CENTER FOR
victron energy · FURUNO · B&G · SIMRAD · MASTERVOLT · SkyMate · ACR
and too many more to be named here
Peake Yacht Services Compound, Chaguaramas.
868.634.2232 info@electropics.com

www.powerboats.co.tt

Power Boats
"the Place for Yachts"

- 60 Ton Hoist
- Fuel Dock
- Yacht Storage
- Apartments
- Stern-to Docking
- Dockside Food Mart
- Boaters shop

Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt

MarcOne
MARINE SUPPLIES LTD.
SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS
····· Stainless Steel Boat Fittings
····· Epoxy Resins
····· Polyester Resins
1st Ave South, Mariners Haven, Chaguaramas, Trinidad & Tobago
Tel/Fax 868 634 2259 Email marconeltd@tstt.net.tt

Venezuela

Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve
ECH2O Tec Watermakers
Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

Caribbean-wide

KARATBARS INTERNATIONAL GMBH
Protect & Grow Your Wealth In Gold
www.thismightbeofinterest.com/twenty
www.karatcrypto.com/fasttrack01
1-868-790-6788
fastrackgam@gmail.com



Need Crew?

Want to Crew?

1 Crew network since 1993

Long passages? The crew volunteers for free.
Island hopping? Crew may share expenses.
Email us at
offshorepassage@sprintmail.com

Complete Information at
www.SailOPO.com/Caribbean
Offshore Passage Opportunities

Caribbean-wide

www.hydrovane.com

FEEL THE FREEDOM
With Independent Self Steering AND an Emergency Rudder



- Your best crew member - doesn't eat, sleep, or talk back!
- Completely independent - no lines into the cockpit!
- No problem to install off centre - with davits, arch, dropdown!

HYDROVANE SINCE 1968
HYDROMAX · ECH2O Tec Watermakers · watt&sea
STEERING THE DREAM

Real Estate

Carriacou Gallery Café
situated in Tyrrel Bay for sale.
Well-established and steady business started 6 years ago.
Please contact gallerycafecarriacou@gmail.com to receive a dossier with all relevant information.

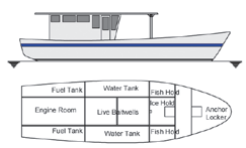
CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
Contact: islander@spiceisle.com Tel: (473) 443 8187

THIS COULD BE
YOUR
MARKET PLACE AD
tom@caribbeancompass.com

CARIBBEAN COMPASS
We're on the Web!
Caribbean Compass
www.caribbeancompass.com
FREE On-line
CARIBBEAN COMPASS

CLASSIFIEDS

BOATS FOR SALE



CUSTOM BUILDS To your needs, Myers 49 special, LOA 49', beam 14', draft 3', 1000 gallons each fuel/water capacity. Propulsion, single 6 cylinders diesel engine Tel: (868) 684-7720, marconeltd@hotmail.com, www.marconemarinesupplies.com



46´ GRAND BANKS 1993 M/V 3 cabins/2 heads, 4 a/c´s, ample flybridge. Twin 3208 cats (3,600 hrs), 2 northern lights gensets: 9kw (900 hrs) & 16KW (1,600 hrs), very good condition. Lying Panama. E-mail: F.amador@cnilatam.com

PROPERTY FOR SALE

BEQUIA - ISLAND PACE REAL ESTATE 43,560 sq/ft + acre lots, Ocean Ridge estates, North Bequia. US$100,000 & up, US$2.50/ sq/ft & up. Tel: (784) 493-4711 E-mail: emmett@islandpace.com



BEQUIA- BELMONT Beautiful, all-inclusive apartment at Three Trees. Long term EC $1500/ mth. Call/ WhatsApp David (246) 243-6862.

BEQUIA- BELMONT 4 apartments income property plus Owner's residence (or 5th apartment). seashellsbq@hotmail.com. Details at www.seashellsbequia.com

REMEMBER
to tell our advertisers you saw their ad in *Compass!*

MISCELLANEOUS FOR SALE



TAYLOR MARINE FORKLIFT Used, capacity 20,000 lbs. Positive lift: 30´, negative lift: 10´ Tel: (868) 634-4346 E-mail: pbmfl@powerboats.co.tt

CARIBBEAN COMPASS

DON'T LEAVE PORT WITHOUT IT

We're on the Web!
Caribbean Compass
www.caribbeancompass.com
CARIBBEAN COMPASS
Compass On-Line • Advertisers' Directory • Check It Out... Tell Your Friends!

CLASSIFIEDS

US 50¢ PER WORD
Include name, address and numbers in count.
Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 10th of the month
e-mail: shellese@caribbeancompass.com

SARAH STEENLAND



ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#
Bocas Yacht Club & Marina	Panama	28
Budget Marine	St. Maarten	2
Budget Marine St. Kitts	St. Kitts	MP
Camper & Nicholsons	Grenada	18
Captain Gourmet	SVG	MP
Caribbean Marine Surveyors	Grenada	21
Carriacou Marine	Grenada	23
Centenario & Co	Panama	29
Clarkes Court	Grenada	39
Cruising Life	SVG	34
Curaçao Marine	Curaçao	14
Douglas Yacht Services	Martinique	16
Down Island Real Estate	Grenada	MP
Doyle Offshore Sails	Barbados	24
Doyle's Guides	USA	17
DYT Yacht Transport	C/W	11
Echo Marine	Trinidad	20
Electropics	Trinidad	MP
Food Fair	Grenada	32
Gallery Café	Grenada	MP
Gonsalves Liquors	SVG	29
Grenada Marine	Grenada	7
Grenadines Sails	SVG	MP
Horizon Yacht Charters	Grenada	MP
Hydrovane International Marine	C/W	MP
Iolaire Enterprises	UK	17
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	40
Karatbar International	C/W	MP
LAC Services	SVG	MP
Legacy Underwriters	C/W	MP
LIAT	C/W	6
Lulley's Tackle	SVG	MP
Mac's Pizzeria	SVG	MP
Marc One Marine	Trinidad	MP
Marina Santa Marta	Colombia	5
McIntyre Bros	Grenada	21
Mid Atlantic Yacht Services	Azores	MP
Ministry of Trade & Industry	Trinidad	8
Neil Pryde Sails	Grenada	MP
Northern Lights Generators	Tortola	10
Off Shore Risk Management	Tortola	20
Offshore Passage Opportunities	C/W	MP
Pirate Lights Security System	C/W	21
Power Boats	Trinidad	9/ MP
Renaissance Marina	Aruba	4
The Nature Conservancy	C/W	25
Tobago Cays	SVG	MP
Turbulence Sails	Grenada	7/ MP
Venezuelan Marine Supply	Venezuela	MP
Virgin Gorda Yacht Harbour	Virgin Gorda	14
YSATT	Trinidad	MP

MP = Market Place pages 36 - 37
C/W = Caribbean-wide

Full Service BOATYARD

CLARKES COURT
BOATYARD & MARINA
GRENADA W.I.

242 ton
Max lifting beam 37ft.
Draft 13ft.
"THE HULK" Boat Lift

Your 1st stop for
Caribbean Boat Storage/Maintenance

ON SITE SUB CONTRACTORS
LUXURY APARTMENTS ON SITE
24 HOUR SECURITY | FREE DIVERS

Clarkes Court Bay Rd, Woburn, St. George's Grenada W.I.
Phone: 473-439-3939/ Fax: 473-439-3940
Email: info@clarkescourtmarina.com
www.clarkescourtmarina.com

12°0'1"N 61°44'43"W

TURBULENCE LTD. GRENADA · HARKEN · Palm Tree Marine www.palmtreemarine.com · YANMAR · DRIFTWOOD · NORTH YACHT SHOP INC. · West Marine



30% OFF

WHAT'S ON SALE IN STORE?



Pettit Protect Epoxy Primer

Save time and money with this high build epoxy primer; higher solids equals fewer coats needed!

Priced at $123.87

25% OFF

Hose Coil

Compact and convenient wash down parts and systems.

Priced from $12.38



WHAT'S NEW?

Dometic Coolfreeze CFX3 55

The new Dometic CFX3-55 seems to have it all: sleek design, Bluetooth/Wifi connectivity, latest compressor technology thus very energy efficient, USB charging port and even Ice-making capability!



Priced at $1609,50

Pelican cases

Protect what's valuable.

Priced from $22.80



20% OFF

Spinlock 2 Clip & 1 Link Elasticated Performance Safety Line

Safety and comfort go hand in hand with this new performance safety Line from Spinlock; up to 50% lighter and more compact than conventional safety lines, overload indicator and World Sailing/OSR compliant.

Priced at $131,85



Island Water World

keeps you sailing!



Earn Miles for discount!
Get your FREE Advantage Card now
- Valid In all Island Water World stores!

St Maarten, Cole Bay + 721 544 5310, VHF 74 • Bobby's Marina + 721 543 7119 • St Martin, Marina Royale + 590 590 51 32 06

St Lucia + 758 452 1222 • Grenada, St Georges + 473 435 2150, St David's Harbour + 473 443 1028

islandwaterworld.com • Store prices good while stocks last and for the month of June only.

Published by Compass Publishing Limited, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago