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JUNE 2021 NO. 309

The Caribbean's Monthly Look at Sea & Shore

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Story on page 12

DAVON BAKER

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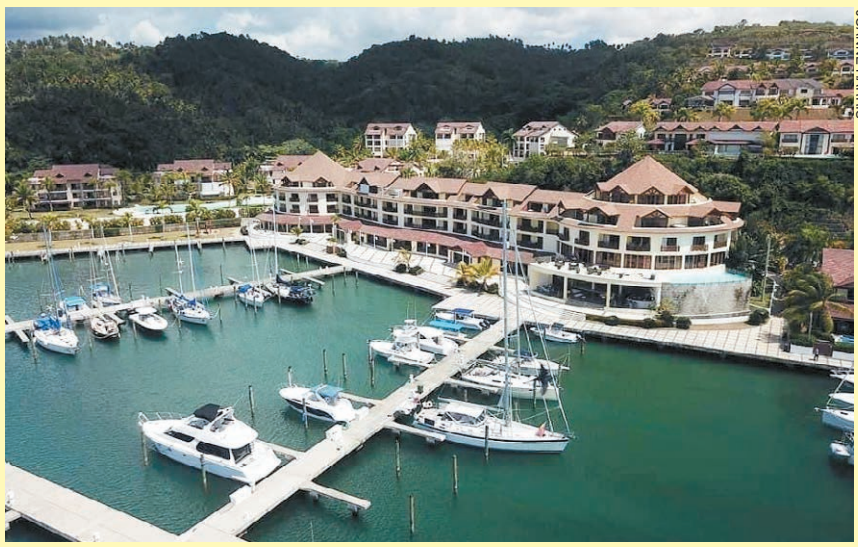
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KEN DYER

ON THE COVER:
Photographer Davon Baker captures the scene in the Carenage, Grenada. It's been an unusual year, and yacht movements throughout the islands have been very different. See story on page 12.

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

Your online mag is not only a riveting read, but oh so user-friendly as well — wow!
— Maralyn Ballantyne

CARIBBEAN COMPASS

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

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ISSN 1605 - 1998

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NEW ENTRY RULES
Major Changes for Vaccinated Cruisers

Many Caribbean countries have now relaxed their requirements for quarantine upon entry for visitors with proof of having been fully vaccinated against Covid-19 at least 14 days prior to arrival.

Generally, all travelers must still submit negative PCR test results taken before arrival and be retested on arrival, but on receiving negative results subsequent quarantine is not required.

Whatever your position on vaccines, it is clear that this is good news for the cruising community members and for the countries they visit.

NOTE: The basic information that follows is correct to the best of our knowledge, but there are more details and things are changing daily so always look for updates before embarking for a new port.

The Bahamas

Effective May 1st, any person who has been fully vaccinated for at least 14 days can enter without any Covid testing. Before arrival, you must upload your proof of vaccination to https://travel.gov.bs. Unvaccinated travelers must obtain a negative PCR test taken no more than five days prior to the date of arrival.

Visit www.bahamas.com/travelupdates for details.



SALLY ERDLE

Any person who has been fully vaccinated for at least 14 days can now enter the Bahamas without Covid testing.

The British Virgin Islands

Effective May 15th, fully vaccinated travelers require a PCR test within five days prior to travel, and will be subject to PCR test upon arrival. If the test on arrival returns a negative result, the fully vaccinated traveler will be immediately released from quarantine. The quarantine period for unvaccinated travelers has been extended from four to seven days.

Visit www.bvitourism.com for details.

Anguilla

The quarantine period for fully vaccinated visitors has been reduced from 14 to seven days. Starting on July 1st, Anguilla will remove the fee and quarantine requirements for visitors who are fully vaccinated at least three weeks before arrival, although a negative Covid-19 test done three to five days prior to arrival will still be required.



CHRIS DOYLE

Starting on July 1st, Anguilla will remove fee and quarantine requirements for visitors who are fully vaccinated.

It is estimated that 65 to 70 percent of Anguilla's resident population will have been fully vaccinated by the end of June, enabling the island to achieve herd immunity. The entry protocols will be further revised in phases, leading to the elimination of all requirements by October 1st.

Visit www.anguilla-beaches.com/covid-19.html for details.

Barbados

Beginning May 8th, all travelers must have proof of a negative Covid-19 test taken in the three days before arrival. That information should be uploaded to the BIMSafe app (https://bimsafe.gov.bb/) or used to fill out an online Immigration and Customs form at www.travelform.gov.bb/home. On arrival, vaccinated visitors two weeks past their final shot will be given another test at their own expense and must quarantine until the result is received. Those who aren't vaccinated don't get their second test until the fifth day. When the in-country test comes back negative, the person can move freely.

St. Lucia

St. Lucia is using the "bubble" concept.

As of May 3rd, the following countries/territories form a part of the Caribbean Bubble: Anguilla, Antigua & Barbuda, Barbados, the British Virgin Islands, the Cayman Islands, Dominica, Grenada, Montserrat, St. Kitts & Nevis, St. Vincent & the Grenadines, and the Turks & Caicos Islands.

All arriving travelers from destinations within the "bubble" will be exempt from the 14 days of quarantine if presenting with a negative PCR test five days prior to travel. You must have traveled directly (been in-transit for less than 24 hours) from a country within the bubble and have been in that country for at least 21 days.

Effective May 3rd, all persons from outside of the updated Caribbean Bubble will be required to present a negative PCR test result five days prior to travel and complete a mandatory 14 days of quarantine.

Visit www.stlucia.org/en/covid-19/marine-protocols for details.

St. Vincent & the Grenadines

All travelers must depart from their previous port with a negative result of a PCR test done within 72 hours or three days of departure, with direct travel to St. Vincent & the Grenadines. Fully vaccinated travelers will be re-tested on arrival and quarantined pending a negative result.



The Frangipani dock in Bequia, St. Vincent & the Grenadines

As of May 6th, there is an exception: if you are coming directly from a Low Risk country — Grenada, Dominica, Montserrat, Anguilla, or St. Kitts & Nevis — and have been there for more than 21 days, you may be re-tested upon arrival SVG at the discretion of the Port Health Officer and there will be no quarantine if there is no evidence of on-board vessel exposure.

All arriving yachts must request permission for entry in advance, by e-mail to svgarrivals@gmail.com, and must submit a Request for Quarantine Form. At least 24 hours before arrival send negative PCR test results, estimated time of arrival and last port clearance to svgarrivals@gmail.com. Also complete a Pre–Arrival Form https://stv.servicedx.com/travelform for each passenger and send a copy of the email reply with the negative PCR test result to coronavirustaskforcesvg@gmail.com.

See https://bit.ly/3tEVmcr for details.

Grenada

Effective May 1st, persons providing proof of full vaccination will only be required to quarantine for up to 48 hours, pending a negative result from a PCR test, administered on entry. Travelers will still be required to provide a negative PCR test result valid up to 72 hours prior to the start of travel.

An application for travel authorisation must be completed prior to travel, via the website travelauth.health.gov.gd. Additionally, the PCR test to be administered in Grenada must be paid for prior to this application. Payments are accepted online via the Government's payment portal, pay.gov.gd.

Persons who are not fully vaccinated or unable to provide proof of their vaccination will be required to quarantine for up to seven days, with a PCR test being administered on day five.

Bonaire

As of April 15th, all travelers arriving in Bonaire, whether by air or sea, are required to arrive with a negative test result. All crew must submit a negative PCR and Antigen test taken within 72 prior to arriving in Bonaire, or, a negative PCR/NAAT test taken 24 hours prior to departing your last port before Bonaire.

Fill in a declaration of health for Bonaire online 48 hours prior to departure: https://bonairepublichealth.org/en/form. Indicate the purpose of your visit on the form. Send to publichealth@bonairegov.com and copy to gunther.flanegin@bonairegov.com.

The public health office will reply to the vessel if the PCR test has been accepted. Without proper test results, your entry will be denied.

Crew traveling from South America and Santo Domingo, in addition to negative test results as above, will need to quarantine on their boats for ten days. After day five they can be tested and if results are negative quarantine will be lifted.

The marina will be the point of contact for private yachts that want to travel to Bonaire. A reservation prior to travel is needed.

French Islands

As this issue of *Compass* goes to press, the European Commission has proposed that Member States lift restrictions on non-essential travel for vaccinated persons travelling to the EU, which includes the French Overseas Departments of Guadeloupe and Martinique. The Commission proposes to allow entry to the EU for non-essential reasons not only for all persons coming from countries with a good epidemiological situation but also all people who have received the last recommended dose of an EU-authorised vaccine. This could be extended to vaccines having completed the WHO emergency use listing process. In addition, the Commission proposes to raise, in line with the evolution of the epidemiological situation in the EU, the threshold related to the number of new COVID-19 cases used to determine a list of countries from which all travel should be permitted.

Visit https://ec.europa.eu/commission/presscorner for updates.

See noonsite.com for updates on entry requirements for all countries.

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, Luperón: 0800 hours every Sunday and 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. Shrimpy has been running this net for more than 17 years.
- 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 depending on the number of yachts present
- Martinique, Ste. Anne/Le Marin as far as Fort du France: 0830 hours, Ch-08 Monday, Wednesday and Friday
- Bequia: 0800 hours, Ch-68 daily
- Carriacou: Tyrrel Bay 0730 hours, Ch-69 Monday, Wednesday and Friday

Note: The Grenada Cruisers Net may be heard in the Southern Grenadines, Carriacou and Petite Martinique on Ch-84.

- Grenada: 0730 hours, Ch-66 (International duplex mode) Monday through Saturday

Note: If the 66 repeater is unavailable then listen on the alternate Ch-72 for this net. Please use your radio's high 25-watt power setting for this net.

- Trinidad, Chaguaramas: 0800 hours, Ch-68 daily
- Panama, Bocas Del Toro Emergency Net: 0745 hours, Ch-68 daily
- Panama, Colon from Shelter Bay: 0730 hours, Ch-77 daily
- Panama, Vista Mar Marina: 0830 hours, Ch-77 daily

Disaster relief for St. Vincent

Jesse James reports: "Amidst a global pandemic the volcano La Soufrière in little St. Vincent decided to show its ugly face. It shocked the entire Caribbean. Scenes of the devastation in the northern part of the island were heartbreaking. Thankfully there was no loss of human life due to the volcano's eruptions.



Cruisers still in Trinidad and members of YSATT came together to help send relief supplies to St. Vincent.

"In spite of the economic impact the pandemic has had on the entire Caribbean community, everyone stepped up to assist the people of St. Vincent in whatever way possible.

"Even though Trinidad has been hard hit financially by the closure of borders since the beginning of the pandemic in March 2020, and no additional cruisers have been able to come here since then, the cruising community still in Trinidad and members of the Yacht Services Association of Trinidad & Tobago, including businesses and contractors, all came together to raise funds to help. Every dollar counted and they all added up. Special thanks to Cargo Consolidators and Abraham's Shipping for their assistance in taking our donations, as well as donations from others in Trinidad, to St. Vincent. We at YSATT, the cruising community and Trinidad as a whole pray for St. Vincent to have a speedy road to recovery."

The need for relief is still ongoing. Although the "volcano alert level" has been reduced from Red to Orange, and some evacuees have been allowed to return to their homes, hundreds remain in shelters and need daily meals and water, plus toiletries, clothing and other essentials.

—Continued on next page



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The SVG government's official online platform, www.HelpStVincent.com, for donating directly to NEMO, has just been launched. NEMO is the government of SVG's official central coordinating body running the shelters and coordinating the overall disaster response.

The Community Foundation for St. Vincent & the Grenadines has been supporting on-the-ground efforts in both St. Vincent and Bequia by groups including Rise Up Bequia, an organization primarily composed of young locals who want to make a difference; Action Bequia, a community-development and ecological improvement organization, comprising both local Bequians and non-locals with a local Board; and the Rotary Club of St. Vincent, which is also part of the on-the-ground humanitarian efforts. Visit www.cfsvg.org for more information.

A list of known reliable donation sites is also available at www.begos.com/thisweek.pdf.

Additionally, many animals, including pets and livestock, had to be left behind during the evacuation. The VSPCA team is in the field daily to deliver life-saving support to both animals and people in need, working with government, NGO, and community organisation partners. Donations to this effort can be made at www.gofundme.com/f/p4hgp-emergency-response-fund?utm.

Coconut Telegraph to resume in November

Bill Woodroffe reports: The SSB radio Coconut Telegraph net closed for the season on May 1st. The net will resume in November on 4060 at 8:00AM, Monday to Saturday for cruisers in the Eastern Caribbean. We wish everyone a safe and healthy "off season" wherever you will spend your time. We also thank all the controllers and cruisers who participated in this season's net by keeping everyone informed of your travels and conditions during a very trying time.

We are hopeful that next season will bring better cruising conditions and that all islands and their citizens return to a more normal and healthy state.

Eight bells

ALBIE STEWART

The Royal BVI Yacht Club is deeply saddened to report the passing of Albie Stewart.

A founder member of the BVI Yacht Club, Albie served as Commodore from 1994 to 1997 and over the years also served as Vice-Commodore and Captain of Sailing, and committed numerous hours to volunteering. In the 1960s he was part of a group organizing Sunfish regattas in the BVI and it was the work of this group of enthusiasts that saw the club officially formed in 1973.

Albie was an integral part of the team that set up the BVI Spring Regatta in 1972, working as the Race and Committee Boat Chairman for many years. His dedication to delivering quality racing was a major contributor to the success and reputation of the event as a world-class regatta.

He is fondly remembered by the sailing community as a true gentleman who always had a kind word. Current RBVIYC Chairman Robert Phillips commented, "Albie was a mentor for many years until he moved north with Joyce. He was always there with sage advice for the yacht club, the regatta, and just about all facets of life and business in the BVI. He will be sorely missed."

The Royal BVI Yacht Club extends condolences to his family and friends.



Albie Stewart was part of the team that set up the BVI Spring Regatta.



Caribbean ECO-News

North and South Poles are moving

The Earth's geographic north and south poles — the points where its axis of rotation intersects the surface — are not fixed. Changes in distribution of the Earth's mass around the planet cause the axis, and therefore the poles, to move. According to an April report in the UK newspaper *The Guardian*, research has shown that marked shifts in the Earth's axis of rotation since the 1990s have been caused by the massive melting of glaciers as a result of global heating.

In the past, only natural factors such as ocean currents and the convection of hot rock in the deep Earth contributed to the drifting position of the poles. But the new research shows that the loss of hundreds of billions of tonnes of ice a year into the oceans resulting from climate change has caused the poles to move in new directions.

The scientists found the direction of polar drift shifted from southward to eastward in 1995 and that the average speed of drift from 1995 to 2020 was 17 times faster than from 1981 to 1995. Since 1980, the position of the poles has moved about four metres in distance.

The research, published in the journal *Geophysical Research Letters*, showed glacial losses accounted for most of the shift, but it is likely that the pumping up of groundwater also contributed to the movements.

Read the full story at www.theguardian.com/environment/2021/apr/23/climate-crisis-has-shifted-the-earths-axis-study-shows.

Eastern Caribbean artistes sing to reduce marine litter

The Organisation of Eastern Caribbean States' marine space ranks among the highest in the Western Hemisphere for endemic marine species. Being



Grenada's popular Sabrina Francis joined the effort to draw attention to the alarming level of litter in the Eastern Caribbean ocean space.

approximately 85 times larger than its land space, the OECS marine space supports an extensive array of livelihoods and industries.

Entertainers from the OECS are calling on OECS nationals to help reduce pollution of the marine environment. Ten artistes from the islands have participated in a music video, drawing attention to the alarming level of litter in the Eastern Caribbean ocean space.

The featured artistes in the music video represent the six OECS Member States participating in the project. Ricardo Drue and Claudette Peters of Antigua, Michele Henderson of the Commonwealth of Dominica, Jevaughn "V'ghn" John and Sabrina Francis of Grenada, Teddyson John and Ronald "Boo" Hinkson of St. Lucia, Rodney Small and Gamal "Skinny Fabulous" Doyle of SVG, and Geffen "Woo" Gerrald of Montserrat make up the cast of singers and musicians performing the song "More Than Just Islands" penned by economist and poet Dr. Adrian Augier, and composed and produced by Meriaha St. Louis, both of St. Lucia.

The music video forms part of a public education campaign for the Building Resilience in the Eastern Caribbean through Reduction of Marine Litter (ReMLit) Project, currently being implemented by the OECS Commission with the support from the Government of Norway. The ReMLit Project is implementing a number of priority actions under the Eastern Caribbean Regional Ocean Policy, an OECS-wide framework for regional coordination of sustainable development, management and conservation of ocean resources.

The goals of the ReMLit Project are: enhanced and harmonised policy and legislation related to waste management; education for behavior change with respect to waste practices; and support to concrete interventions on the ground to reduce marine litter at the country level.

The music video, launched on April 14th, is one of a number of tools to be rolled out under ReMLit's public awareness and behavior change component. Anchored by the slogan "Tackling Ocean Pollution, from Turf to Surf," the campaign seeks to help OECS member states to understand the integral relationship between land and sea, the impacts of bad on-land practices on marine ecosystems, and the role of policymakers, commercial operators and all categories of marine and coastal resource users to take and support actions to safeguard these assets, which are essential to the sustained economic future of the OECS.

Hear the song "More Than Just Islands" at pressroom.oecs.org/oecs-artistes-champion-remlit-initiative-to-reduce-marine-litter-in-the-eastern-caribbean.

Cayman's oceans under lockdown studied

As reported by Loop News, while the Cayman Islands' borders were closed to regular travel, the Central Caribbean Marine Institute (CCMI) took the opportunity to measure the impacts of "Quiet Oceans" on resident fish populations in Grand Cayman.

Dr. Gretchen Goodbody-Gringley, CCMI'S Director of Research, began the study in July 2020, as the local lockdown rules were lifted. The team studied five dive/snorkel tourism sites on Grand Cayman and two sites on Little Cayman. The team surveyed the sites every two months and they have since analysed and released the data.

The hypothesis for the Quiet Oceans study was that there would be an increase in fish density. The project indicated increased fish density and biomass (number of different species), and a bigger range of fish sizes from very small to much larger pelagic species, particularly at the highly popular tourism sites in George Town.

The research results also showed the reverse. When activity increased in the George Town harbour during December, density, biomass and size frequency of the fish populations decreased. While the researchers expected the reefs to thrive during quieter periods of ocean activity, they were surprised by how quickly the marine ecosystem reverted when activity increased.

Dr. Goodbody-Gringley gives more detail on why this study is so important:

"We know noise in the ocean compromises ability of fish to sense and use sound. Noise pollution can disrupt fish behaviour, how they group and recruit, and it can also impact their physiology. The closed borders in the Cayman Islands provided a unique opportunity to investigate exactly how much impact there is."

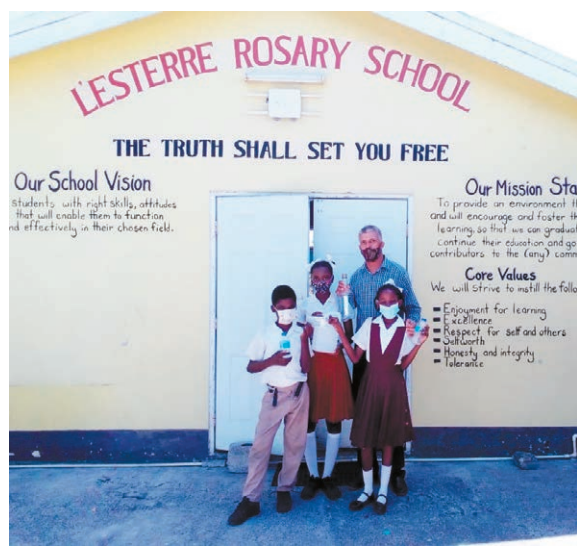
The Quiet Oceans project also indicated that herbivores responded particularly well to this period of inactivity, particularly surgeonfish, jacks, chubs and parrotfish. Herbivores are important to helping maintain coral reef health, as they keep algae under control.

The team also reported seeing many more predators such as Nassau groupers, sharks, and rays while out doing the surveys, and this was backed up by the raw data. George Town's reefs rebounded swiftly, and species richness grew, which is crucial for maintaining the biodiversity of the marine ecosystem. Not only is this fish abundance crucial to the environment, but also many of these species, especially grouper and parrotfish, are valued and popular fish with tourists.

The project indicates that for healthy reef systems, like those in the Cayman Islands, building in "breaks" and limiting human impact could be a crucial management practice. For reefs that are more degraded, stricter policies would be needed to help create the right ocean environment for fish populations to recover.

Read the full story at www.loopcayman.com/content/results-study-caymans-oceans-under-lockdown-revealed.

Carriacou schools benefit from Plastic-to-Concrete project



Students in Carriacou earn by collecting waste plastic.

Richard Laflamme reports: Congratulations to L'Esterre Rosary School in Carriacou for earning EC$100 by collecting waste plastic. The No-To-Single-Use Association, in collaboration with Grenada's Solid Waste Management Authority, Ministry for Carriacou Affairs and JTS Auto Source agreed to collect waste plastic in front of the school.

The Association is making this donation to schools in exchange for each large bag of waste plastic ranging from bottle caps to 45-gallon drums. Plastic is required to fulfill demand for the Plastic-to-Concrete project. The challenge is open to all schools on the island.

The project started with Kadijah Edwards, who was instrumental in getting a grant to prove that non-recyclable waste plastic could be entrapped in hollow concrete blocks. Eco-blocks were tested. With ten-percent plastic replacing gravel aggregate, eco-blocks exceeded Bureau of Standards specification by 54 percent and can reduce gravel importation by 30 percent. Eco-blocks are same price as normal blocks, but are lighter and better soundproofing. Furthermore, the project eliminates plastic pollution and micro-plastic for a healthier environment.

By 2025, Carriacou hopes to be a sustainable zero waste non-recyclable plastic island.

St. Kitts & Nevis moves to ban single-use plastics

As reported by the St. Kitts & Nevis Information Service: "We are in a region where many of the islands have already banned the use of single-use plastics," said Minister of Environment, the Honourable Eric Evelyn, during a recent consultation with the public sector on the proposal to ban single-use plastics in St. Kitts & Nevis.

Slowly but surely more and more countries around the world are enacting bans on single-use plastics to reduce waste, enhance sustainability, and promote a healthy environment. To date, 12 Caribbean countries including Antigua & Barbuda, the Bahamas, Barbados, Belize, the Dominican Republic, Grenada, Guyana, Jamaica, St. Eustatius, St. Lucia, St. Vincent & the Grenadines and Trinidad & Tobago have all placed a ban on the use and import of single-use plastics and styrofoam.

Antigua & Barbuda was the first to take action in 2016, with St. Lucia issuing a ban in August 2019. Some governments have taken a phased approach with the full ban coming into effect this year.

The Caribbean Sea is the second most plastic-contaminated sea in the world after the Mediterranean Sea. The United Nations Environment Program, in a May 2019 report on the Status of Styrofoam and Plastic Bags in the Wider Caribbean, estimated that 600 to 1,414 plastic items per square kilometer end up in the Caribbean Sea.

Minister Evelyn noted that the improper disposal of plastics continues to harm marine life, underwater ecosystems and the climate; therefore the Federation needs to act fast.

Viking Yacht Rally to help with research

Oliver Solanas Heinrichs, Managing Director of the Viking Explorers Rally, was planning the company's fifth rally and contemplating how to make the 2022 venture ocean and reef friendly, when he was contacted by Dr. Howard Dryden of the GOES Foundation. The rally, scheduled to leave in January 2022 from the Canary Islands, will be the largest undertaking for the Viking Explorers; Dr. Dryden will be sailing alongside them and helping to make next year's rally a pivotal point in oceanic research for climate change mitigation.

The GOES Foundation has a call out to sailors who are crossing the world's oceans to help find the relationships, correlations and patterns that exist between plastic particles and ocean plankton. Dr Dryden says, "We urgently need bluewater sailors who love the oceans and want to do something to help us all visualise what is actually happening to the chemicals, plastics and plankton. All we ask is that they invest in a good but tiny microscope for their yacht, and ideally, weather permitting, filter two 500ml seawater samples a day through one of the GOES Foundation's water filters, which are designed to pick up the very smallest of plankton which are usually left out in other plankton samples.

"Then the tiny plants, animals, and plastics are counted and these numbers are then popped into an app. All the data will be visible to everyone, and as the collection progresses, GOES will link to other studies and tease out the correlations and relationships. The outcome will help us ascertain the volumes of chemicals in the water and inform policy makers of the actions they need to take to address the toxic ocean chemistry."

Solanas, commenting on the advice from GOES said, "We'll get an update on all the planning about this research, get a chance to ask questions about the ocean and climate change and what we can all do to help, and participants in the Viking Rally can see if they would like become part of the GOES Blue Ocean Science Ambassadors, and help Dr. Dryden and his team collate the precious samples required to undertaken this innovative and unique survey."

The Viking Explorers Rally is a trans-oceanic event from the Canary Islands to Grenada that has been leaving for an Atlantic crossing every January since 2018.

Visit www.vikingexplorersrally.com for more information.

REGATTA NEWS

SMYC's first Simpson Bay to Friar's Bay Race

Spectacular sailing conditions, beach time, and a leisurely lunch were the key ingredients enjoyed by 13 competitors racing in three classes in the Simpson Bay to Friar's Bay race on April 25th. Hosted by the Sint Maarten Yacht Club (SMYC) in coordination with the Friar's Bay Sailing Club (FBSC), this event showed the increasing interest in local racing.



The J/105 Solstice *won overall first in Racing class in the first-ever Friar's Bay Race.*

"The intention of this regatta was to offer sailors a competitive but enjoyable destination race. The FBSC organized the volunteers for the finish in Friar's Bay, while the SMYC got their race committee to run the starts in Simpson Bay. The sailing school in Friar's Bay is quickly gaining interest and we like to showcase their beautiful clubhouse on the beach. Having competed in each other's events already, we are looking to grow the partnership and repeat initiatives like this one," said SMYC General Manager Michele Korteweg.

The race committee prepared morning starts in Simpson Bay, with all participants finishing in Friar's Bay. The Racing class sailed two races, a windward-leeward in Simpson Bay, followed by a coastal race to Friar's Bay. The Cruising class was sent on a direct course to Friar's Bay, whereas the Multihull class went around the windward side of the island on a longer course, passing Tintemarre and Creole Rock before making their way into Friar's Bay.

In the Cruising class, *Bunglebird,* a Nonsuch 33 owned by Robbie Ferron, sailed against Paul Beaton in the Bavaria 390 *Panta Rhei*. Having cruised the St. Maarten coastline for several months, this was the first actual race of *Panta Rhei*, where they came in second place behind *Bunglebird*.

The Multihull class saw an impressive turnout of five competitors. *Enola*, a KL28 and winner of the first day of the 2021 Caribbean Multihull Challenge, is regularly seen sailing around the northeast coast of St. Maarten and the crew was keen to participate in this new event. The longer course was exciting, but harder for a boat that size, thus putting them in fifth place. The Brasapi 41 *Guimamalou*, owned by Jean Michel Ricourt, was welcomed back to racing with a fourth-place finish. The bigger cats fought for podium places. *Seaduction*, a Leopard 47 skippered by Petro Jonker, was handled well by her crew and, with only seconds difference, ended in third place. *Arawak*, a custom Joubert/Nivelt 52, was sailed by four families enjoying the fast race around the island to Friar's Bay. They took line honors but their corrected time put them in second place, minutes behind *Spellbound.* This Leopard 45, owned by Ian Martin, was raced hard by Andre Swart and his veteran crew, including former Whitbread racer Shag Morton and his family.

The Racing class, consisting of five teams, was joined by one F18, sailed by Eric Pages. Organizers would like to see more F18s join in future events to provide them with their own class.

The first race was a windward leeward course in Simpson Bay. *Caraibes Diesel/CV Friar's Bay,* a Melges 24 skippered by Erwan le Normand, got an excellent start, but had to settle for second place as Frits Bus quickly steered his Melges 24, *Team Island Water World*, ahead of the fleet and stayed there for the remainder of the race. *Solstice*, a J/105 owned by Jordan Mindich, kept close behind and took third place. *Team IGY Racing* in the J/70 sailed well until they made a mistake on one of the downwind legs, costing them a podium place. *Wanna B* was sailed doublehanded by Jan van der Eynde and crew. They were happy to take it easy and sail their own race.

Race Two took the fleet from Simpson Bay to Friar's Bay, with most of the boats hugging the coastline. *IGY Racing* was in full control of their vessel and finished in third place, mere minutes after *Caraibes Diesel/CV Friar's Bay*. This second race was a homebound stretch for Erwan and his team on *Caraibes Diesel/CV Friar's Bay,* since they are all actively involved in the Friar's Bay Sailing School; a well-deserved second place. Adding a bit more distance gave *Solstice* advantage over the Melges 24s. Still, first place was only a difference of mere seconds.

That result made them overall first in Racing class, a fantastic end of this day for *Solstice*. Owner Jordan Mindich traveled from the US specifically for this event, as it was new and seemed like casual fun. Since he may not have expected to win, it must have been worth the trip to St. Maarten!

Prize giving was hosted at the Friar's Bay Sailing Club, where drinks were provided while the day's stories were exchanged and organizers showed appreciation for all volunteers involved.

Visit www.smyc.com for information about this race, photos, results, and more.

Fierce competition in Grant Thornton Multi Class Regatta

The Sint Maarten Yacht Club (SMYC) hosted the Grant Thornton Multi Class Regatta on the weekend of April 10th and 11th and witnessed excellent racing in flaky wind conditions. Light and shifty winds put the race committee and sailors to the test on Sunday. Five races were completed before 1:00PM, bringing the weekend total to 12. With teams participating from St. Barth and French St. Martin, stiff competition was assured. Whereas some battled it out for podium places, others stayed strong and kept racing consistently. With five different classes of one-design racing, it was an appealing event for all participants.

The Optimist fleet, with 13 entries, was the largest one on the waters of Simpson Bay. Those with years of practice fought hard for every metre in the Blue fleet, while the Green fleet represented less experienced sailors. The podium winners in the Green fleet were Clément Le Normand from St. Martin in third place, followed by Paul Berlande Pages (also from St. Martin) in second. Veronica Destin from St. Maarten claimed first place, showing her continuous development throughout the weekend.

In the Blue fleet, eight competitors had their own individual battles, resulting in extremely close racing. This left Arthur Bruel from St. Barth and Karman Paul Loup from St. Martin at a tie for third place, with Karman Paul Loup earning this prize.



3 teams from Sint Maarten sailed in the Sunfast 20 class.

Another battle involved Jules Fortunati and Lolie Osswald from St. Barth, who both finished consistently first or second. Lolie Osswald eventually took more wins with a four-point difference, leaving Fortunati behind. Her excellent racing also gained her the trophy for Overall Winner of the Grant Thornton Multi Class Regatta.

Three St. Maarten teams competed in the Sunfast 20 class. Robbie Ferron and his team finished third. A one-point difference separated them from Nils Jannichsen and crew. Rien Korteknie together with his all-female crew convincingly claimed first place.

Participation in the Laser fleet has been on the rise this season. With upcoming talents Emma Lennox, Jordan Pieterse, and Skylar Peterson (all St. Maarten racers) in the 4.7s, competition is excellent. The top three consisted of veteran Laser sailor Frits Bus arriving third. Justin Pieterse, whose sailing was excellent and consistent all weekend, finished second and provided Bus and Benoit Meesemaecker with much-anticipated competition. However, with ten bullets, nobody was going to beat Meesemaecker, who, even in shifty, light winds, managed to keep ahead of the fleet.

In the Laser Pico class, Boo Faustin, Melina de Vries, and Emma Turbe competed for the overall win. Faustin won third place, an excellent result considering he started racing just last summer and has participated in only one other regatta.

—Continued on next page



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—Continued from previous page

De Vries took two bullets on Saturday, putting up a good fight for Turbe, who showed consistent racing on Sunday and claimed four bullets, which made her the first-place winner in her class.

The RS Quest fleet saw four entries, including the new St. Maarten team, Louka Williams and Terrance Agard. Mathijs Detering sailed with Delhan and battled throughout the weekend against Arthur Banting and Keeva. It resulted in a tie, with Detering taking third place and Banting second. Winners of the Quest class were Tibo Turbe and Anthonin Sciou from St. Barth.

Head sailing instructor Saskia Revelman said, "It has been an incredible weekend; everyone was keen to race and the weather was beautiful. The winds were a little light on Sunday, but the race committee made it work brilliantly. On Saturday, the courses were kept relatively simple, allowing for enough playing ground for all classes. On Sunday, Race Officer Paul Miller decided on reaching starts and a more challenging course. It made for lots of smiling faces on the water and great competition. I'm proud to see that the majority of classes were dominated by females, resulting in four female class winners."

Paul van Vliet represented sponsor Grant Thornton at the prizegiving. He said: "It is amazing to see the turnout for this event. With 33 boats on the water, we can truly be proud. Having the attendance from sailing schools from St. Barth and St. Martin means there is a keen interest in sailing in the region. Our main reason for sponsoring the Multi Class Regatta and the Dinghy and Keelboat Series is to support the efforts made by the SMYC to continue to promote sailing."

The Grant Thornton Multi Class Regatta would not have been possible without the support of Grant Thornton, Domino's Pizza, and Zee Best Bakery.

Check www.regattaguru.com for full results and visit www.smyc.com/multiclass-regatta for extra information, photos, and more.

ARC Europe Starts from St. Maarten

Robbie Ferron reports: Budget Marine St. Maarten was pleased to partner with the Sint Maarten Yacht Club and IGY Marinas to arrange the start of the ARC Europe 2021 rally from St. Maarten.

The 14-boat fleet departed on May 8th in grand Caribbean conditions —15 steady knots from the east. The start followed a number of days of preparation and briefings with interaction between the participants from a range of different countries. Participants were hosted by IGY marinas.

Budget Marine supplied their dedicated start boat *Jukkels Stukkels*. First boat away, and strongly in the lead at the first buoy, was the J/160 *Big Bear,* sporting a Bermuda Yacht Club registration. The easterly wind gave them a good jump in the direction of Bermuda.

Budget Marine wishes the fleet good and safe sailing!

For more information on ARC Europe visit www.worldcruising.com/arc_europe/event.aspx.

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

ON THE HORIZON

International Optimist Regatta this month

Carol Bareuther reports: A record of 122 sailors have signed up to race in the International Optimist Regatta (IOR) to be held in St. Thomas, USVI, from June 14th through 20th. The entry list for the event was already filled back in January. According to regatta director Hollis Jenkins, the reason for filling up so fast is pent-up demand after the lack of international and US regattas due to Covid.

Sailed in the eight-foot long, single-sail Optimist dinghy, this nearly three-decade-old regatta welcomes eight- to 15-year-old boys and girls to race. The event, of which the Virgin Islands Sailing Association (VISA) is the organizing authority, starts with a three-day instructional clinic for both beginner and advanced sailors. This is followed by a one-day team race and concludes with the three-day IOR.

"Sailors and coaches from around the world attend this premier youth sailing event in the beautiful USVI waters. We have worked in cooperation with the Virgin Islands Sailing Association and the local government to host a fun and exciting, Covid-safe regatta," says Emily Zimmerman, the St. Thomas Yacht Club's vice commodore and director of youth sailing.

Visit www.stthomasyachtclub.org/sailing/regattas/international-optimist-regatta and www.facebook.com/InternationalOptimistRegatta for more information.

Visit www.usvitravelportal.com, www.usviupdate.com, and www.covid19usvi.com for more information on Covid-19 protocols for travelers to the US Virgin Islands.

MATIAS CAPIZZANO



Tanner Krygsveld during the 2019 IOR.

Optimism for St. Barth Cata-Cup 2021

Forced to postpone the event in 2020, the organizers of the St. Barth Cata-Cup are doing everything in their power to prepare the 13th edition, which will be full of adventures and festivities. The dates are set for November 17th through 21st.

The St. Barth Cata-Cup is a high-caliber sporting event for the Formula 18 class, where catamaran enthusiasts of various nationalities, from world champions to locals, come together under the Caribbean sun. After three editions in 1992, 1993, and 1994, the Cup was relaunched in 2008 by Vincent Jordil, Jeff Ledee, and Thierry Linares. It is one of the first events to open the sailing season in St. Barth.

Organizers have officially published the Notice of Race for the regatta. Members of the St. Barth Multihulls Association are working full throttle to offer competitors — professionals and seasoned amateurs alike — a unique experience, thanks to the many strengths that have formed its reputation since its beginning in 2010: an exceptional waterscape, a convivial spirit, a rigorous organization, controlled logistics, and excellent battles on the water.

"The international context remains complicated but the vaccination campaigns, which are progressing at a quick pace around the world, are bringing a wave of optimism. This shows light at the end of the tunnel," commented the organizers, offering hope to all the faithful sailors of the St. Barth Cata-Cup as well as to those who wish to come and discover the island.

WWW.JOURNALDESAINTBARTH.COM



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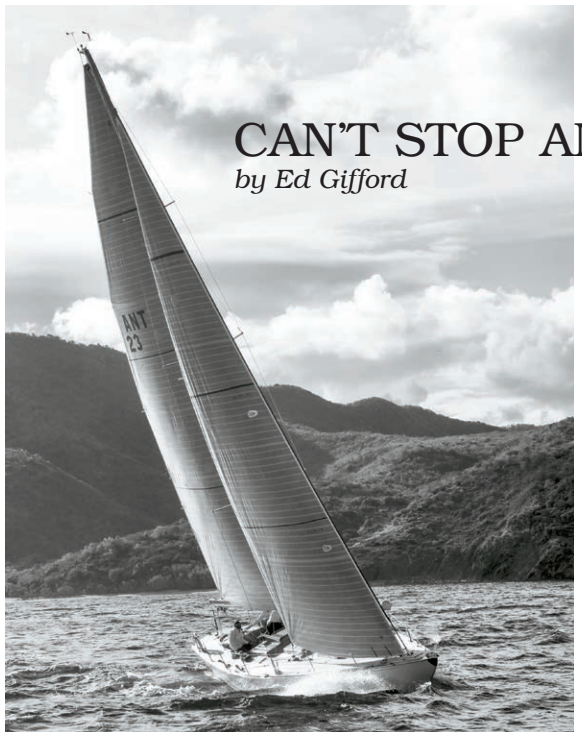
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CAN'T STOP ANTIGUA CLASSICS SPIRIT!

by Ed Gifford

For classic yacht owners and crew alike, the month of April has always been synonymous with the Antigua Classic Regatta. For over 35 years, yachts have sailed from all directions of the compass to be a part of these breathtakingly beautiful, historical, and spirited competitions.



The modern Bill Dixon-designed Spirit of Tradition sloop Freya.

In spite of this year's Classic Yacht Regatta being canceled due to considerations relating to Covid, some of Antigua's classic fleet met in Falmouth Harbour on April 10th for a friendly race around the cans, titled "The *Mary Rose* Schooner Race." The vessels ranged in age from the 95-year-old *Mary Rose* to the 18-year-old *Freya* and were fine examples of some of the world's best yachts, designed, built, and sailed by some of the world's greatest practitioners.

Pictured are the cruising schooner *Mary Rose*, a 1926 Nathanael G. Herreshoff (most winning America's Cup designer and builder of all time), skippered by Antiguan denizen Gerald Rainer; *Huey Too*, a 1963 Cal 40 sloop that won two of the world's most prestigious ocean racing events, the Southern Ocean Racing Circuit and the Transpac, captained by Bernie Wong; *Seefalke II*, a 1936 sloop, rigged and skippered by Oliver Greensmith and designed and built by Henry Rasmussen (one of Germany's greatest yacht builders) for the officers of Hitler's Kriegsmarine; and *Freya*, captained by Don Ward with Carl James on board. *Freya* is a 2004 Spirit of Tradition sloop designed by Bill Dixon.

ALL PHOTOS: ED GIFFORD







Top: The 1926 Nathanael G. Herreshoff schooner Mary Rose.

Above: The 1936 sloop Seefalke II *was built by Henry Rasmussen for the officers of Hitler's Kriegsmarine*

Left: The 1963 Cal 40 sloop Huey Too *won two of the world's most prestigious ocean races.*

BUSINESS BRIEFS

Peters & May relocates yachts East Coast to Caribbean

Sailors wishing to relocate their yachts from ports on the US East Coast to the Caribbean can utilize the monthly heavy lift service offered by long-term ARC Rally supporter and WCC sponsor, Peters & May. In partnership with shipping company Oslo Bulk, regular north and southbound services call at Newport, Freeport, Fort Lauderdale, St. Thomas, St. Maarten, Antigua and St. Lucia.

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

Managing Director Matt Penfold says, "We encourage anyone thinking of moving their yacht to new cruising grounds to contact us in good time to discuss plans and options. This could minimize the disappointment of missing any more time on the water."

For more information on Peters & May see ad on page 13.

Marlin Marina in Trinidad, Cuba, renovated

As reported by Addison Chan in the Facebook group "Cuba, Land and Sea," the Marlin Marina just outside the city of Trinidad, Cuba, has been newly renovated. It has just been reopened and Addison says, "The effort has been worth it. When Covid is wrestled to the ground the place will be a powerhouse!"

The marina is a long way out of town, at the tip of the Ancon Peninsula. To get there from Trinidad is a 20-minute drive around the Bay at Casilda. On the way to the marina you pass through La Boca, a small village on the outskirts.

At the marina there is a new ship's store that carries some basic supplies. The floating transient docks are brand new with good power and water at prices below other Cuban marinas. The old international docks have been renovated for the tour boats that are based there.

Visit www.facebook.com/groups/cubalandandsea for more information.

21 Hours from initial enquiry to delivery!

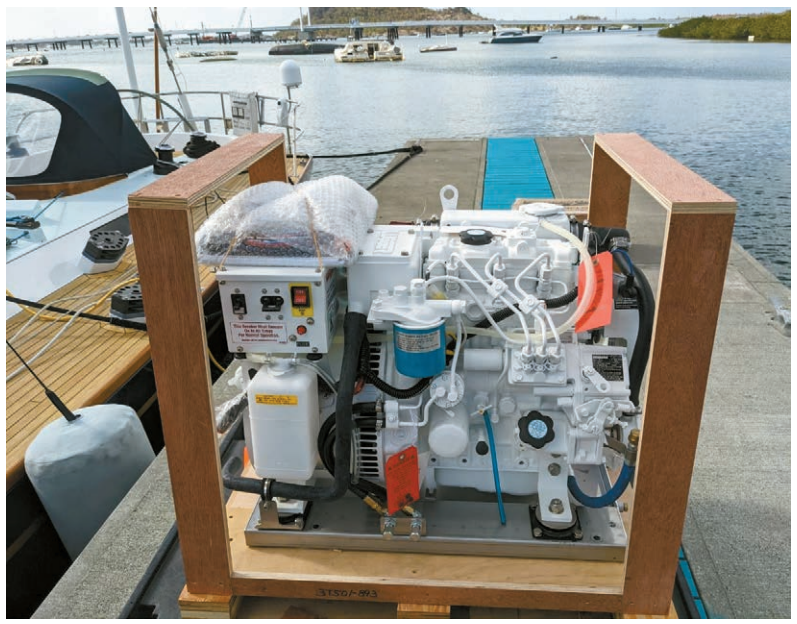
Tom Gerker of Parts & Power Ltd. in Tortola, BVI, received a call from Erwan Le Normand at Caraibes Diesel in St. Maarten at 5:45PM on April 19th. Erwan desperately needed a Northern Lights M673L3G marine generator for *S/Y Encore*, whose owner was due to arrive on April 21st for the first visit in over a year.

With the vast inventory of Northern Lights generators and parts held in stock by Parts & Power in the British Virgin Islands, Tom was able to expedite delivery. He contacted Capt. Neville Brathwaite Jr. of North Eastern Caribbean Airline, located at Beef Island, Tortola. Neville said he would make it happen. The Britten Norman Islander aircraft was the perfect plane for this mission!

The Northern Lights generator arrived at Princess Juliana International Airport in St. Maarten at 2:30PM the next day and was delivered to the boat by 3:00PM.

Parts & Power in Tortola had a generator delivered to customer in St. Maarten 21 hours after the initial call, which was also after regular business hours. Even more impressive, Erwan and the team at Caraibes Diesel Services had the generator installed by 10:00AM the following morning. This is Caribbean Northern Lights at its very best.

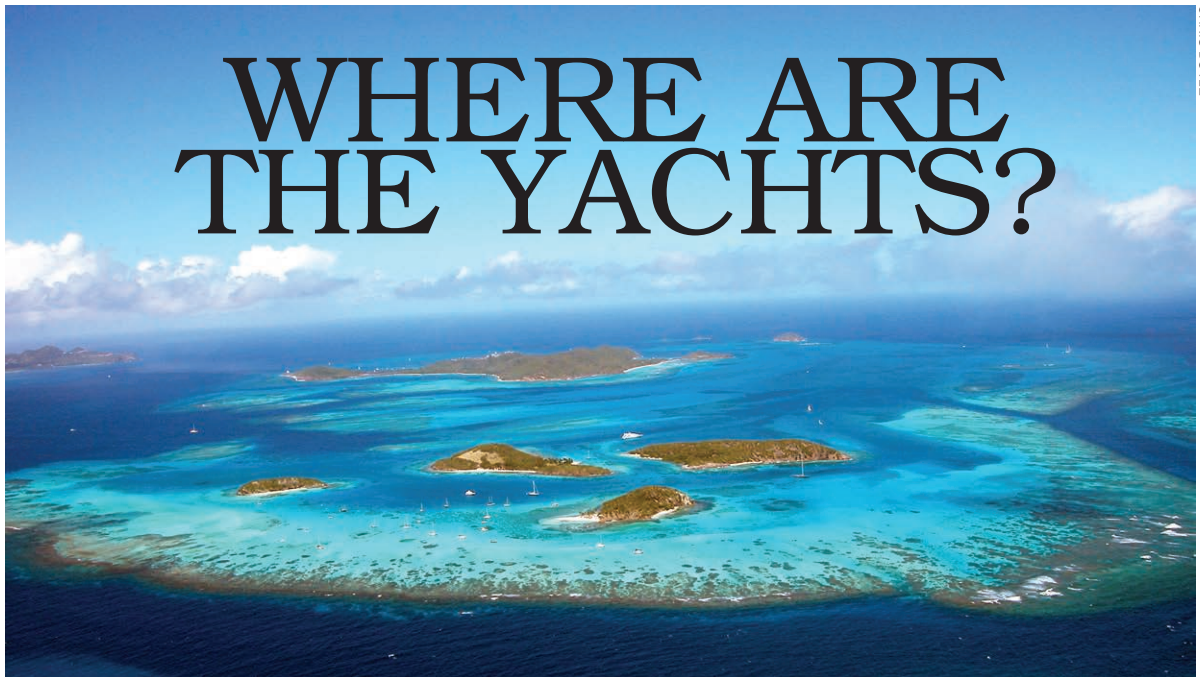
In this pandemic era no one would have thought this possible! The captain of *S/Y Encore* says, "I can't thank everyone enough for the extra effort in making this happen. We received the generator at Port de Plaisance around three o'clock this afternoon and had it in the boat shortly thereafter. Great job all around, very impressive. We truly appreciate it!"



The Parts & Power team worked hard to make this happen. Those not directly involved picked up the slack so others could. It was truly a team effort.

Visit www.partsandpower.com for more information on Parts & Power.

WHERE ARE THE YACHTS?



CHRIS DOYLE

Before volcano ash began to fall, cruising in the Grenadines was more popular than ever.

Yacht movements in the Caribbean since March 2020 have been very different from those in past years. To avoid the risk of spreading Covid-19, virtually all major regattas, as well as music festivals, carnivals and other events that attract sailors, were canceled. With tightened yacht entry regulations designed to stop the spread of the pandemic, which often involved a period of quarantine on arrival and occasionally saw borders closed altogether, many cruisers gave up island-hopping and stayed put.

With borders closed in the BVI, charter boats in the Virgin Islands restricted their activities to St. Thomas and St. John, USVI. In the case of Trinidad, many boats simply couldn't move, as the owners had put them in temporary storage there and were unable to return when the border slammed — and remained — shut. It is likely that fewer boats than usual headed into the Pacific because, as of May 2021, French Polynesia's maritime borders remain closed except for emergency stopovers.

Other factors were at play, too. A lot of sailors happily shifted to St. Vincent & the Grenadines because after completing quarantine aboard they could cruise among the many islands within its borders — but then, in April 2021, falling ash from the eruption of St. Vincent's Soufrière drove them out.

Last year, uncertain about how border closures would affect them, 180 cruising yachts left the Caribbean for the US East Coast and Canada in April and May 2020 in the Salty Dawgs "Homeward Bound" flotillas, and only 80 arrived in St. Lucia from Europe the following December in the ARC and ARC+. In comparison, this spring's Salty Dawgs Caribbean rally hosted only seven departing boats, and, with the prospect of eased restrictions in the islands, both the ARC and ARC+ arriving in December 2021 were so over-subscribed (a maximum of 225 and 100 entries respectively) that a new ARC event is scheduled for January 2022 to handle the overflow.

Medical research has now shown that fully vaccinated people are at virtually no risk of serious disease and only a minuscule risk of spreading the virus to others, leading to the recent further loosening of yacht entry restrictions in many Caribbean countries (see page 5) — good news for vaccinated cruisers and racers, and for the countries they visit. The running of a Covid-safe St. Thomas International Regatta in March 2021 showed that big sailing events can be both safe and successful.

The popular summer-storage boatyards (with the exception of those in still-closed Trinidad) are reportedly busy, and relaunchings in the fall will kick-start the 2021-22 season.

All this bodes very well for next season, but it's too soon to make predictions. Meanwhile, *Compass* was interested to see what boat owners have been doing and are deciding to do now, as hurricane season 2021 begins. We put out a widespread call for information. The responses received give us a snapshot of the situation as of May 2021. This is by no means a comprehensive or official survey, but one thing is clear: people want to get back to sailing in the Caribbean as soon as possible.

Destinations

Clockwise from the top of the island chain:

• LUPERON, DOMINICAN REPUBLIC: Denise Simpson, SSCA Station Host and OCC Port Station Host, reports, "There were approximately 150 yachts here at the very end of April. Ten to 15 yachts are arriving in the next few days. We have no idea how many will run for Grenada when the hurricane season begins, but we think many will stay as they still can't island hop. Some have left looking for comparable hurricane holes in Puerto Rico and the USVI, but realizing nothing is as safe as Luperón they will no doubt be returning. Also, non-nationals might have visa issues entering US territories. Some of the boats that left here might visit the south of the Dominican Republic and stay for the summer. In Luperón we expect possibly 200 to 250 boats for hurricane season."

• US VIRGIN ISLANDS: Oriel Blake, Executive Director of the Virgin Islands Professional Charter Association, reports, "The majority of our members haul out for hurricane season, largely split between Grenada and Puerto Rico. Few remain open for term charter operations between August 1st and November 1st for insurance reasons. Day charter yachts do remain open for business locally year round."

• ANTIGUA: Alison Sly-Adams of the Antigua & Barbuda Marine Association says, "We are seeing [the summer] being fairly buoyant… We are still seeing lots of boats in the Caribbean for sure — and hauling out is starting, with North Sound and Jolly Harbour being very busy."

• ST. VINCENT & THE GRENADINES: Cruising guide author Chris Doyle reports, "I should think more boats would still be enjoying SVG if it hadn't been for Soufrière erupting. In late April there were only four other yachts in the Tobago Cays. Also almost no boats in Canouan and Mayreau, although Clifton (Union Island) had more than on my last visit." Bequia's Admiralty Bay was also emptier than usual.

• CARRIACOU: Roni and John Everton of *S/Y Second Star* report, "Our survey relies on our own headcount of yachts anchored at Tyrell Bay, Hillsborough and surrounding anchorages, as well as hauled out. Both boatyards did say they expect to start filling up to near capacity as hurricane season approaches.

"The total number of yachts in Carriacou, based on a count in early May, is 220 (excluding fishing and local boats), 14 of which were in quarantine. More boats are arriving almost daily."

• GRENADA: Sibongile Dickson, Research Officer in the Grenada Tourism Authority, reports that there were 119 yacht calls in the first quarter (January through March) of 2021, down over 93 percent from the same period in 2020. The total number of yacht passengers was down 96 percent. Mrs. Dickson tells *Compass*, "The decline in yachting figures is due to the ongoing effects of the Covid-19 pandemic; the entry requirements (negative PCR test results taken no longer than three days before leaving last port of call, length of time needed for PCR testing, and quarantine times are all factors contributing to the numbers. The ban on nonessential travel in some of our source markets has also impacted on the numbers and resulting in a decline."

TUTTY LEE



Many boats come to Guatemala's Rio Dulce before choosing among the more than 12 marinas.

However, projections for the April to June quarter call for an increase of 71 percent over 2020. Mrs. Dickson says, "In calculating the projected increase in summer arrivals, the team took into consideration the following factors:

"Grenada continues to position itself as a safe haven for yachts during the hurricane season. Preparation for this season has already begun and we expect increases in yacht arrivals now.

"The ongoing implementation of SailClear facilitates easy information sharing for users and health/border security.

"The quarantine time for vaccinated yachties has now been lowered (see page 5)."

"Trinidad's continued border closure, together with the natural disaster in St. Vincent, will also contribute to the growth in numbers for the April to June quarter."

—*Continued on next page*

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—*Continued from previous page*

• TRINIDAD: Jesse James of the Yacht Services Association of Trinidad & Tobago (YSATT) reports, "Presently we have approximately 275 boats on the hard that were already here before the border closed, most of them in long-term storage.

"Approximately 15 boats with cruisers on board are still here. Since this pandemic started only about 20 more boats were able to make it here before our borders were closed; those folks all put their boats in storage and flew back home to North America or Europe. Everyone else who would usually come here did not make it in and stayed up island.

"We collected a list of all the folks who wanted to come here for the hurricane season and it was approximately 450 boats, which is the approximate amount that would usually come. I wrote a very comprehensive update on my website (www.membersonlymaxitaxi.com) about all that YSATT has done from May 2020 to May 2021. You can find updates there too.

"Approximately 20 cruisers now wish to return here to their boats that are their only home, but they cannot get here due to borders still being closed. They cannot get an exemption. I know lots of cruisers have lost confidence in the government here, and even if we do start to allow cruisers to come here for this summer season I don't believe we will get the numbers — only those who really want to get work done that can only be done here, those whose insurance will not allow them to stay north of Trinidad, and the few faithful long-standing customers we have who are still wanting to come whenever our borders reopen. I will say if we get 150 to 200 boats, that is being very optimistic.

"If you wish to bring your boat to Trinidad contact me at jessejamesmembersonly@yahoo.com. Those who have their boat on the hard here and want to come to get it can email Bruce Amlicke at admin@ysatt.com and copy me jessejamesmembersonly@yahoo.com. We have to start from scratch to rebuild Trinidad's yacht service industry.

"I hate to bring this up but if there is a very active hurricane season and it threatens islands north of us, and our borders are open, then we will see a high influx of cruisers coming here due to Trinidad traditionally being out of the hurricane belt."

• CURAÇAO: Roeland van Bijnen, General Manager of Budget Marine Curaçao, reports, "Our borders are open for visiting yachts from 'safe countries.' Curaçao's vaccination rate is high, and that will be the roadway to get the virus infections to a very low level soon.

"I think the trend will be that yacht owners will take last-minute decisions on what to do this summer, depending on the situation per country or location. In that light, I believe that Curaçao is a very attractive location for the coming hurricane season. As the biggest island of the Dutch Caribbean ABC islands offers the best options. It is very safe, it is easy to reach for yachts throughout the Caribbean, and it has good facilities and an international airport."

• GUATEMALA, RIO DULCE: Tutty and Muriel Lee of *S/V Mistress* report, "In usual times, just before hurricane season starts in the Atlantic, the marinas here in Rio Dulce are about 25 percent full. They would be looking forward to boats coming from other areas of the Caribbean to take up the slips.

"Covid changed all that. Many boats remain, their owners back in their home countries, giving up traveling plans. Of the boats that did leave — mostly going to Mexico and the Bay Islands of Honduras — most will be returning. We are residents of Catamaran Marina, and according to the dockmaster, it looks like the marina will be full, as all the boats that left here are coming back.

"Many boats come to the Rio before choosing a marina, so it's hard to give an exact number. There are more than 12 marinas, with a couple of storage facilities and also three boatyards with a lift-out. The price of labour here is reasonable, so all types of work can be completed."

Yacht transport services

We also asked the major yacht shipping companies that transport yachts to and from the Caribbean for their input.

• Peters & May's USA Managing Director Matt Penfold has noticed an uptick in demand as the effects of the pandemic recede. "Our monthly Caribbean service has been busy throughout the pandemic and most of the sailings were full. As the Mediterranean begins to open and welcome vaccinated tourists, we expect to see an increased demand for transatlantic shipments over the coming months, especially with charter yachts."



Sevenstar Yacht Transport's Plantijngracht *in Le Marin, Martinique, May 2021.*

• Sevenstar Yacht Transport's Andrew Pickering, in UK Sales, reports, "When Covid first arrived there was a small wave of bookings as people rushed to get their yachts home safely. Since then people have been very aware of travel restrictions.

"From what I hear it is very quiet now with only a small number of yachts left afloat. It looks like they have either been hauled out and remain ashore or have already left for homeports. Another thing to remember is that the charter fleet and many owners who normally take part in the ARC stayed in home waters last year. Also, the fact that there was no racing season had a huge impact on the migration of these boats.

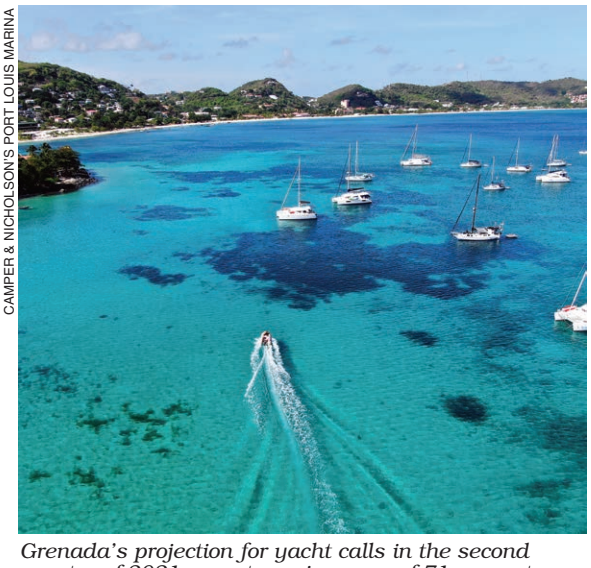
"It is interesting to see that normally, out of the two sailings from the Caribbean to Northern Europe, the May sailing is the more popular as people stay for the whole season. This year the April sailing is by far proving to be more popular for UK customers.

"The large UK manufacturers are still producing yachts for export and we have regular bookings to the US. Not too many private individuals are asking for booking paperwork but hopefully as the UK relaxes and international travel picks up, then things will change."

Meanwhile, where one market is down, another is up. Sevenstar's Commercial Director Jan Maarten Boissevain tells us, "We see an increase in new-build yachts and production boats. Last year, when Covid hit us in the middle of the season, boatbuilders had to stop their production. In the meantime a lot of yachts have been finished and are being shipped now."

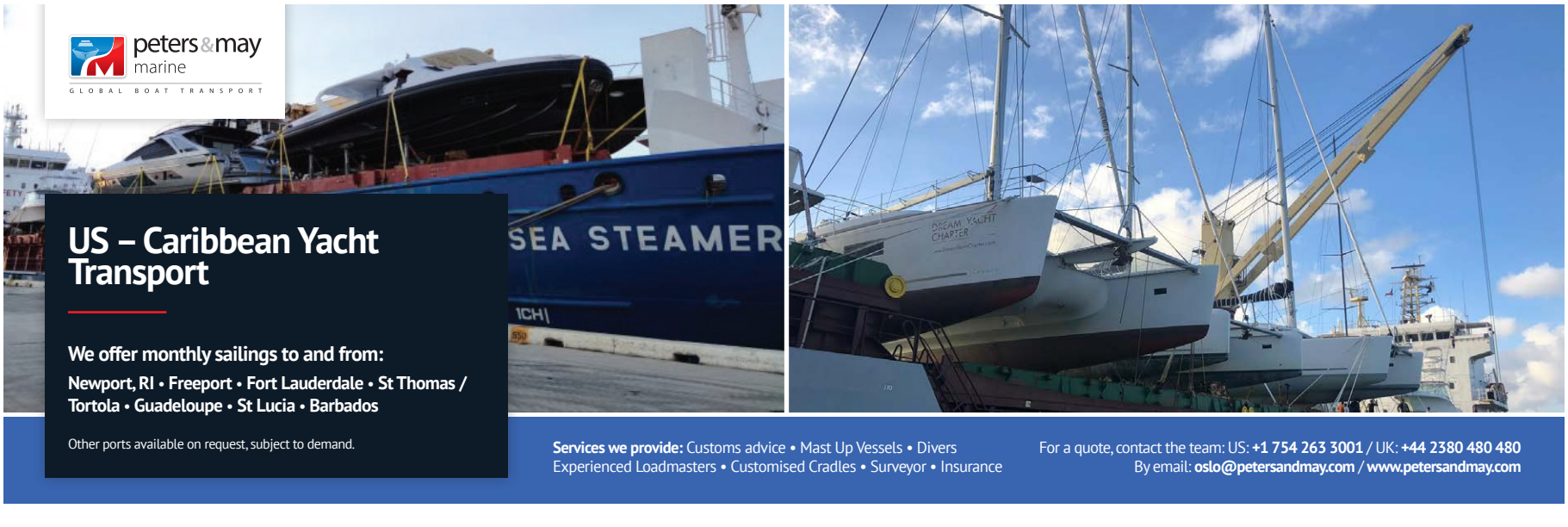
Sevenstar's Line Manager for the Mediterranean to the USA and Caribbean, Nic Kühne, adds, "Compared to last year we now move two ships out of the Caribbean instead of seven. But on the other hand, there are a lot of yachts stuck in Trinidad. Yacht owners can't travel because of the Covid regulations." On a positive note, Nic says that he has started getting enquiries from clients who shipped their boats home last year and are hopeful to fulfill their Caribbean dream starting with Sevenstar's fall 2021 and early 2022 sailings.

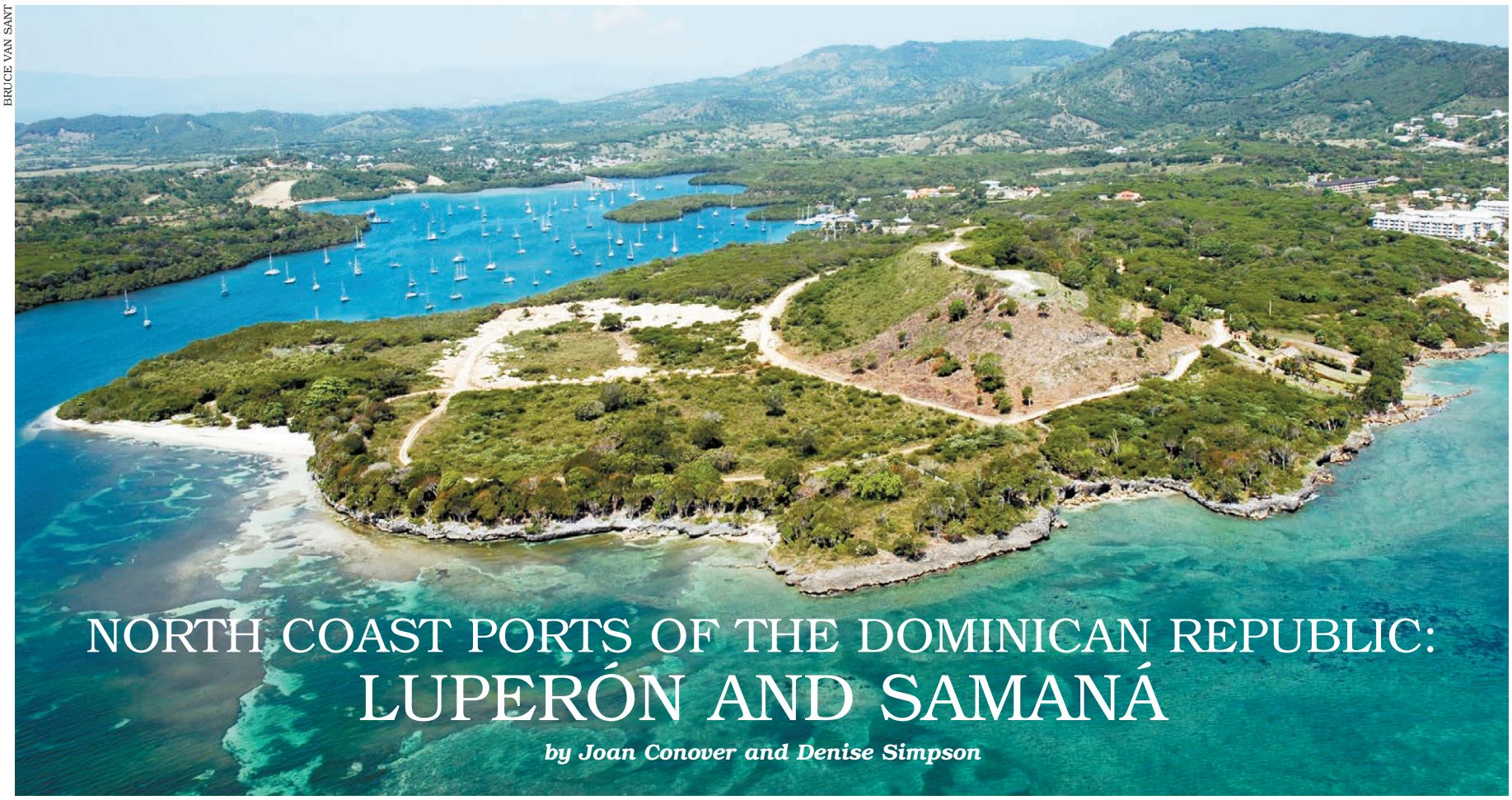
Sevenstar's Marketing and Communications' Laurien Hoving undoubtedly speaks for many as she looks forward to the new season: "As a company, but also on a human level, we will work together with our clients to finish what they started or to build new dreams with them."



CAMPER & NICHOLSON'S PORT LOUIS MARINA

Grenada's projection for yacht calls in the second quarter of 2021 expects an increase of 71 percent over 2020.





BRUCE VAN SANT

NORTH COAST PORTS OF THE DOMINICAN REPUBLIC: LUPERÓN AND SAMANÁ

by Joan Conover and Denise Simpson

The large bay at Luperón can support 200 yachts swinging on rodes, and at least 100 have been known to anchor here permanently at one time or another.

The northern coastline of the Dominican Republic (DR) has a long history of supporting maritime vessels going all the way back to the Spanish treasure flotillas. In addition to providing useful harbors on the coast, the entire country offers attractions ranging from historic cities to rainforests. Check out the tourism site www.godominicanrepublic.com if you plan a visit.

The large bay at Luperón can support 200 yachts swinging on rodes, and at least a hundred have been known to anchor here permanently at one time or another. This harbor is now beginning a resurgence in popularity. Factors such as recent severe hurricane seasons, Covid pandemic regulations that added challenges to country-to-country cruising, and insurance problems for boats in the Caribbean have made the DR an increasingly attractive destination. Additionally, the DR is cooler than destinations farther south.

While hurricanes are always a threat, Luperón is considered a safe hurricane shelter as the storms must travel over seven big mountain ranges to reach the harbor. (See an article with comments from Chris Parker, www.mwxc.com, at www.passagemaker.com/trawler-news/dorian-hurricane-hole-luperon.) There are marinas, cruiser bars and an active nightlife in Luperón. All vessels monitor VHF Ch 68, and then move to Ch 69 or 72 to communicate.

Samaná is a known stopping point for vessels heading east or west along Hispaniola's north coast. There is a marina there, Puerto Bahia Marina (www.puertobahia.do) and nearby, in the national park at Los Haitises, is a hurricane hole for shallow and medium draft boats that wish to hide from an approaching storm.

OceanWorld Marina (http://maratlantico.com.do), a constructed harbor between Luperón and Samaná, is an excellent stop with all services.

The northern coastal areas are very reasonably priced for 90 days entry from either the Bahamas and Turks & Caicos or from the west coast of Puerto Rico. See *A Gentleman's Guide to Passages South* by Bruce Van Sant (www.amazon.com/Gentlemans-Guide-Passages-South-Thornless) for the best routes and weather throughout the whole of the Caribbean. Bruce resides in Puerto Plata. He keeps an eye on the yachting situation and welcomes cruiser visits. Check out his website at http://thornlesspath.com.

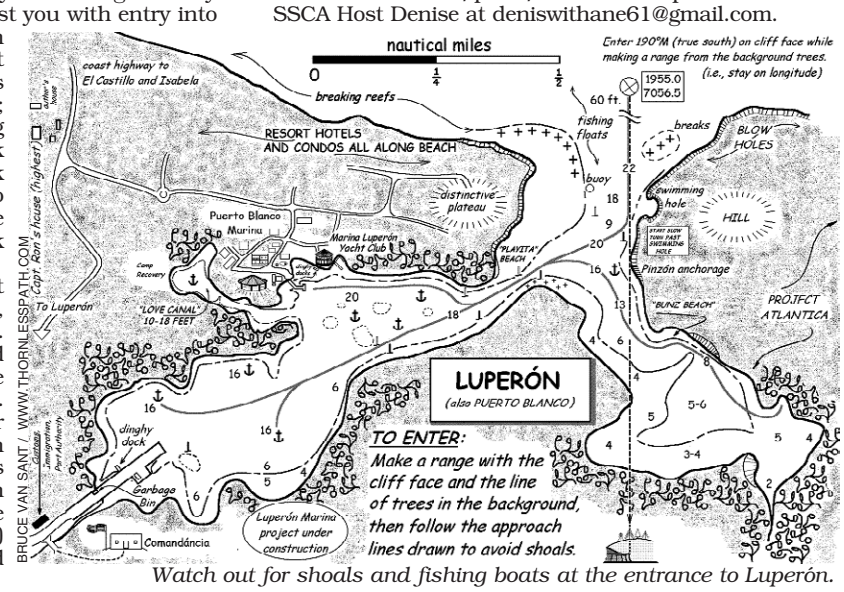
Use of current charts is important.

Luperón arrival & entry instructions

Arrival in the Dominican Republic is extremely simple: bring your checkout documents from your last port of call and, if you have pets that will be going ashore, up-to-date vaccination records. There is no pre-check-in/Sailclear service in the DR for arriving yachts (the only online pre-check-in is for flights). Just arrive with your Q flag up and fill out the forms with the officials, who are available seven days a week.

Always enter Luperón in daylight to avoid the fishermen's nets set by the entrance at night. Hoist your Q flag when a couple of miles out, and then call the local harbor contractors Papo, Handy Andy or Domingo on VHF channel 68. If there is no answer call *Fair Lady* on channel 68 and the Seven Seas Cruising Assocation Host, Denise Simpson, will help by contacting them by phone for you. They can then assist you with entry into the harbour and settle you down on a DR-owned mooring. Note that non-citizens cannot own moorings without Port Authority permission; for your legal protection if renting a mooring from a non-citizen, ask to see their permission paperwork — it should be available for you to review and get a copy of. There have been issues; if in doubt check with *Fair Lady* on channel 68.

Should you wish to enter without assistance, come in slowly, favoring the red channel markers. Once inside the harbor proceed farther down the channel to the government dock side of the bay. Anchor on the starboard side or call Papo or Handy Andy to obtain a mooring. There are shallow spots in the harbor that you will find in Bruce van Sant's book. They are not dangerous (the bottom is mud) just irritating! Anchoring is good holding in mud.



Watch out for shoals and fishing boats at the entrance to Luperón.

Once anchored or moored, call the Comandante on VHF channel 68 or 16 to notify him of your arrival. If there is no answer, then all crew must mask up and dinghy to the government dock; the dinghy dock is on the right-hand side (repairs are planned). Lock your dinghy onto the dock, leaving room for others to get in — it's a good habit to get into for the whole of the Caribbean — and walk towards town to find the officials' offices. The first stop is the Comandante or Armada (Navy) office, to your left just after the gate, up the hill. The Comandante of the Navy is responsible for safety and is also part of the DEA. There may be a request to check the boat; however, there is no cost involved from the Comandante. The current English-speaking interpreter at the Armada office and the Comandante both speak fluent English.

After clearing in with the Comandante, go back inside the gate to the four offices that you need for the next five formalities: Immigration and tourist card, Customs, Port Authority and Agriculture. Pay cash (either in US dollars or pesos) at each of these offices as per the notice on the outside wall. They do not take credit or debit cards. One person from the yacht — the captain — is allowed to go to the ATM or the bank if need be to draw pesos. (It is recommended to use cash in the DR as some establishments charge for taking a card.)

Check-in fees for Luperón are subject to change without notice. All harbors should charge the same fees, but an extra US$10 may be applied in Luperón to cover dredging costs. After seven days in Luperón you also pay a monthly harbor fee depending upon the length of your vessel. The check-in fees will cover the boat and crew for 90 days in the DR; after 90 days you can apply for a six- or twelve-month Navigational Permit via the Armada. For current entry fees, see www.noonsite.com/place/dominican-republic or contact SSCA Host Denise at deniswithane61@gmail.com.

Agriculture may board boats for checks and rechecks. No citrus fruits at all are allowed to be brought in. In fact, it is suggested to not tempt fate with any imported fresh produce; they are very strict due to past major agriculture losses. You'll easily find fresh produce ashore. Bringing in frozen meat is acceptable. Pork and chicken are freely available locally; beef is harder to find.

Currently no Covid tests are required to enter, but as the pandemic waxes and wanes, check prior to leaving any port for the next one. There are health safety protocols upon arrival, such as the filling out of a form, and authorities will do a free check if they deem it necessary.

Denise suggests, "Once checked in you can continue walking into town or dinghy on over to the Puerto Blanco Marina/Las Velas Restaurant with free WiFi to get your bearings and chill, or just rest up on the boat for a while. It's always a good idea to download Google Translate on your phone, which you can use online or offline."

Luperón anchorage

The friendly little farming and fishing town of Luperón is a beautiful, safe and reasonably priced cruising destination. Denise says, "Luperón is a great place to weather over during hurricane season with excellent holding on anchor.

"Remember that there is no wind at night so the boats lay west over their chains if anchored," she advises. "Lay your anchor to the easterly tradewinds and slowly let out ten-to-one scope while backing due west.

—Continued on next page

—*Continued from previous page*

"Back down on the hook with successively stronger pulls at 50-percent horsepower until set. Then come back to five-to-one scope for chain and seven-to-one for rode."

Alternatively, she suggests taking a mooring, going to one of the two marinas, or going into the mangroves if storm shelter is needed. If there's a big storm threat, boats can go in Love Canal and tie into the mangroves and fight off the no-see-um's and mosquitoes.

Luperón marinas

There are some limited services for major boat maintence. For haulout, Marina Tropical boatyard can lift medium-sized monohulls on their hydraulic trailer; there are no lifts for catamarans at this time. Contact (Spanish only) sd84alvarez@gmail.com, Whatsapp +1 (829) 589-2126

Puerto Blanco Marina has a freestanding dock at the entrance of Love Canal, with a dinghy dock, hotel and restaurant. Contact puertoblancomarinayhotel@gmail.com or phone Deya (in English) at +1 (809) 867-3442.

Luperón facilities

According to *A Gentleman's Guide to Passages South*: "Luperón, though a small rural town, boasts markets and hardware stores, discos, hospital, police, two dentists, and all the other amenities a civilized place needs including two ice cream stores. Don't mistake lack of sophistication for lack of civilization. You may feel restricted in what you can find in Luperón. A pharmacy catering to a small population will not likely have just your brand of laxative. But it shall surprise you what a little persistence can produce. Otherwise, you have to travel to Puerto Plata or Santiago, 45 minutes and one hour, respectively, by car."

In town, find many three-wheeler "Margarita" taxis and motorbike taxis at excellent rates, restaurants and takeaways, pharmacies that sell most prescription medications over the counter (the staff at the one opposite the town square speaks English), doctor, dentist, optician, ATMs, banks (take your passport to draw cash over the counter), parcel service from Miami or shipping of larger items to the dock, Western Union, laundry, mobile data providers (take your passport and unlocked phone), churches, a free government clinic (Covid vaccinations are free) and a chandlery, plus sail and canvas repair shops. There's also a canvas repair shop near the Puerto Blanco Marina; ask the staff to contact them for you. Local markets and stores have fresh fruit and vegetables. Many businesses have someone on the staff who speaks English.

WiFi is available at good speeds and rates via data packages from Altice mobile in town.

If you are staying for a while you can obtain reasonably priced medical insurance for the excellent private hospitals.

The government postal service in the DR is unreliable; most folks have mail sent to Boxpaq couriers in Miami: mail gets flown in and delivered to their office in Luperón. To send post out of Luperón it is recommended to send via FedEx through Boxpaq in Luperón. This applies to all around DR, unfortunately, and FedEx is expensive. Bringing small items in is also possible via Boxpaq couriers in Luperón via their Miami address. Take your passport to Boxpaq office in town to open a free account; they deliver at reasonable prices. Regarding Customs fees, anything valued at under US$200 is duty free, but be sure to find out the import duty on anything over that before shipping. Any large items will have to be shipped by Carmen Cargo to Puerto Plata, and then delivered to the dock in Luperón.

For services on the water, call Domingo, Papo and Handy Andy on VHF channel 68 to provide you with guardianage, fuel, LPG refills, polishing, top to bottom cleaning, etcetera, and revese-osmosis water in five-gallon jugs.

A warning on watermaker use: silt and sediment in the mangroves and mud-bottom bay clogs the filters, so it's best not to make water. If you use your watermaker you will need to change your filter continually. Tap water cannot be consumed anywhere in the DR due to the risk of parasites. You can get potable water delivered to your tank.

Luperón has recently commissioned a new sewage treatment plant. With this and the catchment of plastic/polystyrene on the river and the fact that cruisers are assisting with plastic bottle collections vía new garbage bins, the bay is cleaner than it was in the old days.

Please note that there is no holding tank pumpout facility in the harbor. When you need to pump out, speak to the Armada to arrange permission to go five miles offshore to do so.

NOTE: Critical new government rules make it illegal to hire the services of a non-*Dominicano* contractor. Should a non-national claim to be a resident with a registered DR business then proof of same must be provided to protect a captain/boat legally. The government requires licencing to cut down on illegal businesses operating under the table. It is suggested to use the Dominican Republic Cruisers Facebook group, or to ask Denise and other locals for contact details for approved contractor services offered to cruisers.

Further fun

Once settled, explore further. Dinghy towards the Luperón harbor entrance to Playita, a lovely swimming beach on your left hand side. The opposite side has a marked anchorage and a swimming hole. Some people anchor out by the entrance to clean their boat bottom, use watermakers in clean water, and snorkel. Visitors can walk over from the marina to the main beach area and hike to the blowholes.

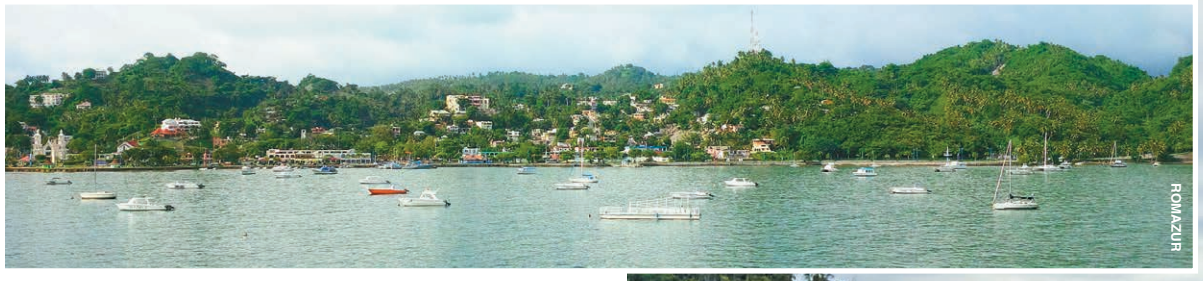
You can hire a car or motorbike cheaply from local contractors or the local taxi guy at excellent rates. Or hire motorbikes or cars from DR citizen contractors who offer insurance. Taxi service will take you to Puerto Plata for shopping/PCR tests, overseas consulates/embassies, flights and tourist trips all around. Key tourist spots are the La Isobella historical site, the waterfalls and Santiago, to name a few. The tourism office in town can also help with lots of information should you wish to go inland and tour.



Above: OceanWorld Marina provides a stop with all services between Luperón and Samaná.

Below: In the Los Haitises national park near Samaná, the river provides a storm refuge for shallow to medium draft boats.

Inset: Samaná. At least one cruising boat stayed for more than a year, so plenty of positives here!



ROMAZUR

Departure/extending stay

When leaving Luperón for a different DR port or another country, captains will settle up their harbor fees if over seven days, plus anything owing on your tourist card if over 30 days. Request a free despacho from the Comandante before leaving any port in the Dominican Republic. It is illegal to leave DR ports without a port-to-port despacho or a despacho to another island. The DR works closely with neighboring islands to combat drug trafficking. No despacho makes vessel look suspicious there are serious consequences for leaving port without one.

If you wish to stay for more than three months, apply for a Provisional Navigational Permit for six months or a year with the Armada.

Should assistance be required with any of the above procedures in French, ask the officials to contact José Ovidio, the Luperón tourism representative in Luperón, to assist.

Ocean World

The Ocean World docks are concrete, so don't tie your lines too tight, and with tides of about 50 centimetres (two feet) good fenders are important. The fuel dock has gasoline and diesel at normal prices (you can pay by credit card), and it's convenient to tie up here temporarily if entering the marina at night.

All facilities, including SUPs and snorkel gear, are free for marina guests to use. You can have cocktails, dinner and breakfast at the bar above the lobby. There is a nice playground for the kids, and a little hiking trail at the east side of the marina.

Car rental, however, is cheaper in town.

Samaná

Farther east along the DR's north coast is Samaná. At least one cruising boat stayed for more than a year, so plenty of positives here!

Cruisers report that the Samaná area generally has good holding in mud; although in some areas of the anchorage the holding is worse, it is easy to find a spot. The holding varies, so make sure you set your anchor with your motor.

Louis will often come out to your boat with the Armada when you arrive. If your Spanish is limited you can then pay him as an agent to assist you with check-in with the various government offices, as checking in is mainly done in Spanish.

Various locals will provide boat support. Louis can help you with everything. If children swim out to the boats uninvited, he will shoo them away. And if your boat drags while you're not aboard, he will set out another anchor. Manuel is mostly around the dinghy docks (he is hearing impaired) and keeps an eye on the dinghies.

To get ashore here is a bit different: the dinghy needs a stern anchor to hold it off and you have to climb a ladder. It is suggested that you tie your dinghy to the dinghy dock with the white port (the most easterly one); it is easier to climb out there. Alternatively, you can tie the your dinghy behind the excursion catamarans.

One cruiser says, "Samaná's a nice cute town; we felt very safe. Clearing in and out is easy, with no extra costs or payments. You can do it yourself if you speak Spanish, otherwise it may go even faster if Louis helps you and gives them a call ahead. People are so friendly. The local kids were wonderful for our four-year-old to play with in the playground. We stayed seven weeks in the bay and loved it! The only downside, since the water is green, was that the growth under the waterline grows fast. But Cayo Levantó, a nice little island close by, is a perfect spot to clean your boat."

Marina near Samaná

Puerto Bahia Marina, the marina next to Samaná, is a lovely resort with easy clearing in. They have Immigration and Armada in the same office and the harbormaster is next door. To leave the country on the weekend, go here for checking out — they are open on the weekend. When Covid testing was obligatory before entering the county, cruisers reported getting a free PCR test here free. The marina fees include internet, and there are showers, a gym, a nice lobby for internet access/work, a private billards room, and a washer and dryer.

For more information

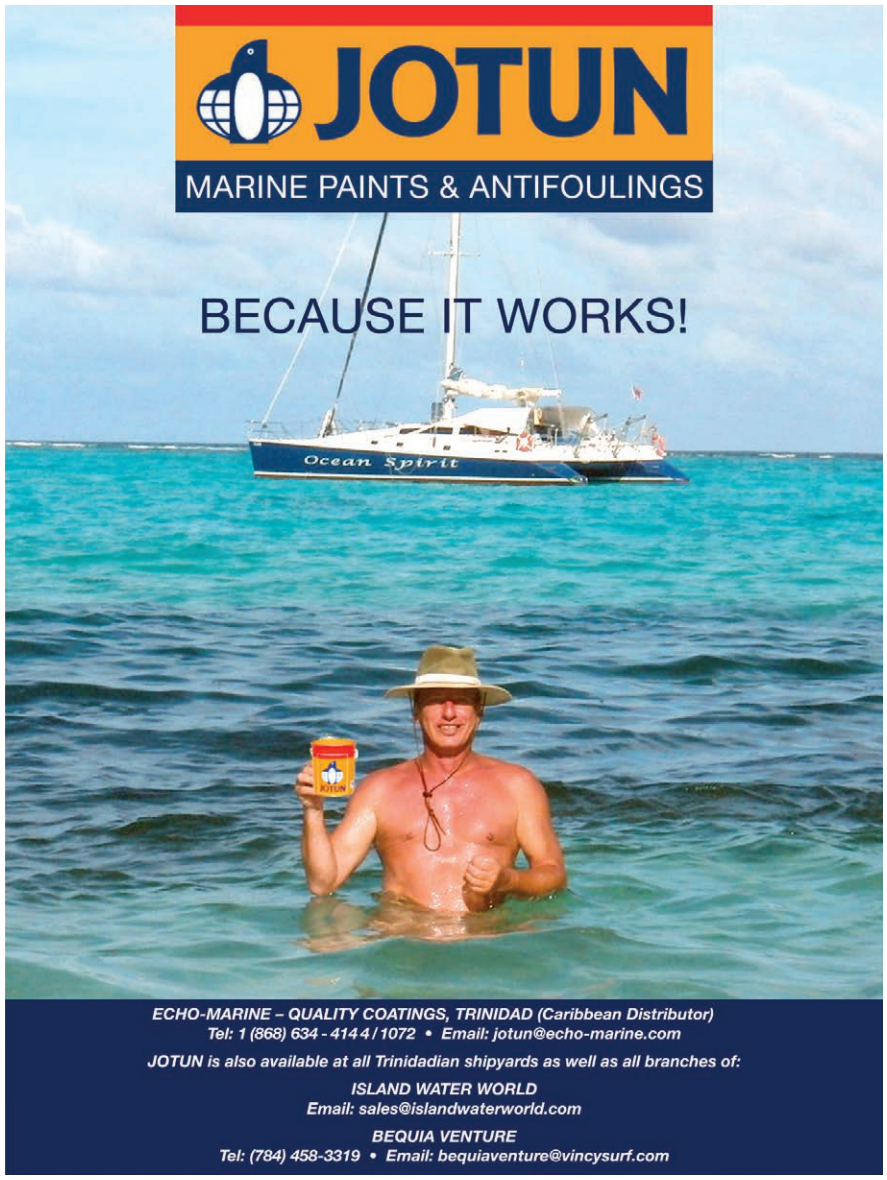
If you are on Facebook, join the approximately 2,000 members of the Dominican Republic Cruisers Group for up-to-date information covering the whole of the DR: www.facebook.com/groups/502195700382567.

You can also find info on Luperón and the Dominican Republic on www.noonsite.com/place/dominican-republic/Luperón.

Joan Conover is the Vice President and Cruising Host Coordinator of the international Seven Seas Cruising Association.

Denise Simpson is Seven Seas Sailing Association Station Host and Ocean Cruising Club Port Station Host for Luperón.






NASA

SELECTED ON-LINE WEATHER SOURCES

When was the last time you really looked for a "red sky at night"? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of a Caribbean sailor's attention.

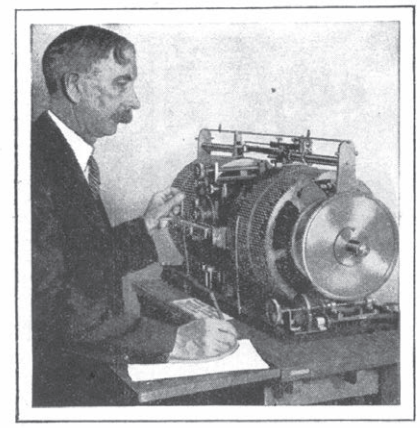
Although it's been a long time since people tried to predict the weather by examining onion skins or seeing whether or not the groundhog went back into his hole, it has also been a while since mariners routinely listened to WWV radio for marine storm warnings. The use of once-popular weatherfax has been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

While SSB or SatPhone weather is still important when offshore and out of WiFi range, 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 Android tablet compatible).

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

Long Distance Weather Forecasts Now Made By Machine


MODERN MECHANICS

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.

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.

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 (French): www.meteofrance.gp/previsions-meteo-antilles-guyane/animation/radar/antilles
- Panama Weather (Spanish, requires Adobe Flash Player, not Android compatible): www.hidromet.com.pa/index.php
- T&T Satellite: www.metoffice.gov.tt/satellite
- US National Weather Service (USVI and Puerto Rico): www.weather.gov/sju/marine

General Weather Websites
- NOAA-NationalWeatherService-Caribbean: www.weather.gov/marine/offnt3cmz
- Mike's Weather Page: www.spaghettimodels.com
- WINDFinder: www.windfinder.com
- PassageWeather: passageweather.com (provides seven-day wind, wave and weather forecasts)
- ON Board ON Line: www.onboardonline.com/weathertools
- Weather Underground: www.wunderground.com/hurricane General weather discussion on Wunderground: www.wunderground.com/cat6
- General weather discussion on Eye of the Storm: https://yaleclimateconnections.org/section/eye-on-the-storm
- www.windy.com (shows wind speed and direction for 14 days in about three-hour increments)
- Ventusky (same look as Windytv, but different): www.ventusky.com

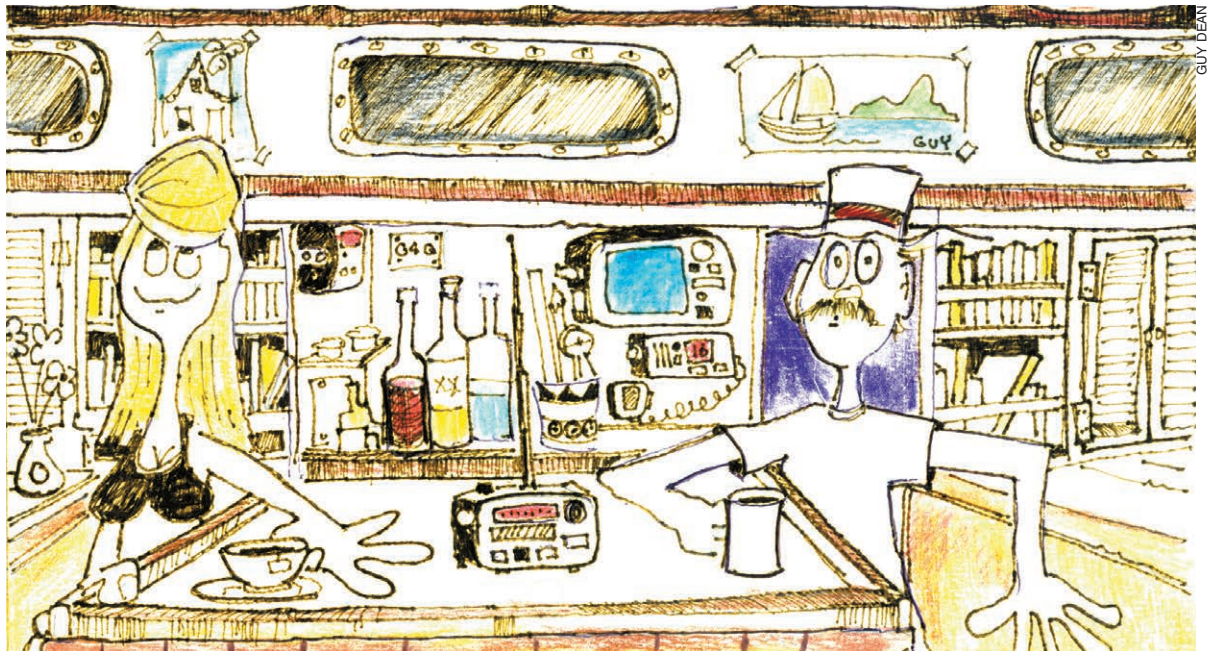
Weather Conversions
- www.weather.org/conversion-chart

Commercial Marine Weather Service Websites
- Buoyweather (free two-day forecasts in addition to 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 and internet podcasts for your area): http://mwxc.com
- Atlantic severe storm prediction (paid subscription): https://stormpulse.com

Hurricane Information Websites
- Caribbean Hurricane Network (latest local updates from correspondents on the islands): 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
- NOAA Climate Discussion: www.climate.gov/news-features
- NHC Marine Graphicast: www.nhc.noaa.gov/marine/graphicast.php?basin=at#contentw.nws.noaa

John J. Kettlewell says, "The map at earth.nullschool.net is an interactive pilot chart, showing current conditions around the world. When you open the page you see the entire globe, then you can zoom in to see smaller regions. Click on 'Earth' in the lower left to get a menu. You can choose to see the world's current wind or current patterns, or ocean waves, all with animation."

Happy weather windows!



GUY DEAN

Selected Caribbean Shortwave Weather Reports Summer 2021

UTC	AST*	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0330, 0515 & 0930		(UTC) NOAA Daily High Seas Offshore Forecast NMN Chesapeake			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)	
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	Cruizheimers Net	8152 (or 8146/8164)	USB	
1230	0830	Eastern Carib. Weather (Chris)	8137/12350	USB (Note 1)	
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 Daily High Seas Offshore Forecast NMN Chesapeake,			Voice USB **
2100	1700	Doo Dah Net	8152	USB	
2115	1715	Transatlantic Cruisers Net (SSCA)	12350	USB (Note 3)	
2130	1730	NOAA Daily High Seas Offshore Forecast NMN Chesapeake			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' SSCA 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 Maritime Mobile Service Net on 14300 USB/Ham. Net hours are from 1700 to 2100 hours UTC 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 Continuous Time and Frequency Standard Broadcast 2500, 5000, 10000, 15000 and 20000 and (switch to AM mode). The US Congress has restored full funding for WWV.

CRUISERS' VHF NETS See a list of selected cruisers' VHF Nets on page 6 of this issue of *Compass*!

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

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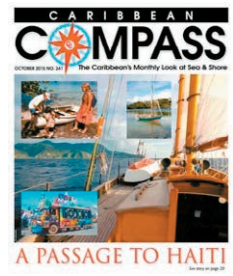
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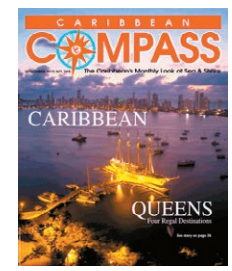
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If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!









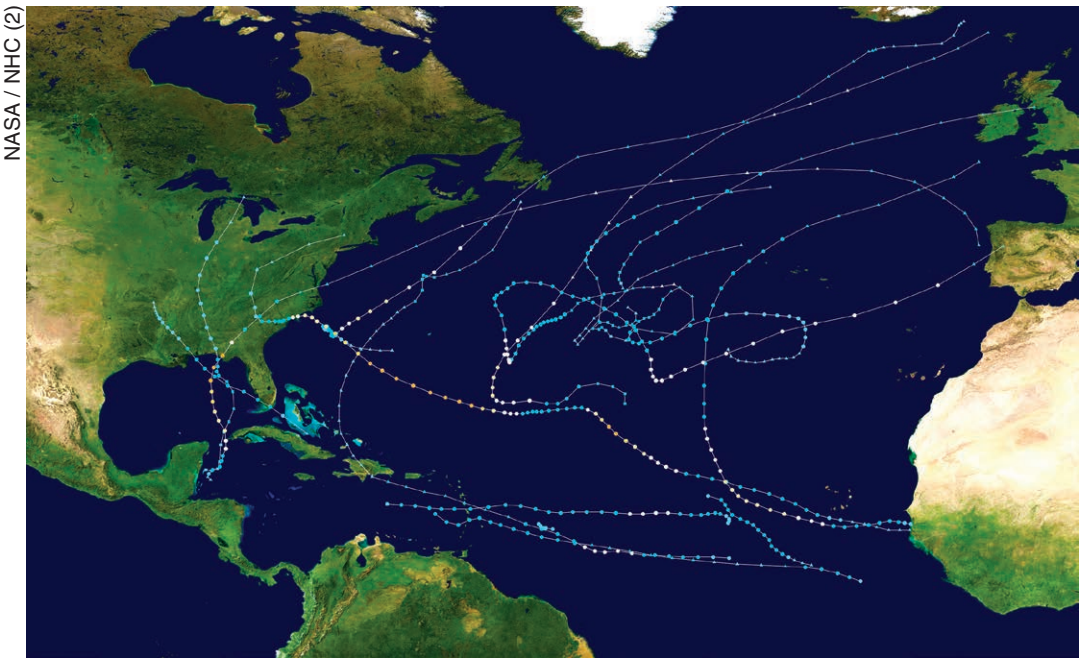
TRACKING HURRICANES

by Don Street

In 1984 I got caught at St. Maarten by a late-season hurricane. Hurricane Klaus barreled through on November 8th. Due to a warning about an approaching hurricane, I had positioned my engineless yawl, *Iolaire,* on the north side of the island, where we'd be safe from winds from the south. Then we discovered that the hurricane was coming east toward the Virgins, turning our sheltered anchorage into a deadly lee shore. It was too late to get to a safe harbour.

Klaus was the first hurricane on record to hit the Leeward Islands from the west, catching many of us by surprise. At St. Maarten, the seas wrecked a cruise ship; the passengers and crew swam to shore. *Iolaire* survived by deploying six of the seven anchors aboard (see "Surviving Klaus" at www.street-iolaire.com).

NASA / NHC (2)



Knowing how hurricanes track across the Atlantic makes it easy to figure out where one will hit the Eastern Caribbean. This map shows the tracks of all tropical cyclones in the 'above average' 2018 hurricane season. The points show the location of each storm at six-hour intervals. The color represents the storm's maximum sustained wind speeds on the Saffir-Simpson Scale.

After that, I decided that I had to do some research.

I obtained the NOAA book *Tropical Cyclones of the North Atlantic Ocean* (downloadable from hurricanes.noaa.gov/pdf/hurricanebook.pdf) and studied the tracks of hurricanes approaching the Eastern Caribbean in the Atlantic Ocean, from 1871 through 1984.

Anticipate the track

I learned that that as hurricanes or potential hurricanes originating in the Cape Verde area move west, if they stay below below 19°N they normally track westwards, never altering course more than five degrees in 24 hours. With very few exceptions, all alterations of course were to the north. If a hurricane took a zig to the south it seldom lasted more than 48 hours. The only ones that have made a big jog to the south are the ones that have started in the low latitudes — 12 to 13 degrees north — and even these have never tracked south more than five degrees in 24 hours.

Hurricane Irma, in 2017, was an anomaly. Irma was the first hurricane since 1851 to go above 19°N and then head south: she went to 19°06N then took a five-degree jog south. She was only the second hurricane since 1851 to head south for three days before turning west and then north.

Knowing how hurricanes track across the Atlantic makes it easy to figure out where one will hit the islands of the Eastern Caribbean. With the predicted track or the direction of movement in its center, draw a 10-degree cone extending from the position NOAA weather gives for the center of the hurricane. When the hurricane is 600 miles away, the cone is 105 miles wide; when it is 300 miles away, the width of the cone will be 35 miles wide, etcetera. This will allow you to predict the probable strike area, and the danger zone.

As they approach the Caribbean hurricanes are often very intense but usually small in diameter. Generally, hurricane conditions prevail approximately 80 to 120 miles to the north of the center and 40 to 60 miles to the south of center. When Hurricane Maria devastated Dominica in 2017 its neighbors on the south end of Guadalopue and the north end of Martinique did not suffer major damage.

Make a plan accordingly

With this information in mind, as the hurricane forms, start making your plans a full 72 hours before its approach. Make a game plan, execute it and stick to it. If the boat is in the water and you can move entirely out of the storm's path, do it. If you must shelter in a marina it is important that you secure the boat with a cat's cradle of lines, not secured to the cleats on the dock (they come out under heavy load), but rather to the pilings that support the dock. If your boat is properly secured ashore — with the mast(s) out and the hull either tied down with straps to "dead men," secured in a special cradle, or well chocked with plenty of screw stands properly tied together — then the chance of your boat surviving a hit by a hurricane is good.

As a result of Hurricane Hugo in 1989 I wrote "Reflections on Hugo" in all four of my guides. This was followed by 18 articles published in *Caribbean Compass* and in magazines in the US and UK. Had my advice been followed hundreds of boats would not have been sunk and millions of dollars of insurance claims would not have had to be paid as a result of the storms of 2017.

After the hurricane disasters of 2017 I obtained the new *Tropical Cyclones of the North Atlantic Ocean,* which covers the tracks of all hurricanes from 1851 to 2006 with updates through 2017. I again studied the tracks of all hurricane approaching the Caribbean below 19°N, and confirmed what I have said above. I very much doubt if anyone else in the world has sat down and studied hurricane tracks approaching the Caribbean as often and as carefully as have I.

History of Eastern Caribbean hits

I compiled the information below, which shows how often the major Caribbean yachting centers have been hit by hurricanes, tropical storms or major depressions. It gives location, the number of hurricanes recorded there during the total period for which hurricanes tracks are available (1851-2017), the number of hurricanes recorded there during the period since yachting became a major industry in the Eastern Caribbean (1975-2017), and comments on how the hurricanes have affected the location.

• EASTERN PUERTO RICO: Experienced 14 hurricanes between 1851 and 2017, seven of which were between 1975 and 2017.

In addition, there were three tropical storms and one tropical depression overall. Marina Puerto del Rey proved to be safe for stored yachts during Irma and Maria in 2017.

• VIRGIN ISLANDS: Experienced 22 hurricanes between 1851 and 2017, six of which were between 1975 and 2017.

In addition, there were five tropical storms (three of them in 1933). Recent hurricanes have inflicted significant amounts of damage or total losses to boats stored ashore, in marinas or in hurricane holes.

• ST. MAARTEN: Experienced 21 hurricanes between 1851 and 2017, eight of which were between 1975 and 2017.

In addition, there were five tropical storms (three of them in 1933) and two tropical depressions. All recent hurricanes have inflicted damage or total losses to boats left in crowded anchorages. In 2017, boats stored in heavy wooden cradles at Bobby's Marina yard with their masts out were safe.

• ANTIGUA: Experienced 17 hurricanes between 1851 and 2017, four of which were between 1975 and 2017.

In addition, there were five tropical storms prior to 1900, including two hurricanes in 1899. In 2010 TS Earl sprang up 200 miles east of Antigua and suddenly developed into a major hurricane. Luckily it swept across the island very rapidly doing little major damage.

• MARTINIQUE: Experienced 20 hurricanes between 1851 and 2017, five of which were between 1975 and 2017.

In addition, there were five tropical storms and three major tropical depressions. None of the hurricanes' centers scored a direct hit on the southern part of the island; a direct hit on Le Marin would be catastrophic in terms of insurance losses.

• ST. LUCIA: Experienced 17 hurricanes between 1851 and 2017, six of which were between 1975 and 2017.

In addition, there were 12 tropical storms. Hurricane eyes passed either just north or south of the island; no major damage to the yachting sector was reported.

• ST. VINCENT & THE GRENADINES: Experienced 24 hurricanes between 1851 and 2017, six of which were between 1975 and 2017. Since 1986, there have been two tropical storms and two hurricanes.

There were 16 tropical storms and two tropical depressions overall. There is nowhere to hide from a hurricane in the Grenadines.

• GRENADA: Experienced three hurricanes between 1851 and 2017, two of which were between 1975 and 2017.

The vast majority of inpacts here have been tropical storms. Grenada was hit dead on by hurricanes in 1856, 1955 and 2004, and was brushed by hurricanes in 1877 and 2005. In 1963 a hurricane passed south of Grenada and ended up stalling for three days over eastern Cuba.

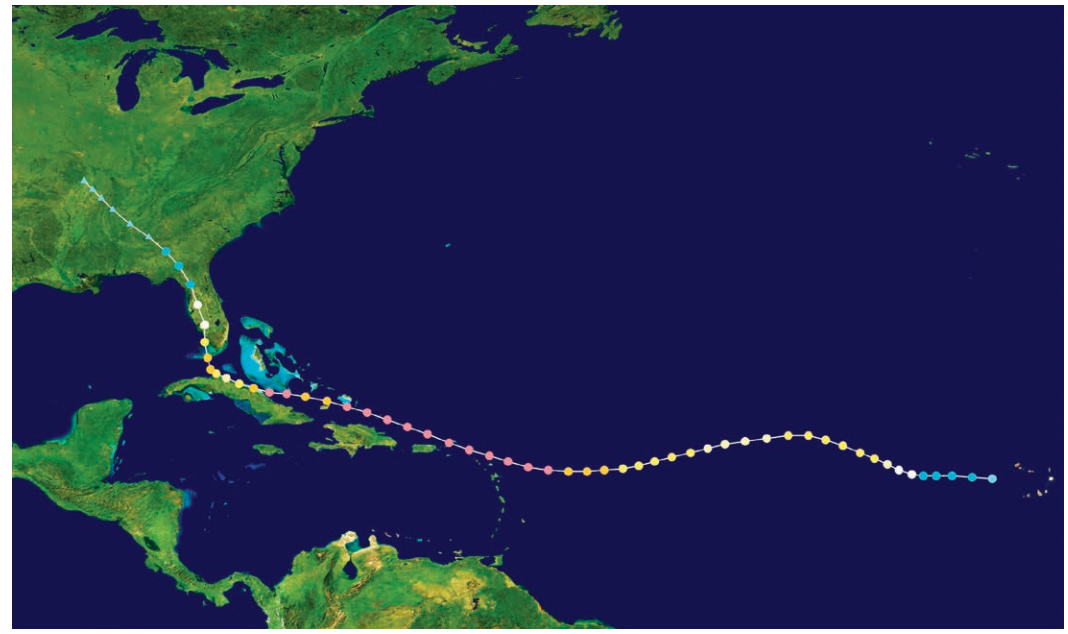
• TRINIDAD: Has never experienced a hurricane, but is has had five tropical storms, all hitting south end of the island.

Beyond into the Caribbean

Once hurricanes pass through the island chain into the warm waters of the Caribbean they usually increase in intensity and size. Also, once in the Caribbean, their tracks are hard to predict. For example, in 1994 one made a right turn after hitting the southern islands and ran off northeast back into the Atlantic. Similarly once north of the Caribbean their tracks are extremely difficult to predict.

Regarding active hurricane seasons, many of the most active seasons did not affect the islands in the Eastern Caribbean. The hurricanes formed in the Gulf of Mexico and knocked hell out of the States. If you get a copy of *Tropical Cyclones of the North Atlantic Ocean* and look at the tracks of hurricanes in the Gulf of Mexico you can see that trying to predict the course of a hurricane there, or trying to dodge one, is virtually impossible.

Visit www.street-iolaire.com for more hurricane information.



Hurricanes normally track westward across the Atlantic. With very few exceptions, alterations are to the north. Irma was an anomaly — the first hurricane since 1851 to go above 19°N and then head south.

PRODUCT POSTINGS

Summer is the time for painting, repairing, upgrading and generally sprucing up your boat for the coming season — or for hauling out and preparing your boat for off-season storage. Either way, check out our Product Postings below. You might find just what you've been looking for, or something you didn't yet know you needed!

Look for these items at your favorite Caribbean chandlery. If you can't source things locally, refer to the websites given with each item.

Season change: time to check shore power gear

• Cables okay?



YQ230 Intelligent Y Adapter

Periodically checking shore power equipment is an important maintenance task, whether you are preparing for action or organizing for summer storage. If a cord set shows damage, it should be replaced. The Hubbell Marine 50A, 125V Twist-Lock Cable Set offers a durable choice. Built for continuous use, it incorporates safety and convenience features that overshadow competing products.

Made in the USA, the fully encased Hubbell 50A Cable Set has ergonomic styling with line-up notches that make plugging in simple. Its nickel-plated brass blades and shell, plus a stainless steel threaded sealing ring, ensure a positive and safe connection and watertight seal. With three-pole four-wire grounding, the connector has an exclusive internal copper crimp barrel termination for protection against overheating and burnout. Models are offered with high-intensity green and red LEDs built into the male end that indicate power is flowing or incorrect wiring is detected.

When checking the cable set, first make sure it's unplugged at both ends. Look for bent or corroded blades. Brown on the plug means it's overheating from resistance and/or arcing. These serious safety issues require immediate replacement of the unit. If everything looks okay, a quick cleaning and dab of dielectric grease on the blades are all that's needed to put it back into service.

Unlike many cord sets, Hubbell's is incredibly flexible due to jute fillers inside the heavy-duty jacket. This allows it to coil easily and lay flat. 50A Cable Sets are available in yellow or white and are offered in 7.6m and 15.2m lengths.

Dirt and grime are easily cleaned off cord sets using acetone, but cuts and acute kinks shouldn't be ignored. If damaged cable is close to either the boatside or pedestal plug, it can be cut off and the connector reinstalled with a new boot. Otherwise, skip the dangerous temptation to patch with electrical tape and instead replace the cord set.

Hubbell Marine's 50A, 125V Twist-Lock® Cable Set is CL and cUL listed. It meets USCG requirements and has ABYC approval.

• Crossing borders?

Shore power systems can vary greatly from one country to the next, posing challenges for cruising boats worldwide. Internationally rated connectors from Hubbell Marine allow these vessels to enjoy compatibility abroad for safe and reliable power anywhere.

Hubbell offers CE-certified electrical shore power systems that are designed expressly for boats destined for international ports. Utilizing standard NEMA configurations, the 16A/230V and 32A/230V systems work with all 50-cycle shore power systems.

Inlets are available in a choice of marine-grade 316 stainless steel or white non-metallic styles. The cover is friction-tight to remain open while the cable set is engaged, and then self-closes when not in use. Housings include a white Centrex cover and PBT base for weatherproof protection when closed.

Quality construction of these conventional-style Hubbell inlets includes full watertight sealing and nickel-plated brass contact blades for extreme corrosion resistance in harsh marine environments. The easy-to-wire, heat-resistant polycarbonate interior in 16A and 32A models is clear, enabling quick visual inspection. Cable sets round out these systems, with a female connection on one side and the other end blunt cut. They're available in 7.6m and 15.2m lengths for 16A and 32A configurations.

For 63A systems, Hubbell inlets incorporate a nickel-plated rear enclosure for corrosion protection, and a heat-resistant Thermoset contact carrier. Three screws lock the interior in place.

Hubbell Marine also offers a full line of dual-rated pin-and-sleeve devices to match both North American and international configurations. The inlets, receptacles, connector bodies and plugs are available in 16A/20A, 30A/32A and 60A/63A models for full interchangeability with other UL1686 C1 devices.

• 30 or 50 Amps?

Owners whose boats have 50A 125/250V electrical systems will spend the night in the dark if they cruise to a marina that only offers 30A 125V service. But not if they have the YQ230 Intelligent Y Adapter from Hubbell Marine. The innovative device rectifies electrical mismatches by plugging into two 30A pedestal outlets to provide safe, correct and full power to the vessel.

Hubbell's Intelligent Y Adapter has an internal PC board that automatically checks that both plugs are engaged and in separately phased outlets. This ensures true 250V power is delivered to the boat.

As a safety feature, the YQ230 verifies correct polarity of the pedestal in case the hot and neutral wires are incorrect, or one of the plugs has become disengaged. If anything is amiss, the device shuts off to prevent an accident. A safety indicator light displays when the adapter is connected and working normally.

Like all Hubbell shore power products, the YQ230 Intelligent Y Adapter is built to last. It has a rugged UV- and impact-resistant housing that's fully sealed against humidity, fog and rain with specialized grommets. Integrated clamps prevent strain on the cord terminals.

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

A rainy season risk

Summer is rainy season in the Caribbean, and wherever there's moisture, there's the probability of mold and mildew. Traditional cleaning methods rely on bleach or chlorine, but those can ruin fabrics and damage gelcoat, paint and other hard surfaces. A safe alternative is Moldaway from Shurhold. Effective on a wide range of materials, it powerfully removes stains and keeps fungi from regrowing.

Made in the USA, Moldaway is a powdered oxygenated cleaner that becomes active when added to water. Scientifically formulated, it won't leave a residue behind like bleach and other harsh chemicals.

Shurhold Moldaway quickly eliminates mold, mildew and algae; it also removes dirt, blood, food and drink stains. Because it doesn't contain bleach or chlorine, it's safe on fiberglass, paint, vinyl, plastic, carpeting, wood, sailcloth, canvas and most fabrics.

Moldaway is easy to use. One 15ml scoop is poured into a quart of warm water and thoroughly mixed. It's effective for up to 10 hours. The solution is then sponged or brushed onto a cool surface and allowed to stand wet for 10 minutes. For stubborn stains, the mixture can stand longer. Then, it's rinsed with fresh water.

Visit www.shurhold.com for more information.

Marine USB charger receptacles

Small electronics with lithium-ion batteries need to be recharged, but using power adapters of questionable quality can be a fire hazard. A serious issue, the US Coast Guard recently directed its inspectors to look closer at how this is being done onboard commercial vessels.

A smart approach is to replace electrical outlets with Hubbell Marine USB Charger Receptacles. They accommodate standard two- and three-pronged plugs, plus offering the convenience of two USB inlets for fast and safe charging.



With a stylish design, the Hubbell Marine USB Charger Receptacle fits any standard box or bracket and uses common faceplates. An integrated LED illuminates to indicate when power is on to the USB and line voltage is available.

Each stainless steel 5A, 5V USB port is rated for 10,000 insertions and removals and complies with battery charging specification BC1.2. Highly adaptable, the USB Charger Receptacle supports 1.1/2.0/3.0 devices, including Apple® products, and will run two devices simultaneously.

Hubbell offers three versions of its USB Charger Receptacle to match virtually any power need. The first has two Type-C port configurations. It's available in ivory (USB15C5I), light almond (USB15C5LA) and white (USB15C5W).

The second has one Type-A and one Type-C port configuration. It's offered in ivory (USB15AC5I), light almond (USB15AC5LA) and white (USB15AC5W).

Finally, the Hubbell USB Charger Receptacle comes with two Type-A port configurations. It's offered in ivory (USB15A5I0), light almond (USB15A5LA) and white (USB15A5W).

For exposed locations, Hubbell has a weather-resistant, commercial-grade version. With all the features of the standard models, it meets Section 406.9 of the National Electrical Code when used with an outlet cover. It has one Type-A and one Type-C port. The 15A 125V model is available in ivory (USB15AC5IWR), light almond (USB15AC5LAWR) and white (USB15AC5WWR). In 20A 125V, it comes in ivory (USB20AC5IWR), light almond (USB20AC5LAWR) and white (USB20AC5WWR).

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

'Bungee cords on steroids'

Bungee cords are one of those ubiquitous pieces of boating gear that have use



almost anywhere. But they have strength limitations and are quickly compromised in an outdoor environment. MiniShockles from Davis Instruments are different: they're bungee cords on steroids.

—Continued on page 34

ISLAND IMAGES IN BLACK & WHITE

by David H. Lyman

"After a few days of walking around with a camera making photos, people get used to me," Justyna is telling me. "'Oh, she's the one with the camera. She's okay.'"

Justyna is an amateur photographer, and, for the past ten years, has been the mate on *The Dove*, Larry Tyler's 54-foot charter yacht. Recently, due to Covid restrictions, Larry and Justyna elected to stay in the Grenadines for 12 months, moving in a bubble between Admiralty Bay, Bequia, and Chatham Bay on Union Island. With little to do, other than live and work on the boat, Justyna has been working on her photography remotely, taking online tutorials, and going ashore to photograph the people and their habitat.

"Since March 2020, after we dropped off our last charter client, I gave myself an assignment. I said to myself, 'I will upload a new set of my photos every week.' That would mean I had to find images in my files, or make new ones, make the conversions to black and white, and upload them to my Facebook and Instagram accounts. So far, I've not missed a week and it's been almost a full year."

This exercise gave Justyna a goal, a reason to work on her craft and develop her vision. I've known Justyna for years. I've known Larry for more than 20 years. He and I have sailed together, most recently delivering *The Dove* from Maine down to the Caribbean in the fall of 2019. That same summer, Larry took *The Dove* to Greenland while Justyna was my houseguest in Maine. She attended lectures with me at The Workshops, the summer photo and film school I founded in 1973, where she got to meet some of the visiting faculty. I've been counseling her ever since, prodding her to get serious about her work. I was gratified last fall to see a new direction in the work she was sharing on Facebook. It was black and white. Gone were the vibrant colors of the Caribbean. Black and white photography has always been a translation of reality into a medium that strips away the emotional response color imparts to a photograph.

I spoke with Justyna via Zoom recently. She and Larry were aboard *The Dove*, anchored near Ste. Anne on Martinique. I asked her to tell me how she came to realize that black and white might work as a way of seeing the Caribbean.

"I discovered when converting some of my older color photos into black and white they became more dynamic. The personality of the person came through stronger than when seen in color. Color can often get in the way."

I agreed. The viewer is often responding emotionally to the colors, missing the underlying intent of the image. Take the color away and you see more. Ernst Haas, the father of color photography, would tell his Master Class students, "Be careful. Color can be too much. Black and white photos are a distillation of reality. The photographer allows us to see more directly into the subject, the person." Black and white photos still have to be well seen, I told her. It's not a special effect or trick to be used to make a dumb picture look better. (There was a saying going around my school, "If you can't make it better, make it bigger" — perhaps the large size will impress the viewer.)

I told Justyna the summer she was my houseguest, "Your color images are, for me, well… they are too dark. I'd like to see more what happening in the shadows, just a little." Justyna is from Poland, and many Eastern European photographers see the world as a dark, foreboding, sinister place. When I saw her new black and white conversions earlier this year, I was excited for her. "I see you found your authentic voice," I wrote her. "Congratulations!" Her photographs of the Caribbean, the sea and landscape are fresh, full of air, light and contrast.

"Now, when I go ashore to photograph, I go with the intent to see, to work, in black and white," she tells me. "I still have to make the conversion on my laptop into black and white, but I have mastered the process. I use Photoshop. I have developed a set of adjustments that work for most images, so it's fairly easy to make the conversions."

Tell me about the islands, I asked her.

"Each island has its special flavor. The French islands are very large and the people more stand-off-ish. The people on the small islands of Bequia and Union Island, where we spent most of our time this last year, are more friendly. Open. I only have to gesture for permission, and they nod approval. I make a print on a small printer Larry has on the boat and give it to them. They are always pleased and show it around.

"I am still afraid of publishing the portraits I've made, as I don't know how people would feel. They may think I am making money from these photos. Exploiting them. Which, of course, I'm not. I make these images for myself, to see if I can capture their spirit. But I am glad that these few are being published. To have my work recognized is an honor. I hope the people I photographed feel honored as well, for that has been my intent."

Justyna's Facebook page and Instagram account are full of her newly seen photographs of the Eastern Caribbean, Maine and Canada, and I hope soon to see more of her original work from Europe, re-seen with her new perspective. Justyna also created an online Adobe portfolio that allows her to upload her photos, creating separate portfolios for each of the themes she's working on: people, landscapes, places. See https://justynakramer.myportfolio.com. Justina's Instagram page is JustynaKramerphotography.

David Lyman, a marine journalist, photographer, and author, was the founder and former director of The Maine Photographic Workshops, an international conservatory for the world's storytellers and media professionals, now MaineMedia.edu, in Rockport, Maine. A lifelong sailor and boat owner, his stories of the Caribbean appear frequently in Caribbean Compass *and other marine publications.*

JUSTYNA AND HER CAMERA

"I was born in Poland," Justyna tells me. "Since I was a child I always wanted to travel, live in different countries, meet people and get to know other cultures." Her camera has helped her do just that.

Self taught, and learning from online courses (she lives on a boat), Justyna has only recently found her voice as a photographer. I asked her what other photographers she followed and she immediately mentioned Helen Levitt, a New York City street photographer who worked in the '40s and '50s. Helen's book *In The Street* was published in 1987.

Helen, Justyna and many other "street photographers" have been influenced by the work of Henri Cartier-Bresson, a French photojournalist; the Czech photographer Josef Sudak; and Peter Turnley's contemporary photographs of life on Paris streets. When I asked were there any marine photographers she followed, she responded, "No. I'm not interested in boats. I'm intrigued with people and the way they live. I always have been. It's why I left Poland 20 years ago. Now I have photography to record of what I've seen."

Justyna has minimal equipment: a Nikon D750, with a fixed 50mm 1.8 lens. Yes, she has a second camera body, a fixed telephoto, and an 85 to 300mm zoom, but the vast majority of her images are made with the normal 50mm lens. This lens sees the world as we do: there's no distortion of depth as with wide or telephoto lenses. She keeps her gear clean and safe on the boat, and when going ashore, puts the camera in a cooler in the RIB, then takes it out when reaching the dock. "I don't hide my camera. I want people to know I'm a photographer."

The use of a normal lens means that Justyna needs to get close to her subjects. This means they have to accept her into their space, to give her permission to be there to photograph them. This is her real talent, the ability to relate to the people she meets. With this ability to get close, to be accepted, what camera and lens she uses is secondary. The camera on an iPhone might do just as well.

→



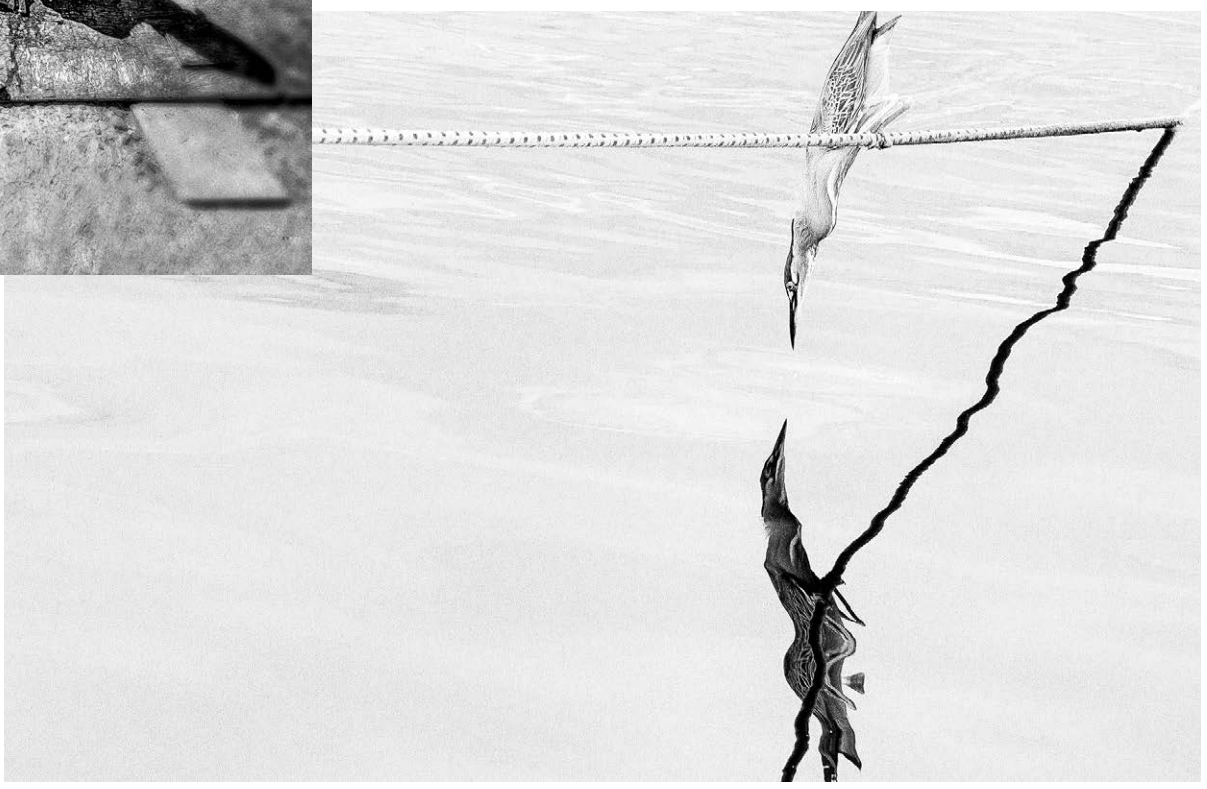
ALL PHOTOS: JUSTYNA KRAMER









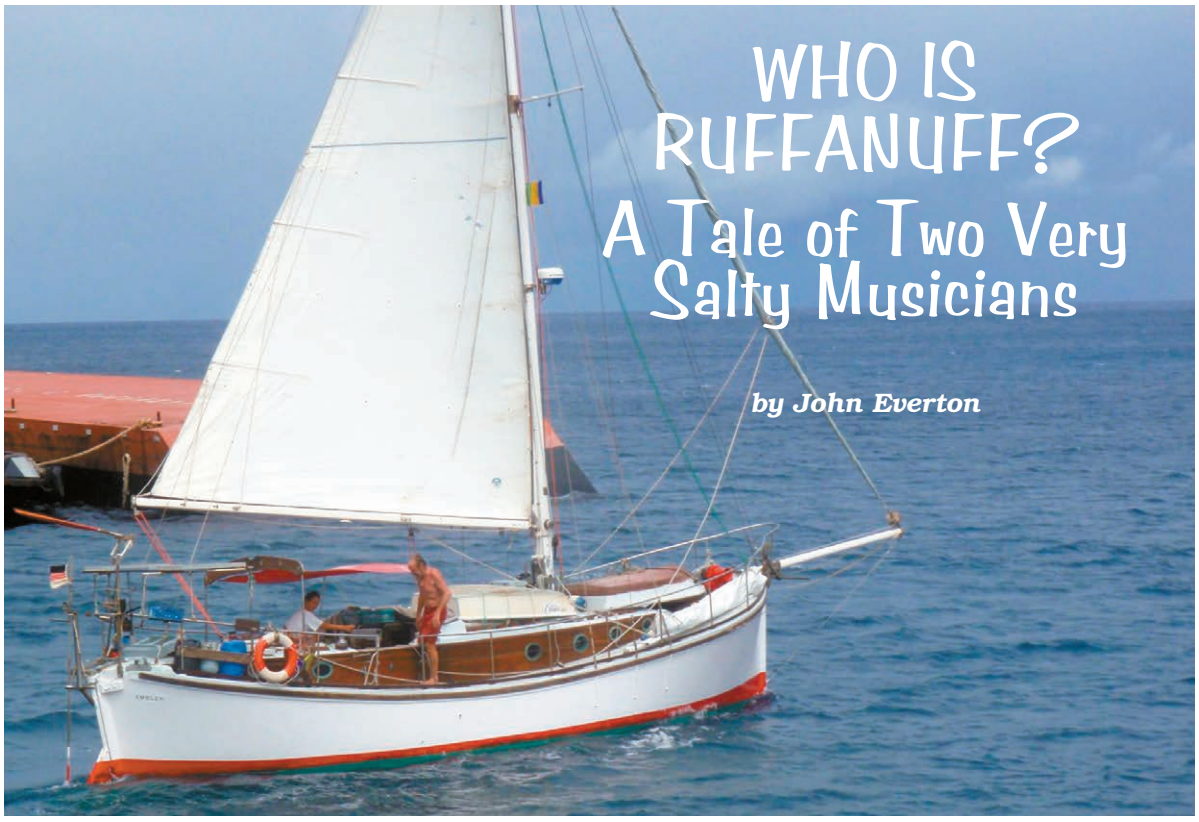


ISLAND IMAGES IN BLACK & WHITE

ALL PHOTOS: JUSTYNA KRAMER







WHO IS RUFFANUFF? A Tale of Two Very Salty Musicians

by John Everton

Ambler *getting underway.*



Cora and Stan 30 years ago...

I first saw *Ambler*, the vessel that the traveling musicians Stan and Cora Lojda circumnavigated on, anchored on the Hamilton side of Admiralty Bay in Bequia. I was intrigued by both the design and exaggerated sheer line of the boat, which I later learned was designed by G.L. Watson and built as a motor-sailing lifeboat for the Swanage LifeBoat Station on the south coast of England.



Ambler's hull planking is two layers of Honduras mahogany, each a half-inch thick with white lead paint and canvas between the layers. The total hull thickness with this type of construction has contributed to her longevity; she was launched in 1911.

I was not to meet Stan and Cora until a few years later in Grenada anchored off Hog Island. *Ambler* was up for sale as they had recently bought *Woiee*, a converted sardine carrier built in Maine whose hull was glassed over when converted to a charter yacht in the 1980s. My wife Roni and I were negotiating the sale of our beloved 50-foot classic ketch, *Gaucho,* and went to look at *Ambler* as a prospective next boat but Roni, after 39 years of beautiful old wooden boats, was not ready for another one. We moved on in our boat search, eventually settling on *Second Star* as our floating retirement home. Some years passed until we again met Stan and Cora, this time in Carriacou a few months ago.

Since that time they have been playing gigs at a variety of venues. To attend one of their gigs, no matter how many times you have heard the material, is to be transported into another realm by their music, a fusion of jazz, rock and blues. Their band, Ruffanuff, presently consists of Stan on keyboard and vocals, Cora on tenor saxophone and vocals, Frank Pearce on djembe (an African drum), Esteban on guitar and harmonica and Coralie on some vocals.

Stan's story begins in Prague, where he was born in 1945. He ran away in 1968 to Hamburg and started to sail dinghies in Holland. A crossroads came in Stan's life when he did a double-handed delivery from Denmark to Holland, which took three weeks — neither he nor the other crew knew any navigation. It was on that trip he decided to buy a boat. He worked as an electrician and welder, and then for eight years as a publican, until moving onto the boat.

He bought *Ambler* in Guernsey in the Channel Islands in 1977 and in 1978 met Cora (born 1956 in Aachen, Germany). In 1979 they set sail for Greece, leaving *Ambler* there for two years. In 1981 they left Greece and began living aboard full-time. In 1983 they departed the Mediterranean and their sailing adventures began. Via the Canaries they sailed to Natal in the northeast corner of Brazil, their longest passage: 39 days. After two years of coastal cruising, they stayed for a year and a half in Argentina: first a in Buenos Aires (which they thoroughly enjoyed), followed by six months in Port Desire, where they repaired the engine and, after a brief stop in Ushuaia, were ready to tackle Cape Horn. After an uneventful rounding of the Horn they traversed the Beagle Channel, and then spent two years cruising among the islands on Chile's west coast. Their habit of stopping in out of the way ports is, to my mind, the best way to circumnavigate: far more rewarding than sailing the "milk run" on a tight schedule if you can manage it — though Covid has altered the choices for now.

From Chile they set out across the Pacific. They spent six enjoyable years Tonga, from 1989 to 1996. It was here they first met Paul Johnson (see page 18 at www.caribbeancompass.com/online/october20compass_online.pdf). The other evening in Carriacou I saw Paul attending one of their music gigs, a testimonial to the listenability of their music, even after many years.

Stan and Cora started playing music in Tonga but in Vanuatu, where they spent four years, they really blossomed as a cohesive band. After that they played everywhere they stopped, meeting various musicians who temporarily joined their band. Stan had played music all his younger life but it wasn't until Tonga he began playing again. Cora, on the other hand, began playing music for the first time in 1996, the saxophone being her first and only instrument. She picked the saxophone because it was the biggest and loudest instrument she could handle that complements Stan's keyboard playing.

After leaving Vanuatu, *Ambler* sailed to Australia and then made her longest passage: 3,300 miles to Mauritius. They stayed one year at La Réunion in the southwest Indian Ocean, partly due to many other musicians on the island, which meant lots of gigs. After an interlude in the southern part of Africa, they spent three weeks at St. Helena in the Atlantic, playing lots of music and overcoming the challenges of transporting their instruments ashore via precarious landings on a "mini-ferry."

From St. Helena they sailed on to Salvador, Brazil, thus completing in 2006 their circumnavigation of over 20 years since leaving the Mediterranean. They next headed to French Guyana, Surinam and finally to the Caribbean where in 2007 they first stopped in Martinique. From there they sailed to St Martin and continued to cruise in the Caribbean Basin. In 2008 *Ambler* sailed to Venezuela then journeyed on to Jamaica, Cuba and Guatemala.



Cora and Stan hauled out Ambler *in Grenada.*

In 2017 they flew from Guatemala to Grenada, where they bought *Woiee*, then flew back to sail *Ambler* hard on the nose across the Caribbean Sea, arriving in Hog Island where they rafted the two boats together and proceeded to move on board *Woiee*. After finally selling *Ambler* they spent the intervening time sailing between Grenada and Martinique with sojurns in Carriacou and Bequia.

Besides playing music to support themselves, Stan has worked welding and woodwork jobs and Cora has had a book she wrote on celestial navigation, *Navegar con las Estrellas*, published (she spent their last hundred dollars to do so and it very successfully more than paid for itself). An added plus for Stan and Cora — and other wooden boat lovers — is that *Ambler* is presently anchored in Tyrell Bay along with *Woiee*. We have just returned from Paradise Beach where we enjoyed a lovely evening listening to Ruffanuff play. As Stan said between sets, "Playing music is our way of giving something to other people."

Island Poets

THE SHIPWRIGHT

Man, look like we had to catch wind with Sails Vanishing to
grudgingly nod we head and say,
'Yes, you is a mariner, shipwright of the highest order,
first grade even though your modesty wouldn't ride such
egotistic water.'
Maybe Jassie C, maybe Captain Steele from L'Esterre; but not
simple you on ten toes walking without shoe
In this land of 'Fight Down' you can ask man like Desland
And even if they didn't care whether you did burn or drown;
Look at the difference you make man
On the sailing landscape of this Caribbean!
So when they see you and your pickney in movie
Who could say if is the stem of a tree of jealousy
Make you own yard people wouldn't come and give a hand
In congratulation
To say, 'Well done you seaman'
You well salle like them same white cedar ribbing Genesis
and Exodus bow to stern
In retro and introspection we glad that you launched the
life-boat and hold the rope
And was wearing long pants – like some premonition
Not just Claude – 'in the truth' – giving thanks
We who grew up by the sea watching Windward sloops
Glad you still afloat to this day and say,
Man, yeah, yeah, yeah.
Yes man.

— J.L.B-Izzaak



SCOTT WILKS

'In the truth' — 'residence' of the deceased
Alwyn Enoe is Carriacou's master shipwright. He built his first vessel, Madrina, *in 1974. Better known in his collection are* Jambalaya, Zemi, Ocean Nomad, *and* Free in St.Barths.
The poem was published in the collection Bagadey *(2019)*
ISBN: 978-1-7283-2660-3.



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LUCKY 13:
One Guy, One Girl, One Boat, and 13 Years Afloat

by JoAnne & Bill Harris

On March 29th, 2009, we untied the docklines of our trimaran, *Ultra*, from our Texas homeport and set sail for the Gulf of Mexico and the US East Coast. Throughout the journey, with breakdowns and bad weather, we got a character-building crash course in what life aboard is really like. Since there is no repair guy to call at sea, we learned to do many things ourselves.



Since then we have cruised the Caribbean from one end to the other. And despite times of horrendous weather with everything on the verge of breaking, we've discovered full-time cruising to be a blast with heaps of fun. We'd like to share the main things we've learned during our years afloat.

All about attitude

Some people say that the cruising life will either make you or break you.

Nothing prepared us fully for living aboard. It is a normal life in that we wake up and do normal everyday duties — cooking, cleaning, etcetera — as we would in a house. However, the duty list multiplies exponentially since as cruisers we assume the tasks of a plumber, an electrician, a mechanic and many more.

We have to remind ourselves why we are doing all of this with a partner we love. Of course there are days when our patience is tested and we are wishing we had a little break from one another, but that is cruising life. We have discovered we love each other even more, since — especially sailing on a double-handed passage — our life completely depends upon the other. In case of emergency, our partner is there for us.

Another thing is that we make more time to take care of ourselves: mind, body and soul.

What we have learned from all of these years of cruising life is it is all about attitude. It is important to let a great deal of things slide and just breathe, breathe, breathe. There will be days when all aboard goes splendidly and days when all heck breaks loose. Rather than get too upset about it, we just have to laugh and say this is the life that we worked many years and saved our pennies for. Yep, to constantly work on everything that is broken aboard, and to do it while exploring paradise.



Island time

Before embarking on the cruising life, we led super-hectic lives — running six companies, working together 24/7, traveling most days of the week, and chartering out *Ultra* on the weekends. It was a lot of togetherness indeed, but a different kind.

When we moved aboard *Ultra* full time and began to cruise full time, it was quite an adjustment to a slower pace, especially when we got to the Caribbean "Island Time" zone. We found we had more time to really appreciate each other and just have fun.

Adventures, good and bad

We have encountered unbelievable adventures during these years. We have dodged hurricanes, earthquakes, volcanoes, rough seas and high winds, risky pirate waters and some scoundrels. We've suffered serious boat problems, shared a small space without privacy, adjusted to limited water and electricity consumption and more.

It has also been a blessing to have traveled to more than 55 countries and counting, where we immersed ourselves in new cultures including the indigenous, learned new languages and customs, and were surrounded by stunning natural beauty.

The mind-blowing part of all of this is that we have done things that we never before thought of doing. We discovered how truly strong we are, both mentally and physically.

Camaraderie



"Out here" we have met some of the most amazing cruisers and locals. People have always been willing to lend a hand when help is needed.

Cruisers are a family and depend on each other as a support system, either for a great social life or for helping with projects aboard. We have also enjoyed our many opportunities to buddy boat, which also makes for safety and security as well as camaraderie.

It is not only scenic beauty that makes a place amazing; it is the people and their wonderful energy that make a destination truly rewarding.

We hold dear all of the fun times aboard *Ultra* with our cruiser and local friends. We must give a shout out to all of the incredible people that we have met along the way. Without all of them, our experience would have been so much different. We truly cherish our friends of a lifetime.

Giving back wherever we are

We have been working as leaders, volunteers and fundraisers for humanitarian and environmental projects around the globe for almost 30 years. While cruising, it has been a rewarding experience for us to immerse ourselves in our numerous *Ultra* Community Projects for education, the environment, and families in need. You can see more at:
www.patreon.com/yachtultraadventures
or our Instagram at
#yachtultraadventures



Where does the time go?

We ask ourselves every day, "Where does the time go?" Our days are filled with scuba diving, snorkeling, hiking, exploring, meeting new people, and trying new things — as well doing tons of boat repairs. We are up with the island sun and are normally ready for bed at 9:00 or 10:00PM, unless there is a special event.

After our 2009 bon voyage party and spending a last night anchored at Redfish Island in Galveston Bay, we never imagined that so many years later we would still be floating around out here.

Cruising life changed us forever

We had always dreamed of cruising, but never imagined the tremendous impact it would have on our lives. Our first plan was to cruise for one year, and after that our goal was five years. When we reached five years, we just kept going and going. We have logged thousands upon thousands of nautical miles. We absolutely love it!

We met aboard *Ultra* 25 years ago and the rest is history. On March 29th, we celebrated the start of our 13th year of cruising full time aboard *Ultra* and on June 23rd, we will celebrate 21 years of marriage. It has been an amazing life full of lots of fun and tremendous challenges.

To us 13 is a lucky number as we look forward to sailing around aboard *Ultra* and having many more opportunities to visit some of the most amazing cultures, people and places on earth. We, like many people, had always had dreams of cruising to magical places and meeting amazing people. We sincerely appreciate our families and friends for being so supportive while we are chasing our sailing dreams. We feel truly blessed to have had this thrilling opportunity.

If you have cruising dreams, go for it! Do it now! Don't wait! You will not regret it! We wish you all peace, love and happiness.

We are currently in Roatan, The Bay Islands, Honduras, and are the SSCA and OCC hosts for this area. If you are traveling to this part of the world, please stop by. We look forward to seeing you here and answering any of your questions. Our Cruising Station is at Arch Dinghy Dock & Cruisers' Palapa, 16°21.390N, 86°26.488W.



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REMEMBERING

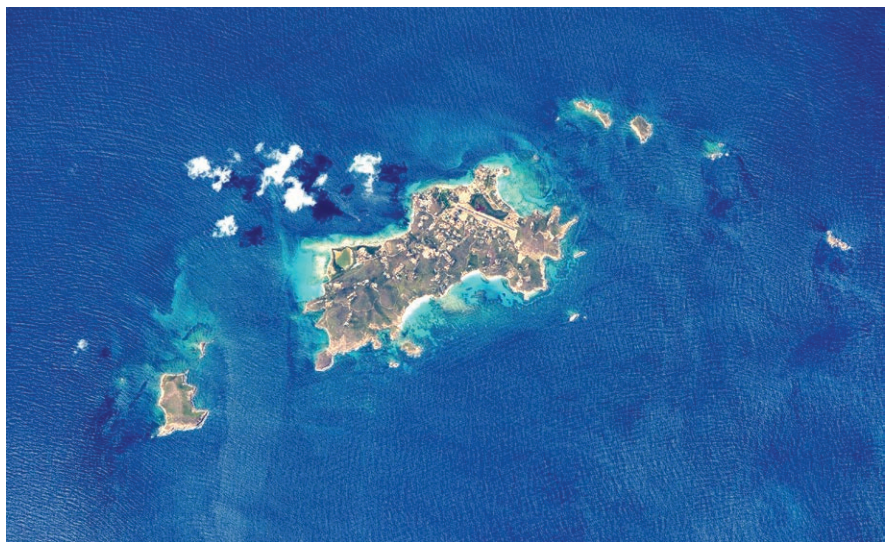


The SS Flandre, *a sistership to the SS Antilles.*

THE *ANTILLES*

Part One: First Responders

In 1971 the 568-foot passenger liner SS Antilles *ran aground off the island of Mustique. Although three US Coast Guard planes and a Navy aircraft were dispatched from Puerto Rico, a French Navy ship and Air Force planes were sent from Guadeloupe, and a British anti-submarine frigate was diverted toward Mustique from Anguilla, it was local boats and charter yachts already in the area that rescued all of the* Antilles' *passengers who had abandoned ship and were drifting helplessly in lifeboats in the night.*



TIM KOPRA / NASA

Bequia resident Jimmy Carville recalls, "I went into the harbor in Bequia in the late afternoon, to buy some butter. I was chatting with friends when Lee Austin came and said 'There's a cruise ship aground off Mustique; let's go see!' So Chesley, Debra and I jumped on *Freedom*, Lee's Bertram, and took off. It started as a lark."

Earlier that afternoon, the charter yacht *Lincoln* had also left Bequia for Mustique. One of the guests later wrote in *Yachting* magazine:

"We were about halfway across when we saw the ship... We watched her turn westward at the north end of the island to pass through a narrow passage there, and then suddenly we could see that she had stopped and black smoke billowed from her funnels. It was about 1630. We hurried to anchor and turned on the radio.

"On 2182kc we learned that the ship we had been watching was the French liner *Antilles*. St. Vincent Signal Station asked if assistance was required and offered to dispatch the powerful local schooner *The People's Choice*, but the captain of the *Antilles* declined and said that everything was under control. Hugo Money-Coutts, one of the owners of the private island of Mustique, came on the radio and said, 'I am on the yacht off your starboard bow. There just isn't as much water as is charted. I'm terribly sorry, old man. It looks as though your floating hotel has become a permanent one.'"

Notwithstanding the *Antilles'* refusal of the offer of assistance, St. Vincent's Commissioner of Police, Captain Marcus Thomas, instructed Mr. Ferrari, the officer in charge of the police boat *Chatoyer,* which was then at Bequia, to proceed immediately to the site of the grounding. The Commissioner and the Senior Medical Officer, Dr. Fenwick, followed in the *Ocean Breeze* with a detachment of eight men.

By that time, *Freedom* had also arrived on the scene. "We started circling around the *Antilles*," says Jimmy. "Nobody on the ship paid any attention. It was about sunset, lights went on aboard the ship and it was obvious they were having a party. We could see flames in the lower part of the ship, and people on deck were being served drinks. The fire kept getting bigger. We were yelling 'You're on fire!' They were yelling 'Vive la France!' Lee was saying 'I don't believe this.' They could've gotten those people off in daylight. By the time the order came to abandon ship there were columns of flames..."

Lincoln's crew reported: "At 1830, Barbados radio was heard asking the captain for a statement for the press. The captain declined, reiterating, 'Everything is under control.' But at about 1840, we heard the *Antilles* broadcasting a Mayday, calling for assistance from any ships in the vicinity.... Then came another Mayday from the *Antilles*: 'Fire on board!' We heard Money-Coutts saying 'I will take a position downwind of you. We will try to get assistance from other yachts....' We got underway. It was dark.... Many lifeboats were in the water and we came upon two so full of people that they had very little freeboard. We [got] only one in tow and with the seas so steep and breaking we dared not turn around for fear that the one boat we had in tow would broach and swamp. We proceeded back toward the beach on Mustique, and as we left, we heard a cry from the boat we'd left behind. 'Save me!' someone said, and we shouted 'We'll be back! Row!' 'We can't,' came the plaintive reply."

"The lifeboats were just floundering around in the swells, not heading toward shore," agrees Jimmy Carville, "We'd been staying out of the way, but then they started calling for help. We towed three lifeboats to shore. By then the whole aft end of the ship was in flames." The police boat *Chatoyer* was towing more lifeboats to Mustique. A subsequent report by St. Vincent police said that when the lifeboats were lowered into the water from the *Antilles*, they were without power or oars.

Lincoln set a course through billowing smoke described as "suffocating" to take more lifeboats in tow. "By now there was considerable activity on the beach, cars moving back and forth and many lights. We wanted to get our two lifeboats as close as possible to the beach, but when we saw the bottom in the moonlight, our skipper, Dave Price, gave the order to cast them off."

On the beach, according to contemporary newspaper reports, Mustique residents waded into the sea and, failing to persuade the lifeboats' fearful passengers to jump overboard into the surf, placed their backs against the lifeboats and carried men, women and children ashore pick-a-back.

"Back through the smoke," continues the *Lincoln* account, "we could see only a few lights from the lifeboats. A fast powerboat, later identified as *Freedom*, zoomed past us and inspected each raft. They seemed to take someone from one of the rafts close aboard the flaming ship then sped away. We stood in awe of the skipper's bravery. We were closer to the *Antilles* than any of us wanted to be..."

COLLECTION OF JOHN CUNARD-SHUTTER



Above: The elegant interior of the ship, which was built in 1953 for the French Line.

Left: Mustique as seen from the International Space Station. The SS Antilles *ran around between Mustique and the small cays at upper right. The wreck site is barely visible on Google Earth at 12°54′04″N, 061°10′44″W.*

Below: The Antilles, *still smoking the day after going aground and catching fire.*



Jimmy Carville noted that *Freedom* was "one of the few motor yachts, so our shallow draft let us go closer to the grounded ship. After most of the lifeboats were away, we could see the silhouettes of some people standing in a doorway against the firelight. We were afraid the ship would explode, but Lee said 'We can't leave these people.' We went up and tried to get close enough and asked them if they could jump in. They said yes, but said that they wanted to be taken to Bequia. We said we were taking everyone to Mustique. So they said 'No, then we don't want to go with you.' At the same time, another lifeboat was going into danger on the rocks, so we went and saved them instead."

Lincoln's account says that by then the *Antilles* "was totally ablaze, flames spouting from every porthole and the open decks and even the stacks.

"It was now a bit after 2000, and in the distance we could see the lights of boats across the horizon. It was the rescue fleet from Bequia and St. Vincent...."

Reprinted from the February 1999 issue of Caribbean Compass.

Next month, Part Two: Charter Boats to the Rescue.

‘PARADISE’ OBSERVED

A Certain Paradise, by James Ryan.
Perfect Wind Publishing, © 2013. 262 pages.
ISBN: 1470091658, ISBN 13: 9781470091651

The Oxford English dictionary defines paradise as “noun: an ideal or idyllic place or state” and I’m stating the blindingly obvious when I say the word is regularly tossed around in the context of the Caribbean, like tropical paradise or sailor’s paradise. Beaches are called it, cocktails namecheck it and touristy websites sprinkle it liberally in their heavenly descriptions of Caribbean paradise on earth.

But who are we kidding? While many of us love it here, relishing the exotic beauty and revelling in the laidback louche-ness of island life, paradise in the strict definition of the word it ain’t. But try telling that to the folks back home who have never been here and fall for the glossy airbrushed surface image, never imagining that reality goes way deeper and can be complicated. To them we’re just all lucky, living it large in paradise, right?

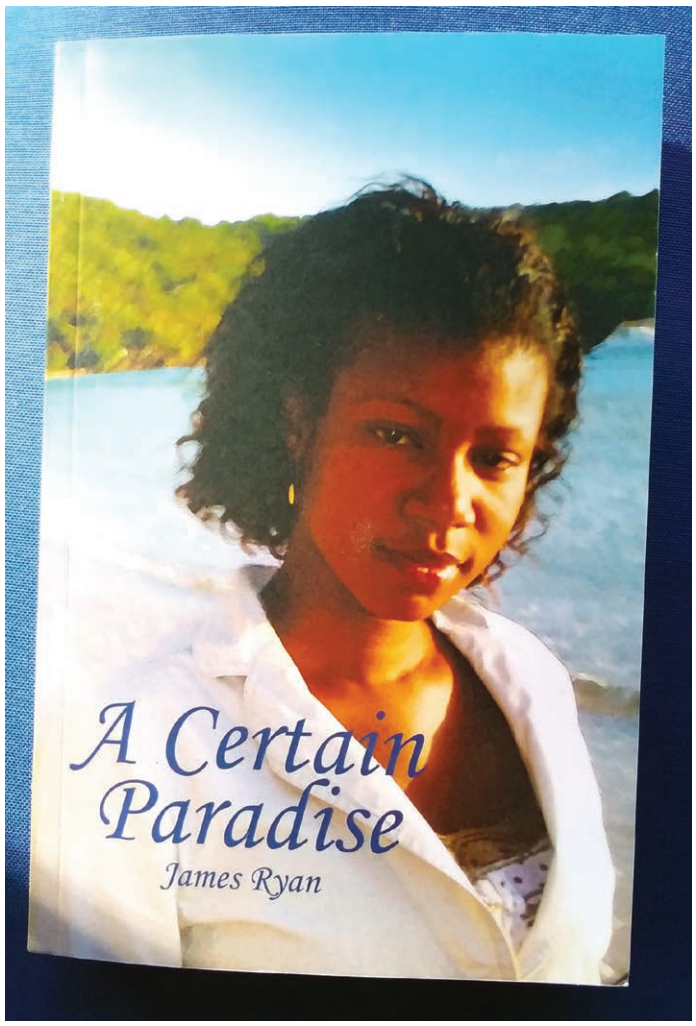
For anyone labouring under that simple assumption, that all ground to a shuddering halt in early April, when La Soufrière, the volcano on St. Vincent, vented her full fury after bitching and moaning for the few months previous. Even for those not directly affected by the explosion or the ash fall, the images of the ferocious destruction, the loss of homes and livelihoods and the stark realisation that La Soufrière is just one of 19 active volcanoes in the Caribbean has affected all of us in some way.

Paradise lost? In the end, probably not. Mother Nature can be a witchy beast and there’s no doubt that the humanitarian crisis in St. Vincent will take much time and effort to solve, but she gives as well as takes away. The current carnage will subside and the surrounding hillsides will return with bounty and beauty as volcanic deposits enrich the soil with nutrients and new growth begins again.

Anyway, I got thinking about notions of paradise when I was given the book to review for this month: *A Certain Paradise*. It seemed appropriate under the circumstances, but for the first time in a while, I wondered if the use of the word was glib… *(adj. fluent but insincere and shallow).*

The author, James Ryan, is dual national British and British West Indian. Furthermore, according to his bio, “he has worked in the Caribbean tourist industry for many years on both the hotel and marine sides.” Rich pickings, I surmised, for a writer intent on crafting a tale about island life.

The story starts with Englishman Ben Morton arriving on a small (fictional) Caribbean island to oversee the completion of a hotel resort of which he is the Managing Director. The resort is open but Morton needs to chivvy things along to keep his overseas investors happy. He’s a man with a mission. Naturally this immediately sets the reader up for the inevitable comparison with that tragi-comic classic



Don’t Stop the Carnival and from first impressions, including his disdain of heat and mosquitoes, our protagonist shares some common characteristics with Herman Wouk’s hapless Norman Paperman. But for me, it turns out wrong to describe James Ryan’s book as a sequel or homage to the *Don’t Stop the Carnival* farce that evolves as Norman’s illusionary paradise fails to materialise. While it may start from a similar premise, Ryan’s book evoked quite different feelings from this reader.

A Certain Paradise chronicles the events that take place over the three-week period that Morton is on the island of Entropica. The linking device is the hotel itself as its sticky web captures many characters associated with it. In this way we get to meet a large cross section of people from all walks of life ranging from ambitious government ministers through to old rasta farmers, bored expat wives to lazy local lotharios. Ben Morton then becomes just one of many disparate voices in a culture clash, spawned by the resort, that is real and awkward.

I read it assuming Ryan would take me on a moral journey, or reach some kind of critical conclusion about the impact of foreign-owned developments in the Caribbean, but he chooses not to. Instead he is content to give his pages over to the thoughts and actions of his large cast and let you conclude what you wish. You are a voyeur into three weeks worth of the world that he creates.

According to the author, “Off-duty he lives the island village life, trying to understand… people.” This pays dividends with his deft handling of the characters. The detail and precision with which he describes them and the use of differing language in doing so is sharp and well observed.

Tyrone is frustrated. Bill won’t give him a car battery as he recalls to his friend:

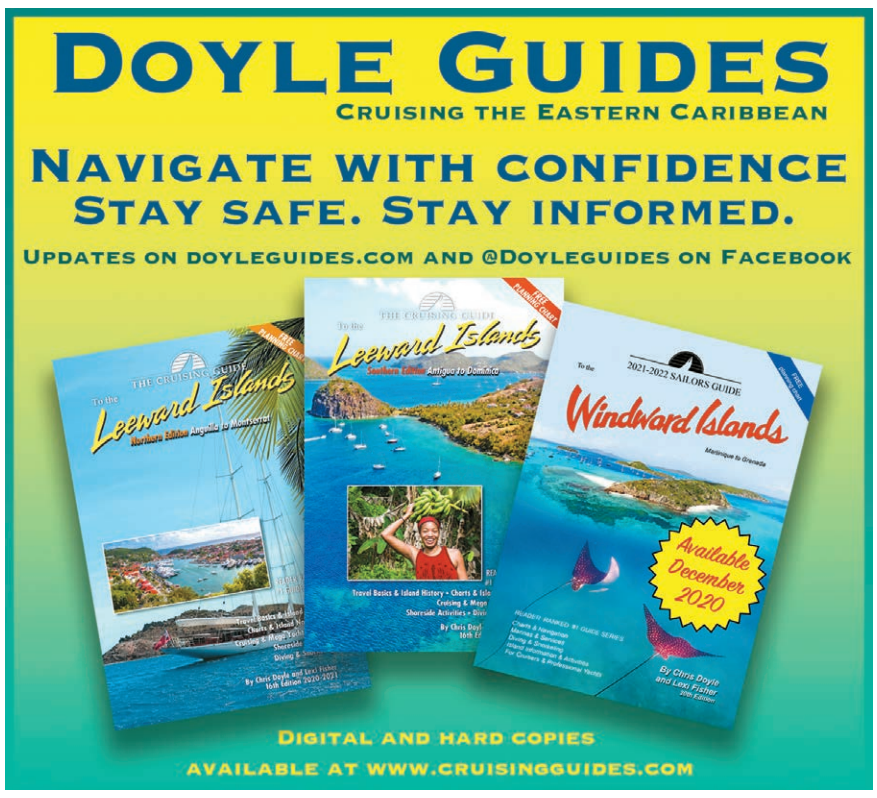
“You know that Bill work down by the harbour. ‘e and me meant to be friend but I finish with that now… Me go by Bill tell ‘e give me a spare battery and jump leads. ‘e tell me ‘e don’t have… But ‘e lie... ’e have a white heart — love money. ‘e love money more than ‘e friend them. Well me finish frienden’ ‘e and all the white man. They just come to frig up the island, cause confusion try to keep we slave.”

Bill is having lunch with his girlfriend:

“If you give them something it’s not enough, they want something else. But if you gave them everything you had they’d still not be satisfied — they’d still be sure that, as a white man, you had the bulk of your money hidden elsewhere… He says ‘gimme a battery and jump leads’ it’s not ‘can you let me have’ or ‘please for such and such’. No. ‘Gimme’ ‘Gimme this gimme that’. Sometimes I think the reason they’re friendly is just to get access to what you have — your car, your equipment, your woman…”

Sure, there are some moments of mirth, but Ryan isn’t afraid of going to dark violent places too. At times I found it quite painful to witness. He doesn’t judge, just lets his “voices” speak. *A Certain Paradise* is a thought-provoking book, more sombre than I expected and maybe I wished there was a bit more of a narrative, but it fit my mood this last month as our “paradise” was questioned.

This book is available at www.amazon.co.uk.



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THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

The Sky from Mid-June to Mid-July

by Jim Ulik

Notice something unusual in the night sky? Was it a star, plane or UFO? It is quite possible that you noticed sunlight reflected off any of the hundreds of stationary satellites near the horizon or high overhead. Added to that total are the visible satellites passing through the night sky. In total, there are nearly 3,500 satellites currently orbiting Earth. Of those, there are more than 150 satellites used for the purpose of observing Earth.

Weather satellites detect volcanic activity and monitor the hazards associated with volcanic eruptions. The data acquired from the weather satellites can track and predict the path of the volcano's fallout. Conversely, satellites designed for observing Earth can supply data that would enhance the predictability of a volcanic eruption. While maybe not at adventurous as climbing towards a volcano's crater for observations, it is much safer. This may prove to offer earlier warnings from a remote perspective. Satellites such as Italian Space Agency's COSMO-SkyMed, NASA's Terra, Aqua and the Landsat constellation can detect subtle increases in surface temperatures. Laser instruments aboard a number of satellites can measure elevation changes as small as a centimeter.

The European Space Agency's (ESA) *Copernicus Sentinel-2* satellite identified an increasing temperature of the La Soufrière volcano on St. Vincent back on January 3rd. That detection indicated magma was already close to the surface.

"In response to the eruption, the Copernicus Emergency Mapping Service was activated. The service uses satellite observations to help civil protection authorities and, in cases of disaster, the international humanitarian community, respond to emergencies." — European Space Agency.

Wednesday, June 16th

Those who happen to be awake around 0500 hours may catch a glimpse of a bright light passing near the horizon. If you were hoping to spot an alien spaceship at some point, that may not be this morning. The object passing quickly across the sky is the International Space Station. The predicted path just above the horizon extends from the south to the east. The ISS could be visible for about nine minutes.

The low star in the east-northeast sky after sunset is the future North Star named Vega. As it gets higher in the sky there may be a few meteors emanating out of an area south of this famous star. The shooting stars are from the June Lyrids. This minor shower is active from June 11th to June 21st.

Thursday, June 17th

Unlike the International Space Station's orbital path, the transit of the Moon is accurately determined. Today's First Quarter Moon will rise just before noon today. It will appear high in the sky at sunset then gradually sink towards the horizon to finally set in the middle of the night.

Sunday, June 20th

Today is the longest day of 2021. In astronomical terms, it is the first day of summer in the northern hemisphere. As is the case every year on the summer solstice, the Sun is positioned directly over the Tropic of Cancer or 23.44 degrees latitude.

The Ophiuchid meteor shower reaches its maximum rate of activity tonight. However, the best viewing will be after June 27th when there is less interference from moonlight. Shooting stars associated with this minor shower may be visible from May 19th to July 2nd.

—Continued on next page

NASA



Volcanic ash billowing from La Soufrière on St. Vincent as seen by NASA's Operational Land Imager aboard Landsat 8.

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—*Continued from previous page*

Thursday, June 24th

The Full Moon will be rising above the east-southeast horizon at sunset. Even though the Moon passes close to Earth today it isn't considered a Supermoon. Still, it will appear very large when near the horizon.

Saturday, June 26th

The Moon and Saturn will appear close together this evening. Approximately six degrees will separate the celestial pair. Look for them to rise just before 2100 in the east-southeast.

Sunday, June 27th

The Boötids meteor shower reaches its peak this evening. Look for up to 100 meteors per hour to radiate out of the northern sky. The shower is likely to produce its best displays in the hours around 2100 when its radiant point is highest in the sky. The color of these slow-moving meteors should be red or orange. The Boötids meteor shower will be active from June 22nd to July 2nd.

A few meteors may also fly out of the eastern sky around 2200. They arise from the June Scutids meteor shower. This shower is active June 2nd to July 29th.

Monday, June 28th

Over the last two days the Moon has shifted its position towards the east, moving away from Saturn. Over the last few hours the Moon has relocated into Aquarius. This evening's close approach is between Jupiter and the Moon. Jupiter will rise first followed by the Moon.

Wednesday, June 30th

Early observations of asteroid Apophis put the Earth on notice that a potential impact could occur on a Friday the 13th in 2029 or on Easter Sunday 2036. Scientific knowledge is constantly evolving based on observations and experimentation. There is no doubt that the 1,210-foot (370-metre) diameter asteroid will pass extremely close to Earth. Over the years constant observations have provided data that minimizes the impact risk of Apophis this century. Future predictions will be necessary because of an altered orbit due to the influence of Earth's gravity as it passes by. The path of Apophis is within the distance of some spacecrafts' Earth orbit. Thank science and scientists for keeping us informed. Happy Asteroid Day!

Thursday, July 1st

Today the Moon will pass through its Third or Last Quarter phase. The Moon reaches its highest point in the sky just about sunrise.

Sunday, July 4th

This morning before sunrise will be the best time to spot Mercury. The messenger of the gods will reach its greatest separation from the Sun. It will gradually disappear into the glare of the Sun over the next 20 days.

Monday, July 12th

Since the beginning of July, Venus has gradually slid in close to Mars. They both have escaped the grasp of the crab, Cancer, and are heading towards Leo and the star Regulus. The sliver Moon has slipped by the pair of planets over the last 24 hours. It can now be found above Mars and Mercury as the Sun sets.

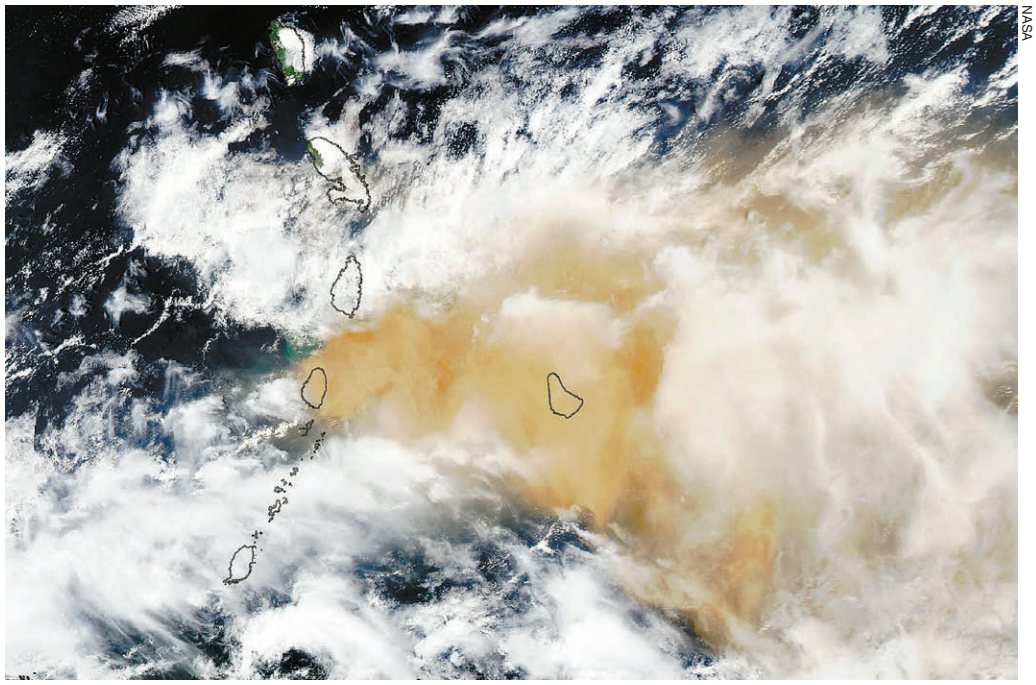
Continuing to observe the western horizon you might see the ISS passing over the Moon. The actual orbit of the ISS may vary from the predicted orbit. Constant adjustments are made to counter gravity and atmospheric drag.

In the News

Asteroid Day takes place every year on June 30th. However, hunting the sky for potentially hazardous asteroids (PHA) requires a constant global effort. Credit for a segment of this search goes out to the ESA. They are in the process of developing an automated telescope to make nightly sky surveys to identify PHAs and near Earth objects (NEO). The Flyeye network will detect everything down to about 40 metres in diameter, typically three weeks before a potential impact.

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

Jim Ulik sails on S/V Merengue.



NASA

High-level winds carried much of the ash and gas east from St. Vincent. The image is from the Moderate Resolution Imaging on NASA's Aqua satellite.

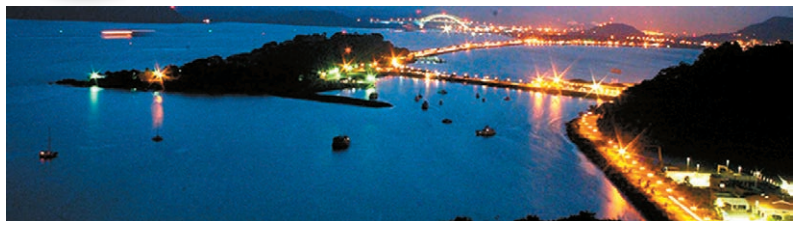


ESA

The telescope, nicknamed 'Flyeye,' hunts out risky celestial objects such as asteroids and comets.

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THE CHEEKY BLACK-FACED GRASSQUIT

A creature of the roadside, open fields and grassy lawns, the Black-Faced Grassquit colonises our gardens and backyards with absurd cheer and an unhealthy disregard for domestic predators. Highly alert and a master at last-minute takeoffs, it flits along the ground, right under our cats' whiskers, or races through the house — in through one door, out through the other — like some daredevil flying pixie uttering its high-pitched "tzit-tzit-tzeb" cries.



BELA BROWN

Older males have more extensive black colouration, connoting their status as capable mates and fearsome rivals.

Affectionately known on many Caribbean islands as Si-Si-Zeb due to its call, the Black-Faced Grassquit (*Melanospiza bicolor)* produces the cheeky, buzzy calls that we hear coming from the long grasses. Although these tiny finch-like birds are often described in literature as "common" and "drab," they more than make up for their lack of colour by having interesting family connections. The Black-Faced Grassquits are closely related to the Darwin Finches — a group of grassquits resident in the Galapagos who famously evolved different beaks, each suited to feed on different foods. Following in the family tradition, Black-Faced Grassquits in Curaçao have evolved to feed on cactus fruit, just as Cactus-Finches do on the Galapagos islands.

Neither the Darwin Finches nor the Black-Faced Grassquits are really true finches. They are members of the Tanager family, *Thraupidae*. Interestingly, the first description of the Black-Faced Grassquit, by Swedish naturalist Carl Linnaeus in 1766, was based on the Bahama Sparrow and placed the Black-Faced Grassquit with the American Sparrow in the family *Emberezidae* rather than the Tanager family. Even today, this little bird is still known on some islands as the Grass Sparrow.

As a member of the Tanager family, the Black-Faced Grassquit is a close cousin of the beautiful Scarlet Tanager, Summer Tanager and Rose-Breasted Grosbeak. But, contrary to its brightly coloured cousins, the Black-Faced Grassquit dresses for concealment, rather than show. The female Black-Faced Grassquit is olive-grey above and pale buff below, while the male is moss green above, with differing amounts of black on the face, neck, chest and belly. Older males have more extensive black, connoting their status as capable mates and fearsome rivals.

While the species is traditionally classified in the genus *Tiaris* (grassquits), molecular studies carried out in 2014 found the Black-Faced Grassquit to be more closely related to the St. Lucia Black Finch of the monospecific genus *Melanospiza*. The new findings resulted in a rearrangement of the genera and the Black-Faced Grassquit being moved to the genus *Melanospiza*.

There are eight recognised subspecies, differing in size and plumage colouration, found mainly in the Antilles (except Cuba) from the Bahamas down the island chain to the northern coast of South America. They are found in Tobago and some of Trinidad's Bocas islands, but not on mainland Trinidad.

Although small and cryptic — measuring only ten to 12 centimetres (3.9 to 4.7 inches) from head to tail — the Black-Faced Grassquit can be easily seen racing along the canopy, or feeding on long grasses and seedy shrubs, in pairs or in small groups by the roadside, hedges, weedy fields, coastal scrub, cactus scrub, banana plantations, boatyards and gardens. Though very gregarious during the day, when the sun sets each one chooses to roost solitarily.

The Black-Faced Grassquit is the most common visitor to the seed feeders we have in our garden, feeding alongside Eared Doves, Lesser Antillean Bullfinches, Yellow-Bellied Seedeaters (see last month's *Compass*) and more. It is almost always the first to arrive when I pour the seed and the last to depart when the seed is finished. While I have never seen signs of any aggression towards other species, Black-Faced adult males, particularly those with more extensive black, behave quite aggressively towards each other, but seem to tolerate females and immature birds very well. Although the Black-Faced Grassquit is mainly a seedeater, some individuals can be tempted by fruit, certain wild flowers and even insects. I've occasionally seen individuals feeding on our banana feeder, their conical beaks plunging fiercely into the ripe banana. Black-Faced Grassquits are avid bathers, visiting our birdbaths regularly and throughout the day keeping a constant stream of traffic that is only matched by the Bananaquits. They are the most dedicated sunbathers, turning into the cutest little balls of feathers all puffed up and twisted in deepest bliss.

The Black-Faced Grassquit breeds in small colonies or loose groups. Although the breeding season varies according to range and can take place at any time of the year, it is primarily a rainy season affair. In Grenada, the breeding season begins in April or May, with these little pixies buzzing around the garden excitedly. The males advertise territorial ownership from the top of our fence with assertive *tzit-tzit-tzit-tzeb* calls. The calls are quite boisterous and surprisingly loutish for such tiny, cute birds. Once the territory is established, the male focuses on finding a mate by singing from favoured perches. During courtship, he faces the female with drooped wings, and then opens his beak wide to show the bright pink gape and bellows out a high-pitched *tzit-tzeetzeereeree!* This may by followed by a flight display in which he flies for a short distance, then parachutes towards her with vibrating wings, while uttering short, buzzy variations of his song.

The male selects the nest site and initiates the nest construction by weaving a basic basket of grasses and straw, which is left to be completed with the help of the female if she accepts the site. She will furnish the interior by herself with fine grasses, feathers and animal hair. The nest is a marvelous little creation; a dome-shaped structure, beautifully woven, with a neatly fashioned side entrance, facing away from the shrub. The little structure is woven onto a spindly forked limb on a shrub or low tree, and is so well made that it can be lifted and moved to a different place without any damage.

The female lays two to four eggs, which both birds incubate for 12 days, starting from the moment the second egg is laid. The young chicks are born *altricial* — naked, blind and requiring extensive care from their parents. They are fed by both parents and grow rapidly, fledging between nine and 12 days later. Like many neotropical birds, the Black-Faced Grassquit produces small clutches with young that fledge very quickly as a strategy against nest predation. Although breeding couples suffer high levels of nest predation from a wide range of predators, including birds, rats, snakes, mongoose and domestic cats, they are quick to re-nest when a clutch is lost, producing at least two clutches per season.



The female Black-Faced Grassquit is olive-grey above and pale buff below.

This is certainly a successful species thriving in many parts of its range, partly due to their fondness for all kinds of wild seeds and the creation of suitable habitat due to deforestation.

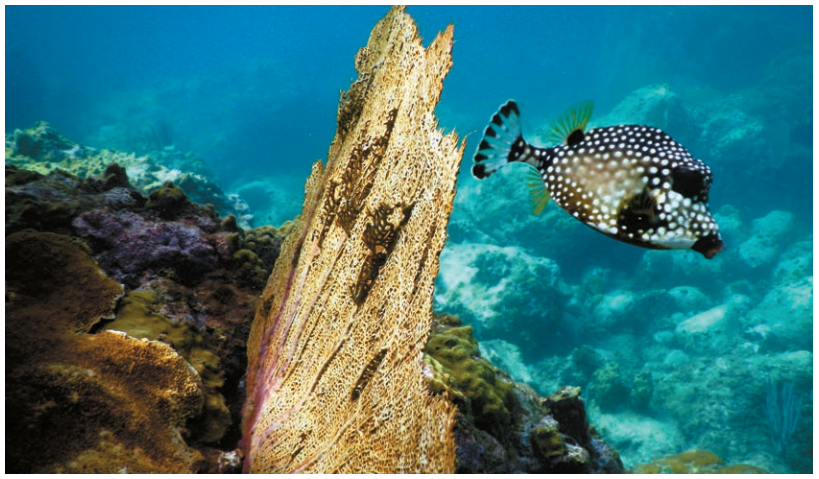
So, next time you take a stroll on one of the Caribbean islands, look out for these comely, cute Black-Faced Grassquits flitting and flirting by the roadside; watch them balance very lightly on the seed stems, then with their beaks full, lift their little wings and take to the air, like pixies without a care.

THE SOFT CORALS

Part 1: Sea Fans, Corky Fingers and Golden Sprays

by Darelle Snyman

The delicately structured soft corals offer movement to the underwater world, breaking up the monotony of the rigid stony corals. They adorn the reef in an array of colors and shapes, creating the scene for beautiful snorkeling and scuba diving experiences.



The mostly yellow-colored Venus Sea Fan tends to be more ragged in appearance.

These colonial animals are scientifically known as the Alcyonaceans and unlike their stony coral relatives they do not encase themselves in protective corallite cups, but form thick trunks and slender branches of fleshy tissue clustered with many thousands of tiny coral polyps. Each polyp bears eight feathery tentacles, which is why they are also known as the octocorals. The polyps of stony corals, in contrast, can bear numerous non-feathery tentacles that occur in multiples of six.

Soft corals can be divided into the true soft corals, which lack a rigid internal structure, and the gorgonians, which have a central skeleton made of a flexible, horny substance called gorgonin. This is reinforced by skeletal elements called sclerites, which support all the branches of the colony that form the framework for the living tissue. Not all gorgonians, unlike their stony coral relatives, harbor zooxanthellae algae that support their nutritional needs.

The gorgonian corals are the most eye-catching corals to grace the reefs of the Caribbean. They include the flat sea fans, bushy sea plumes and sea rods, and the long, thin sea whips. One thing that all gorgonians have in common is that they are very fragile. Even a light touch can damage their tentacles, so care should be taken swimming around these very tiny creatures.

The Sea Fans

Sea fans are particularly abundant in the Caribbean and none is more beautiful than the Purple or Common Sea Fans (*Gorgonia ventalina*). They thrive in shallow water areas where the currents are stronger. The shallow reefs at Long Caye at Lighthouse Reef in Belize showcased these beauties to me in all their purple glory. These flexible fan-shaped colonies, as the name indicates, consist of several main branches linked by smaller branches. This effectively forms a living net that ensnares its prey as it sways back and forth through the water.

Sea fans that grow in the shallows have strong holdfasts, are more flexible and tend to grow larger, while those that have established themselves in deeper, calmer waters tend to be more rigid, growing taller and thinner. Common sea fans are not always spectacularly purple in color; they can also be yellowish to light brown.

Few animals dare to dine on sea fans as they are packed with foul-tasting secondary metabolites and calcified sclerites. There are exceptions, one of which is the particularly attractive flamingo tongue (*Cyphoma gibbosum*), which can often be found hidden among the branches of the Common Sea Fan, feeding and undeterred by the fan's anti-predator defenses. The flamingo tongue is able to ingest the toxic chemical and incorporate it into its own flesh to deter its own predators. It is, however, a caring feeder and will move from one gorgonian to another, only feeding in small areas each time, thus allowing the sea fan colony to recover.

The greatest cause of mortality among sea fans is the dislodgment of the colony from the substrate by strong wave action.

The Common Sea Fan can easily be confused with its relative the delicate-looking Venus Sea Fan (*Gorgonia flabellum*). The mostly yellow-colored Venus Sea Fan tends to be more ragged in appearance and bears secondary branches that grow sideways off the main fan. I still get them mixed up if the secondary branches of the Venus Sea Fan are not clearly visible. Both of these sea fans have a fuzzy appearance when the polyps are extended.

The Venus Sea Fan also favors areas with strong wave action and is often found orientated perpendicular to the incoming waves to maximize filter feeding.

The smallest sea fan in the Caribbean is the pale Wide-Mesh Sea Fan (*Gorgonia mariae*), which has wider spacing between the branches compared to its relatives the Common and Venus Sea Fans. They vary in color from yellow to grey to blue and grow up to 30 centimetres (12 inches) in height.

Next time you find yourself among sea fans, take a closer look. You may spot a shrimp, snail, crab, small fish or even a brittle star taking shelter among the branches. These creatures take advantage of the fans' sturdy position in the fast current to catch their own food.

Corky Sea Fingers

Another uniquely beautiful Caribbean gorgonian commonly seen is the furry-looking Corky Sea Fingers (*Briareum asbestinum*), also known as "Dead Man's Fingers." It grows, as the name implies, into wide, unbranched finger-like stalks that bear long, hairy polyps. These polyps appear larger than those of other gorgonian corals. The coral tissue below is purple to purple-gray with large pores.

Small colonies of Corky Sea Fingers can also grow as thick encrustations that at times will outcompete and overgrow other gorgonians. Encrusting colonies of Corky Sea Fingers can be confused with the mat-like encrusting gorgonian *Erythropodium caribaeorum*, a fast-growing coral capable of rapidly colonizing the hard substrates it comes into contact with. Its long, brown or cream-colored tentacles are finer than those of Corky Sea Fingers and emerge from small pinhole pores. The base of the encrusting gorgonian is smooth and tan or peachy colored, while the polyps of Corky Sea Fingers are housed in raised calyces, giving the surface a bumpy appearance. Corky Sea Fingers, interestingly enough, have relatively few nematocysts (a means of catching prey); therefore they rely on other methods to supplement their nutrient intake, such as harboring symbiotic zooxanthellae algae and the production of a mucus coating that entraps food particulates passing by.

The Golden Sea Spray

A really beautiful soft coral species I found underneath a ledge while exploring the bay of Grand Anse d'Arlet in Martinique is the bright yellow Golden Sea Spray (*Heterogorgia uatumani*). Its thick yellow branches form a fan shape that bears bright yellow polyps. Unfortunately, information about this species seems non-existent; the only thing I could find that it is native to Brazil and most probably not a naturally occurring species in the Caribbean waters.

White Telesto

The dainty White Telesto (*Carijoa riisei*) is another species to keep an eye out for. It is a bushy soft coral with large white polyps and is also known as the Snowflake Coral. Its hollow branches arise form a creeping stolon into which the prominent polyps can retract. You will find this shade-loving species in caves, beneath overhangs and on the underside of piers. White Telesto is considered an invasive species in Hawaii where it overgrows and kills the native black corals *Antipathes dichotoma* and *A. grandis*. It thrives in turbid waters with moderate to strong currents, is able to happily grow on a range of surfaces such as metal, wood, plastic, rope and concrete, and is a common hull-fouling organism.

Next month we will take a look at the large, busy sea plumes and more rigid sea rods.



The Common Sea Fan in all its purple glory.



The furry-looking Corky Sea Fingers are also known as 'Dead Man's Fingers.'



While exploring the bay of Grand Anse d'Arlet in Martinique I found a Golden Sea Spray.



Erythropodium caribaeorum *has tentacles that are finer than those of Corky Sea Fingers .*



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LOOK OUR FOR...

The Firecracker or Coral Fountain Plant

by Lynn Kaak

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

Russelia equisetiformis is known as the firecracker plant, the coral fountain, and the fountain bush. The common names all reflect on one or more of the noticeable attributes of this interesting plant. It is also known as Antigua heath or even "Antigua heat."

This native of Mexico and Guatemala can be found around the world now. While it prefers tropical temperatures, it can tolerate temperatures that get uncomfortably close to freezing. This may not be conducive to having the most luxurious of plants, but it does mean that those a little farther north can enjoy them. As a houseplant, it does extremely well, typical of many plants and flowers that we have learned to take for granted growing outdoors down here!

The firecracker plant boasts an almost waterfall-like appearance as it cascades up and out from its base. It does not have many leaves, but the long stalks take on the function of leaves as well as being supports for the colourful tubular flowers. The stalks can be 1.2 to 1.5 metres long (four to five feet) as they fan out from a central base close to the ground. They are fine, almost needle-like, and they curve, giving the fountain-like appearance that some of its common names allude to. This makes it popular as an ornamental as it looks spectacular cascading from a terrace or a window box. It also makes for different kind of ground cover.



The flowers tend to be a bright red, but there are some white and hot pink varieties. They get to a length of about one inch, and erupt from the end of the stalks. If conditions are right, they create a riot of colour that compliments their green background. In tropical realms, they can bloom all year around. An added bonus to the attractiveness of these plants is that they are a magnet for hummingbirds and butterflies.

Coral plants are easygoing in their requirements for survival. After they are established, they exhibit some drought resistance, but they do prefer getting a moderate amount of watering. Their soil requirements are pretty simple: they want soil. The preferred soil has decent drainage, but a little salt isn't a concern, nor is the pH of the ground a big deal. They can handle full or partial sun, and can nestle under other plants reasonably well. Granted, they won't "pop" with lots of firecracker flowers if the conditions aren't ideal, but the plants will still flourish in their own way.

For those who want to propagate these showy plants, cuttings and seeds are the most common method.

There do seem to be some medicinal uses for this eye catcher. Some traditional medicine practitioners have used it for treating diabetes, malaria and cancer, and as an anti-inflammatory. Some scientific research has shown that it does have anti-malarial properties, as well as anti-inflammatory uses, and it also has helped promote hair growth in rats.

This flower can be found just about anywhere in the Caribbean basin, either adding colour to someone's landscaping, or growing wild by a trail.

Limin' with the Winch Wench



Fresh limes always make food taste exotic. The limes you'll most often find in the islands are the "key lime" type — small, round and yellow when fully ripe — rather than the Persian variety.

Here are a few recipes that we love.

Lime Green-Pepper Dip

1 eight-ounce block Philadelphia cream cheese
1 medium onion, finely diced
Juice and finely grated rind (zest) of 1 lime (2 if you like it really sharp)
8 ounces sour cream
1 green pepper, finely chopped

Allow the cream cheese to soften in a bowl. Add the lime juice and rind, the sour cream, onion and pepper and blend together. Chill for an hour or so before serving with crackers, crudités or bread sticks.

Zesty Tuna Salad

3 Tablespoons soy sauce
3 teaspoons prepared mustard
Juice and finely grated rind of 1 fresh lime
One 12 1/2 ounce tin tuna
2 small onions, finely diced
2 sharp apples, diced
1 red pepper
One 16-ounce tin sweet corn
2 large tomatoes
Fresh basil
Salt and pepper to taste

In a deep bowl, thoroughly mix the soy sauce, mustard, lime juice and grated rind. Drain the tuna and break it up, then add it, together with the onion, apple, pepper, sweet corn and tomatoes, to the bowl and gently fold together. Season to taste with finely chopped basil, salt and pepper.

Chill and serve with crusty bread and butter.

As long as the liquid ingredients, the apple and onion are retained, substitutions can be made depending on what you have available.

Limey Seaside Chicken

Vegetable oil
4 skinned chicken breasts
1/2 Cup seasoned flour
Juice of 2 fresh limes
Finely grated rind of one fresh lime
One lime, sliced
1/2 pint chicken broth/stock
3 Tablespoons honey
Fresh or dried tarragon
Seasoning to taste

Pour a little vegetable oil into a shallow pan and heat over a low flame. Dip the chicken pieces in flour and gently fry on both sides until browned. Add the finely grated rind and juice of one lime, the stock or broth and the honey to the pan. Place a slice of lime on each piece of chicken and liberally sprinkle the whole with tarragon. Cover the pan and allow to bubble gently for half an hour or so. Remove the lid and allow to simmer for another 10 minutes or so until the sauce has reduced and thickened. Serve with rice and salad.

This article first appeared in the August 2000 issue of Caribbean Compass. *The "Winch Wench" is Barbara Kelly, who was cruising the Caribbean aboard* S/Y Kelly's Eye of Hamble.







Letter of the Month

THE MOORING BLUES

Dear *Compass*,

In an effort to discourage cruisers from coming to Grenada (in a year when tourism is already in crisis) the government here has outlawed anchoring from Grand Anse to past Grand Mal, taking in all the anchoring near the capital, St. George's. To stop here you must take a mooring, which you must pay for, or face a fine up to EC$10,000 or six months in jail. St. George's is the only place to clear into Grenada, and with quarantine one faces up to 14 nights mooring fees. One cannot but wonder if this is the "nose of the camel."

Jock Tulloch
S/Y Unleaded

Dear Jock,

You're not alone. Others have recently complained, although not for publication, and we've previously written and published letters on the subject of moorings many times. The proliferation of moorings throughout the Eastern Caribbean has been a contentious issue for decades.

It's hard to imagine, however, that the deliberate intent of banning anchoring in the St. George's area was to discourage cruisers from coming to Grenada. Why would the government want to do that, especially, as you say, now? I suspect it's more due to an oversight.

The new moorings at Pandy Beach, St. George's, are in the recently established Grand Anse Marine Protected Area (GAMPA). This and many other mooring fields have been laid in recent years to protect the undersea environment. Grenada is among the nine nations committed to the Caribbean Challenge Initiative, which aimed to effectively conserve and manage at least 20 percent of each signatory country's marine and coastal environment by 2020.

But having to take a mooring can be an unwanted expense (the GAMPA moorings are US$10 a night for those in quarantine), and is also a problem for insured boatowners whose policy excludes coverage when using a mooring. I agree that there should be an alternative anchorage in the St. George's area, especially for boats that need to quarantine, but the hotels along Grand Anse don't want boats anchored in front either. This leaves those who simply prefer to anchor near St. George's with the options of the extremely shallow Morne Rouge Bay, or Grand Mal, about two miles away, which isn't terribly convenient.

Once you are out of quarantine, or no longer wish to be near St. George's, there are still plenty of places in Grenada to anchor.

If you ever do take a mooring somewhere, don't assume that every mooring is well designed and built, and well maintained. Sometimes they aren't — which is why for years Chris Doyle has been advising to always dive on a mooring if you take one, and examine it thoroughly for the condition of the mooring and its attachment. Are the shackles seized (they should be)? Is what it is attached to secure? Can the line chafe?). As he says, "When you take a mooring, diving on it is your best insurance and possibly your only insurance."

We had to look up "nose of the camel" and learned that it means "a small, seemingly innocuous act or decision that will lead to much larger, more serious, and less desirable consequences down the line. The term refers to an alleged Arab proverb that if a camel is allowed to get its nose inside a tent, it will be impossible to prevent the rest of it from entering." We think the camel's whole head is already in the tent. The heyday of "anchor anywhere" is over and, like them or not, moorings — due to the need for environmental protection, to service the growing bareboat fleets, or simply because some boatowners prefer the convenience — are here to stay. Zoning might now be required to ensure that suitable anchoring areas are preserved.

CC

—Continued from page 19 *...Product Postings*

Standard bungee cords are made up of thin strands of rubber. Over time, individual threads break while plastic-coated hooks rust unseen. Failure of these devices is often unexpected and can be dangerous to people and property alike.

Stronger and safer, Davis Instruments MiniShockles feature UV-resistant nylon webbing sewn over marine-grade elastomer. This combination absorbs sudden jolts to keep items secure without damage. Durable 316 stainless steel wire gate snap hooks on either end deliver a safe working load rating of 161 kilos. That's ten times the capacity of most bungee cords. They're available in 31-, 46- and 61-centimetre lengths.

Visit www.brungerexport.com for more information.

Raw water strainer is inexpensive insurance

Sargassum is back! And without filtration, cooling pumps and hoses used for propulsion, auxiliary and generator engines will become clogged with waterborne debris. If this happens, it means an expensive, time-consuming repair. The simple and inexpensive solution is a raw water strainer from Raritan Engineering. It removes plants and other solids from the water and prevents them from causing havoc in onboard systems.

Raritan's raw water strainer is constructed of durable clear polycarbonate for easy monitoring of debris. Lighter than brass or bronze, its construction is non-conductive. Each unit is pressure tested at the factory to ensure peak performance and a long service life.

The #16 mesh strainer is easy to remove for cleaning. The strainer's lid threads on and has a gasket for a leak-proof fit, and it is simple to install. It includes a mounting bracket and has 1.5" PVC female NPT-threaded ports. At only 24.7cm H x 18.4cm W, it'll fit into small spaces. This makes it ideal for use with air conditioners and seawater toilets, too.

Visit www.raritaneng.com for more information.

Toilet converts from manual to electric

Most marine toilets are either manual or electric. The PH PowerFlush from Raritan Engineering can be both. Ideal for the cruising sailor, it delivers the ability to add a



Raritan PH SuperFlush (left) and with the P105E electric Conversion Kit (right)

gearbox for powered operation and quickly convert back to manual operation if necessary. Plus, its mounting base footprint matches industry standards to make it an easy and fast upgrade.

With Raritan's P105E conversion kit, it's easy to transform the manual PH SuperFlush to a PH PowerFlush with smooth and quiet electric flush. The newly designed gearbox and base are easier to clean, and the motor has an epoxy finish for use in moist heads.

In manual mode, the PH SuperFlush clears the ceramic bowl quickly with fewer strokes due to its efficient double-action piston pump that's 66 percent larger than competitive models. The telescoping lever makes flushing effortless and tucks out of the way when not in use. The base and housing are made from a heavy engineered polymer and are reversible for left-handed operation.

Renowned for its trouble-free operation, the PH PowerFlush features a proprietary full-size 38-millimetre joker valve and can be installed above or below the waterline. It has a maximum lift of 1.2 metres and will dry-flush to keep water out of the device while underway.

Raritan's PH PowerFlush is offered in two sizes. Both come with slow-close lids and integrated locking tabs to keep the seat in place while the boat is moving.

Visit www.raritaneng.com for more information.

A seaworthy selfie stick



With the Shurhold Camera Adapter aboard, it's easy to mount a GoPro or Garmin VIRB to any of their 11 handles and capture breathtaking underwater footage or thrilling overhead shots. And unlike a common selfie stick, it won't snap off and disappear overboard.

Made from a durable polymer with corrosion-resistant hardware, the Camera Adapter is built for a marine environment. Used underwater, it's ideal for seizing that once-in-a-lifetime snorkeling shot or for checking growth on a hull bottom. Set in a rod holder, it offers an unmatched aerial view of the action. If the camera and boat electronics have Bluetooth, the view can be displayed on a touchscreen for instant enjoyment.

A video is at bit.ly/Camera-Adapter.

Offering fixed and telescoping handles up to 2.7m in length, the adapter installs with the fast and easy Shur-Lok quick release.

Visit www.shurhold.com for more information.

PICK UP!

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



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Grenada Marine
Le Phare Bleu Marina
Nimrod's Bar
Secret Harbour Marina
Spice Island Marine
Turbulence Sails

CALENDAR

JUNE

3 Holiday in some places (Corpus Christi)
5 World Environment Day
8 World Oceans Day
12 Public holiday in BVI and Anguilla (Queen's Birthday)
14 – 20 International Opti Regatta, St. Thomas. stthomasyachtclub.org
19 Public holiday in Trinidad & Tobago (Labour Day)
20 Summer Solstice
21 - 22 Fête de la Musique, all French West Indies
23 – 27 St. Kitts Music Festival. www.stkittstourism.kn/music-festival
24 FULL MOON
26 St. Kitts & Nevis National Dinghy Championships. www.skyachtclub.com
26 – 27 (TBC) T&T Dragon Boat Association Regatta. www.facebook.com/TTDBF
29 Fisherman's Birthday, local boat racing in many coastal communities
30 – July 5 Cayman Islands Carnival. www.caymas.ky



CHRIS DOYLE

Anchorage in Anguilla

JULY

1 Public holiday in BVI (Territory Day) and in Suriname (Emancipation Day)
1 – 6 Fiesta del Fuego, Santiago de Cuba
2 Public holiday in Curaçao (Flag Day)
3 (TBC) Firecracker Regatta, Tortola, BVI. www.westendyachtclubbvi.com
3 – 4 St. John Festival, St. John, USVI. www.vinow.com/general_usvi/carnival/schedule
4 Public holiday in and Puerto Rico and USVI (Independence Day)
5 Public holiday in Cayman Islands (Constitution Day)
5 – 6 (TBC) St. Vincent Carnival 'Vincy Mas.'
12 CARICOM Day
14 Public holiday in French islands (Bastille Day), yole races in Martinique
16 – 18 Cancun International Boat Show and Marine Expo, www.cancunintlboatshow.com
16 – 1 Aug (TBC) Tobago Heritage Festival. www.tntisland.com/tobagoheritage.html
18 – 24 Reggae Sumfest, Jamaica. www.reggaesumfest.com
23 FULL MOON
23 - 28 Grenada Chocolate Festival. www.facebook.com/GrenadaChocolatFest
23 – 3 Aug Antigua Carnival. www.antiguacarnival.com
24 Public holiday in Venezuela (Simón Bolívar's Birthday)
25 Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
25 – 1 Aug Tour de Martinique des Yoles Rondes. https://tourdesyoles.com
26 Public holiday in Cuba (National Revolutionary Festival)
30 – 2 Aug (TBC) Carriacou Regatta. www.puregrenada.com
TBA Carriacou Children's Education Fundraisers www.carriacouchildrenseducationfund.org
TBA Mott Memorial Hobie Cat Challenge, Grenada. www.pcycgrenada.com
TBA Dominica Dive Fest. www.dominicawatersports.com

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





MERIDIAN PASSAGE OF THE MOON

JUNE - JULY 2021

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

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

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

June					
DATE	TIME	21	2112	11	1323
1	0528	22	2211	12	1414
2	0616	23	2313	13	1502
3	0700	24	0017 FULL MOON	14	1550
4	0741	25	0017	15	1637
5	0822	26	0121	16	1728
6	0903	27	0222	17	1812
7	0948	28	0317	18	1901
8	1028	29	0408	19	1958
9	1113	30	0455	20	2057
10	1201	**July**		21	2159
11	1252	1	0538	22	2302
12	1344	2	0619	23	0004
13	1435	3	0700	24	0004 FULL MOON
14	1527	4	0742	25	0103
15	1616	5	0825	26	0156
16	1705	6	0909	27	0245
17	1752	7	0957	28	0331
18	1839	8	1047	29	0414
19	1928	9	1138	30	0456
20	2018	10	1211	31	0538

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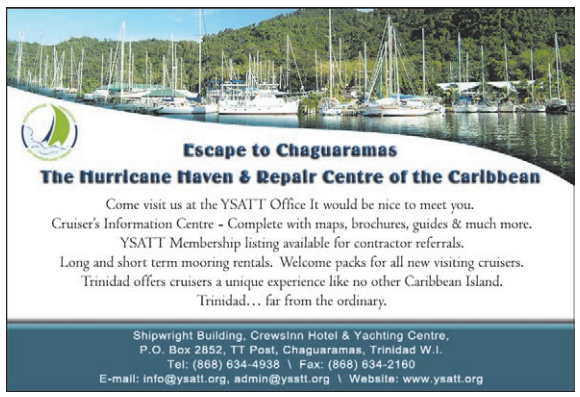
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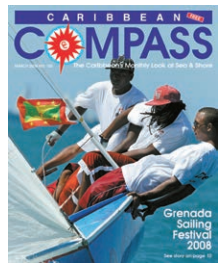
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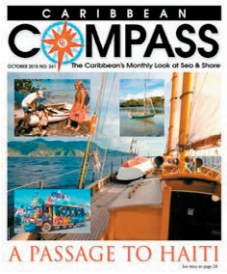
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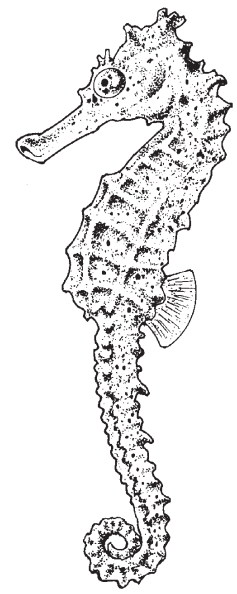


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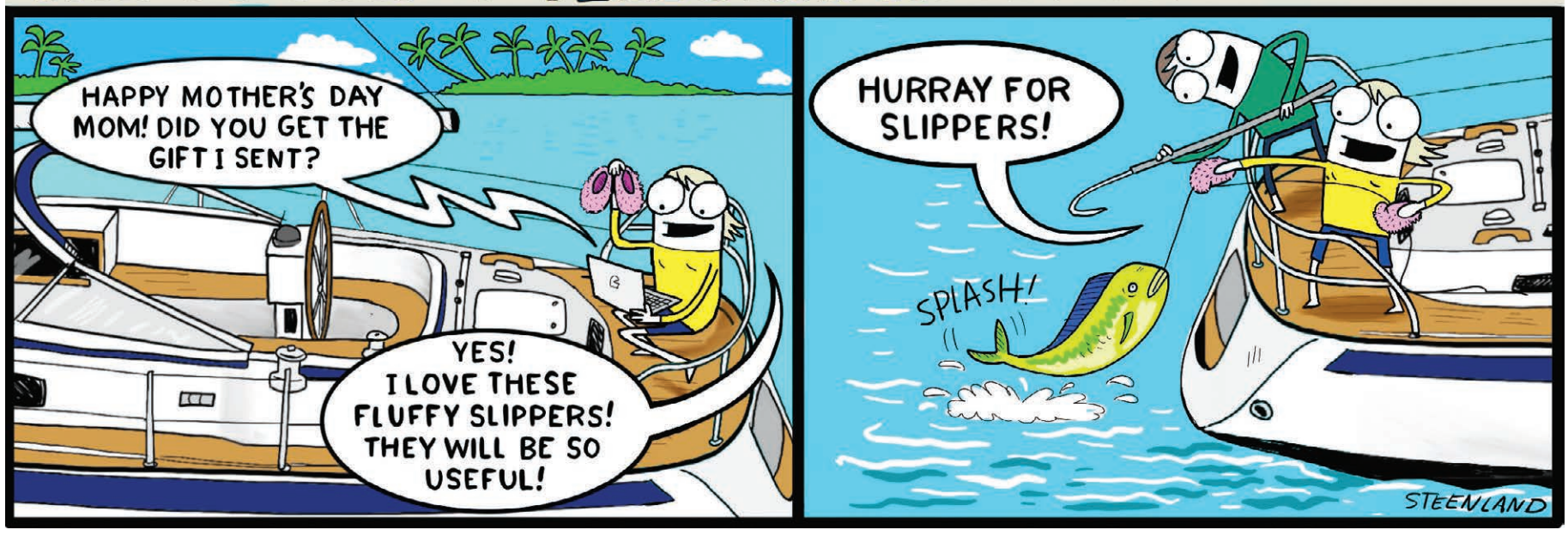


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THE COCONUT TELEGRAPH BY SARAH STEENLAND



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MP = Market Place pages 36 - 37
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