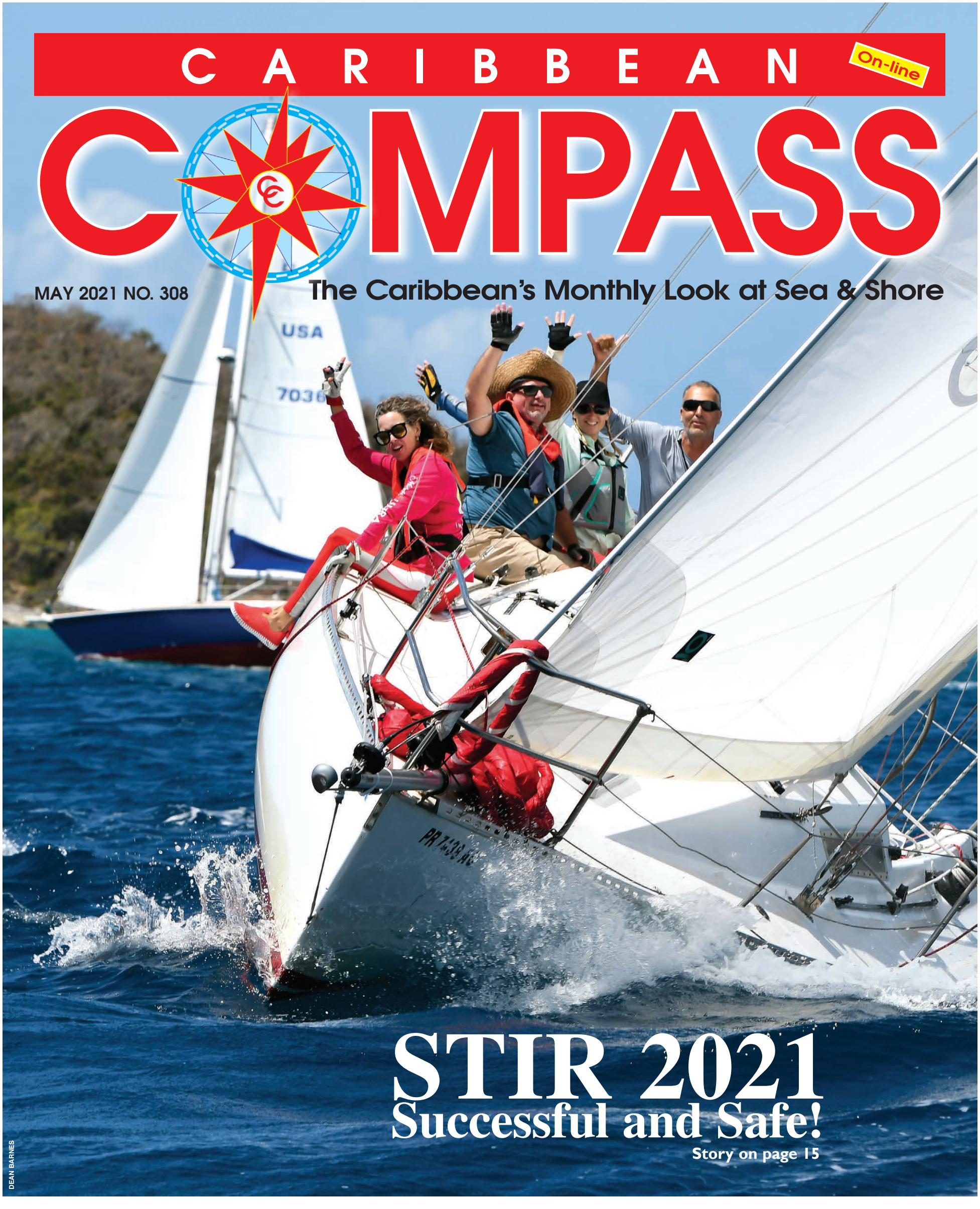
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The Caribbean's Monthly Look at Sea & Shore



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Story on page 15

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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

MAY 2021 • ISSUE 308



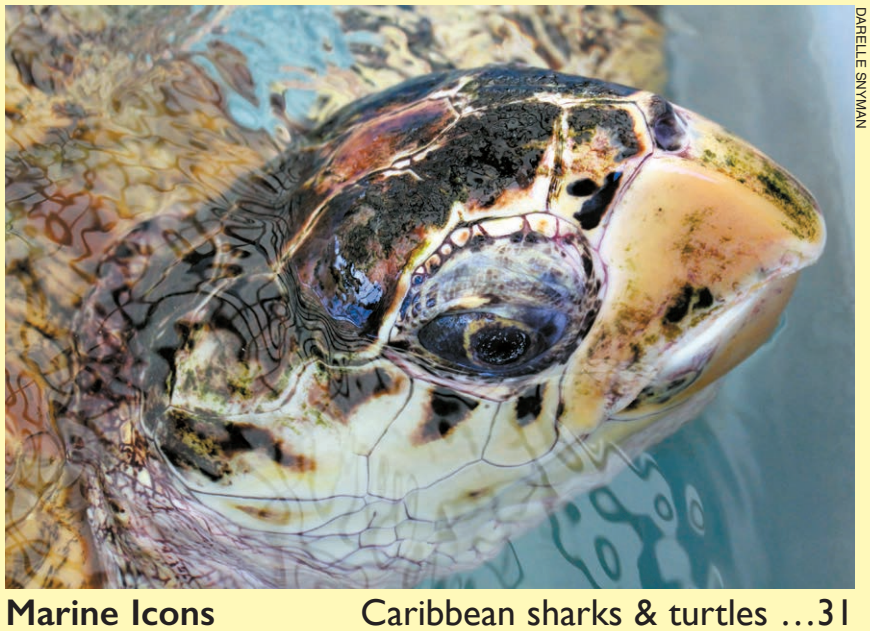
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JOANNE HARRIS

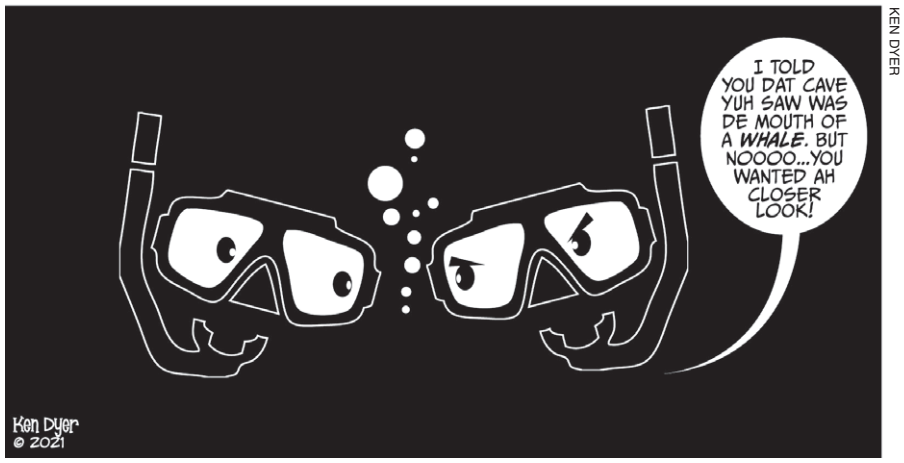
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KEN DYER

ON THE COVER:

Dean Barnes snapped the *Chili Pepper* crew happy to be out racing in beautiful conditions in the Round the Rocks warm-up for the St. Thomas International Regatta 2021. See story on page 15.

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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.



Jan and I always read Caribbean Compass online every month. Love it!
— George Todd
S/V Wildcat

CARIBBEAN COMPASS

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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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Info & Updates

Notice to Mariners: St. Vincent Soufriere

As this issue of *Compass* goes to press, La Soufriere volcano at the north end of St. Vincent is still active. Explosive eruptions continue as we go to press, and the Seismic Research Center warns that they could go on for some time.

La Soufriere began erupting explosively on April 9th and pyroclastic flows have reached the sea on both sides of the island. These flows comprised of gases and volcanic debris move at average speeds of 100 km/h (62 mph) but are capable of reaching speeds up to 700 km/h (430 mph). They can reach temperatures of about 1,000°C (1,830°F).



Pyroclastic flows have reached the sea in northern St. Vincent.

Volcanologist Richard Robertson of the University of the West Indies Seismic Research Unit recommends that all vessels observe a buffer zone all around the north part of the island, staying at least three miles offshore.

He explained that the flows are using valley paths where volcanic material has already been laid down by earlier recent flows. As a result, resistance in those valleys is diminished and subsequent flows reach farther toward, or even into, the sea. On the sea, the water will boil and the flow will then shoot across the surface, extending far out to sea. Once in the sea, the flows may even curve around headlands.

Donations to St. Vincent Relief

Help is still needed for persons displaced by the recent volcanic eruptions on St. Vincent.

At the time of this writing, the port at Kingstown has a backlog of donated relief goods to be cleared. One of the best ways to help those who have been displaced from their homes, businesses and farms in areas devastated by the volcanic eruptions is to donate funds to a reputable NGO. These include (but are not limited to):

- UK-SVG Friendship Trust
  www.gofundme.com/f/uksvg-combined-response-to-la-soufriere-eruption
  This GoFundMe page has the full sanction of the SVG government.
- The Grenadines Initiative
  www.canadahelps.org/en/dn/m/61110/donation
  A donor page for Canadians wishing to contribute to SVG's volcano relief effort.
- Action Bequia
  www.actionbequia.org/donatetosvgstvincentlasoufrierevolcanorelief.php
  Donations can be earmarked if desired.
- Rise Up Bequia
  www.begos.com/Rise_Up_Bequia_La_Soufriere_Relief_Efforts.pdf
  A grassroots group known for getting things done.
- Richmond Vale Academy
  https://richmondvale.org/en/get-involved/donate
  Works directly with farming communities in the north of St. Vincent.
- The Mustique Charitable Trust
  www.mustique-island.com/volcano-emergency-relief-fund-verf
  Focuses efforts on children, young people and vulnerable adults.

BVI seaports reopen to ferries

The British Virgin Islands Ports Authority announced that international ferry service resumed on April 15th, initially with one round trip to Charlotte Amalie, St. Thomas, USVI, per day. International ferries will depart Road Town, Tortola for Charlotte Amalie at 8:00AM. Ferries will depart Charlotte Amalie for Road Town at 4:00PM.

Domestic ferry passenger operations to the sister islands of Virgin Gorda and Anegada will be facilitated at the excursion dock that is located by the CB Romney Tortola Pier Park.

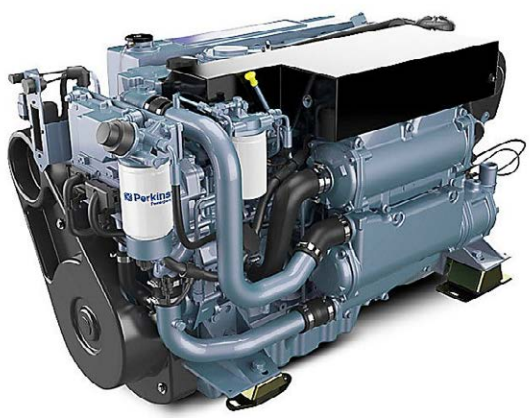
Visit https://bviports.org for more information.

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—*Continued from previous page*

Grenada's Pandy Beach moorings

The mooring field at Pandy Beach, within the Grand Anse Marine Protected Area (GAMPA), is now operational. All vessels within the GAMPA are required to use a mooring and pay the prescribed user's fee. Fees are paid to Gren-Moor Ltd, which has a co-management agreement with the government for operation of the mooring field.



The mooring field at Pandy Beach, Grenada, is now operational. TRIPADVISOR

Effective April 1st, vessels under the seven-day mandatory quarantine are also required to use a mooring.

Only vessels too large to take a mooring are allowed to anchor in the dedicated anchoring zone of the GAMPA.

Eight Bells, Dominique Weber

Jim Hutchinson reports: Dominique Weber died on Carriacou, Grenada on April 14th at the age of 66.

Dominique and Genevieve sailed from France to Martinique aboard their 18-foot Flow, *Lambic*, in the Seventies. For a time, they did charters out of Union Island aboard the big wooden boat *Thamila*. Then they came to Carriacou, where Dominique practiced his metal work at Gitta's shipyard. The demand for his work increased and he bought a trimaran, *Sea Rose*, which he converted into a floating metal shop — yachts could come alongside for work. Genevieve did sail repairs and massage.

Dominique and Genevieve became Grenadian citizens and fixtures in Tyrrel Bay.

Dominique's shop became a destination in its own right. Yachts came to have stainless and aluminum work done. The *Sea Rose* became one of Carriacou's yachting attractions.



Genevieve and Dominique

Carriacou has lost an asset and a lot of people have lost a friend. Dominique is survived by Genevieve, their son, Michel, and two grandchildren.

Plans for a remembrance of his life are pending.

Covid vax for cruisers updates

• ANTIGUA - Starting from April 13th everybody on the island can get vaccinated, regardless of nationality or length of stay. It's free and online registration is not required. Provide proof of ID, a telephone number where you can be reached, and an email address.

• MARTINIQUE – Visiting sailors can get vaccinated at the Palais de Sport in Lamentin or the hospital in Le Marin. At the Palais de Sport you do not need an appointment; just walk in.

• GRENADA - The Marine & Yachting Association of Grenada (MAYAG) reports: We have had confirmation from the Ministry of Health, Chief Medical Officer, that the vaccination program on Grenada is now open to our resident cruising community. MAYAG and the Ministry of Health encourage all cruisers on island to be vaccinated at the earliest opportunity. Please bring a photo ID and your boat documents. For vaccination centres and dates, check the Ministry of Health Grenada Facebook page.

Noonsite introduces routing pages

Sue Richards reports: In March, Noonsite introduced our routing pages. While Noonsite does not have the resources to provide free routing advice, our heavily populated routing pages covering all the world's oceans may just have the answer you are looking for. Over the years cruisers have taken time to provide useful notes on various cruising routes around the world, so dip in and make the most of this free resource. Feel free to add comments to routes you have already undertaken and send us tips for your recent ocean passages so that those following in your wake can benefit from your experience.

Visit www.noonsite.com/cruising-resources/routing.

Seven Seas Cruising Association Expands Services

The Seven Seas Cruising Association announces the SSCA YouTube channel.

SSCA shares critical information of interest to cruisers and those who want to cruise. As a part of their outreach SSCA is now featuring videos on YouTube. Complementary content includes live reports from around the world, passagemaking tips, how to utilize maritime services, and the impact of current disasters in various cruising areas. The content is viewable by anyone — members and non-members — at www.youtube.com/channel/UCMmDqKGaeS0LqP86vPYsCMQ

Free uploads and playlists include the SSCA Summit, SSCA Livestream, SSCA Sponsor info sessions, SSCA GAMS and events. These videos all focus on the cruising audience including the current environment cruisers face on making passage during the Covid pandemic.

The SSCA is also proud to introduce the new SSCA Easier & Safer Cruising Summit YouTube series. The series focuses on tricks, tips, techniques and solutions to make cruising life easier & safer. Watch the introduction to the series at https://youtu.be/ItkAVTUXkPY

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Cuba's Hemingway Yacht Club ratified by AMI

The Association of the United States Marine Industry (AMI) once again ratified the Hemingway International Yacht Club of Cuba as a member.

In 2015, thanks to the relationship established by the HIYC with the US nautical community and the prestige achieved by this Cuban nautical institution at an international level, the Board of Directors of AMI certified that Commodore Escrich was an active member of that association.

The AMI represents a diverse membership of more than 1,000 marinas, shipyards, yacht clubs, public and private mooring bases, partner associations, and vendors and suppliers to the marine industry in the United States and throughout the world. AMI is an affiliate of the US National Marine Manufacturers Association. AMI member marinas are among some of the best professionally managed facilities in the world and provide hundreds of thousands of recreational boaters with a wide variety of goods and services each year. Ranging from boat repair, fuel and oil sales to food and lodging, these services allow recreational boating to continue to grow in popularity.



Commodore Escrich says, "Despite the suffering and uncertainty that the Covid-19 pandemic has brought us, we continue in our efforts to continue working together with the entire international nautical community in love of the sea and friendship among people. There are many ideas for projects and activities that we have in mind to greet the 30th Anniversary of our Yacht Club, which we will celebrate on May 21st, 2022. We invite everyone to attend."

Efforts ongoing to reopen Trinidad

Jesse James reports: Although as this issue of *Compass* goes to press Trinidad & Tobago's yacht services industry — and indeed the country's border — remains closed to non-nationals due to the Covid pandemic, the Yacht Services Association of Trinidad & Tobago (YSATT) has been actively lobbying the government for a safe reopening of the industry since May of last year. What measures has YSATT taken to ensure the safety of its members and visitors when the sector is able to reopen?

YSATT has implemented a Port Health Safety System (PHSS), which has been approved by the Ministry of Health for the safe reopening of the sector to our customers from other countries. We are still awaiting entry exemptions to be granted to them. Meanwhile, the Ministry of Tourism has added our PHSS protocols to their overall plan for the safe reopening of the tourism sector.

The Ministry of Trade has been actively lobbying on our behalf with the Ministry of National Security and the Ministry of Health as well.

As we are continually informed through the Trinidad & Tobago Coalition of Service Industries (TTCSI) of new requirements being implemented by various ministries, we continue to update our requirements, ensuring current safety measures are always



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Power Boats yard in April 2016 — just one of many once thriving places of employment in Trinidad's yacht service sector.

in place and that we are ready when the government grants exemptions to yachts. We continue to inform our members, customers and the yachting community at large through our website, our Facebook page and other social media avenues.

YSATT would like to take this opportunity to thank TTCSI for helping us reach out to the government as we try to keep our industry alive.

Visit www.ysatt.com for more information.

Grenada's Hiking King, Telfor Bedeau

Compass readers will be familiar with Grenada's Telfor Bedeau, who has not only hiked all over Grenada but has also completed multiple circumnavigations of the island by windsurfer, rowboat and kayak.

Now he's been discovered by the BBC!
See https://bbc.in/3du4AU8



JEFF FISHER



BUSINESS BRIEFS

Mid Atlantic Yacht Services Expands Team

The 2021 crew onboard Mid Atlantic Yacht Services in Horta, Azores, is pleased to be joined by Sandy and Marcel Sol, recently arrived from mainland Portugal. They have a background in financial services, hospitality, and the KNRM Life Saving and Fire Services in the Netherlands. Their addition to the MAYS team brings a welcome upgrade to our ability to serve a broader range of transient and cruising clients visiting the magical Azores in the North Atlantic.



The MAYS Crew, left to right: Luis Goulart, Duncan Sweet, Ruth Schlatter, Ilda Vieira, Sandy Sol, Marcel Sol and João Pedro Sequiera.

Sandy will take on a central role and work together with Ilda and Duncan, serving larger clients with planning and logistics for vessels requiring an exceptional service for guests exploring the islands. Marcel will support and assist João Pedro with the onboard engineering and technical issues as well as helping Luis with client services and problem solving in the chandlery.

See ad in the Market Place section, pages 36 and 37, for more information on Mid Atlantic Yacht Services.

New Brokers at BVI Yacht Sales

Todd Duff has been involved in the yachting industry since 1981, as a marine contractor and surveyor, and in yacht sales. He has worked as a yacht broker in Maryland and Florida, and first became involved at BVI Yacht Sales in 2004. Todd has been responsible for over 1,000 sailboat sales in his career.

Bernard Evan-Wong grew up racing dinghies in the Caribbean. He lived in Trinidad and after university took up racing on keelboats. He moved to Antigua in the 1980s, where he earned qualifications as RYA Yachtmaster Offshore, dive master, and marine moorings specialist. Over the past 35 years, he has owned a succession of race boats, regularly joining the Caribbean circuit. If you've raced in the islands, you've probably met Bernie! His rotating fleet of power and sailing boats has gained him a depth of experience with the specifics of ownership, maintenance, and vessel repair.

Visit https://bviyachtsales.com for more information.

Sevenstar Transport Sailings This Month

Laurien Hoving reports: Where would you like to go? Sevenstar Yacht Transport is moving yachts around the world. Our ships aren't on lockdown, so we are ready when you are. Safe and reliable.

Sevenstar Yacht Transport is the world's leading provider of yacht shipping services on a lift-on, lift-off basis. Sevenstar has access to the Spliethoff Group's fleet of 120 vessels. Our ships are designed especially for yacht transport and we believe in constantly developing our staff and tools to perfect skills and technologies.

Our global spread of destinations provides access to the world's premier ports and cruising grounds. You can check sailing schedules on our website, but we also offer customized itineraries. We have multiple shipments from the Caribbean available and our agent in Le Marin is more than happy to advise.

Upcoming sailings include from Le Marin (Martinique) to Palma de Mallorca (Spain) to Genoa (Italy), loading between May 5th and May 25th, 2021.

Contact us at www.sevenstar-yacht-transport.com or via our agent Douglas Yacht Services based in Le Marin, Martinique at marie-eugenie@douglasyachtservices.fr or (596) 25 08 56.

See Sevenstar ad on page 7 and Douglas Yacht Services ad on page 13 for more information.



Sevenstar sailings this month include from Le Marin, Martinique.

Last Batch of Islands 44 Plus Paint!

The Budget Marine Group and Sea Hawk Yacht Finishes have enjoyed a prosperous relationship for decades. With Budget Marine being the leading chandlery in the Caribbean and Sea Hawk offering the widest and most effective range of antifouling paints in the region, the relationship made sense. When the announcement was made that Sea Hawk had discontinued production of its tin-based Islands 44 Plus antifouling paint, the Budget Marine Group knew that a plan had to be formulated to ensure adequate support for people who'd bought Islands 44 Plus in the past.

Budget Marine reached out to Sea Hawk to aid existing customers with limited product availability. These two customer-orientated companies came together to distribute the last batch of Islands 44 in an even and fair manner. As a team, they want to ensure that the Islands 44 Plus, specifically formulated for use in Caribbean waters, gets to the customers who have supported both companies over the last two decades.



For boaters who desire to move away from tin-based antifouling, Budget Marine stocks Islands 44 TF.

For those boaters who desire to move away from tin-based antifouling without the costly process of stripping their hull, Budget Marine stocks Islands 44 TF, a tin-free alternative to Islands 44 Plus and the only antifouling that applies directly over Islands 44 Plus without the need for a sealer/primer.

See ads on pages 2 and 18 for more information.

An Easy Way to Reach the BVI

The Dolphin team reports: Worried about how to get to the BVI during the Covid-19 restrictions? Dolphin Water Taxi has you covered with its convenient "Fly in and Water Taxi out" round trip VIP service from St. Thomas, USVI, to Tortola. Until the BVI seaports are again open for tourists, Dolphin is the only company providing round-trip service between STT airport and the BVI.

—Continued on next page

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Dolphin Water Taxi is accepting reservations for travel by air from STT to EIS and return via water taxi from various locations in the BVI, including dockside pickup at your charter boat base.

To make this possible, Dolphin has leased three twin-engine charter planes in St. Thomas with a total capacity of 20 guests at any time. At their counter in the St. Thomas airport, Dolphin reps will meet you upon landing with free cold beer, water, and local rum shots while you wait for luggage. Assistance with the USVI and BVI entry portals and Customs forms will already be done. Then, you board a private plane for the 20-minute trip to Beef Island, where you will be Covid-tested and clear Customs. No waiting!

When you are ready to depart, Dolphin pre-clears you out of the BVI and a water taxi will pick you up and return you to the USVI to clear Customs. Afterwards, Dolphin cabs transfer you back to the airport.

Dolphin's operation and VIP service smooths out the bumps encountered during travel to and from the BVI with the strict Covid restrictions. Let them help you with their streamlined door-to-door service.

Text or call (340) 774-2628 for prices and more details.

Covid Camaraderie in Northern Lights Network

Tom Gerker reports: It has been over a year since we started lockdowns and were affected by Covid-19 restrictions throughout the Caribbean. Parts & Power Ltd, the Northern Lights Caribbean distributor, implemented online training courses for its team and dealer network throughout the islands. Hosted by Rob Hales and instructed by Gavin Dooley of Parts & Power Ltd, the online courses became more than a product refresher or introduction: they turned into a place for the Northern Lights Caribbean dealer network to interact, make new friends, and share experiences and tips. With over 30 personnel on each course, a fresh camaraderie was established. Many participants stayed online for an hour after the training finished. Yes, just to catch up!

Most dealers, like Parts & Power Ltd, have had a tough year. Everyone experienced business, financial, and personal challenges. However, today the Northern Lights Caribbean dealer network is strong and supported by a dedicated Parts & Power team. We regularly communicate and update each other and earlier this year, we were given a glimpse of the future with a surge in sales and installations.

In July 2020, Parts & Power moved to its new facility in Fish Bay, Tortola, BVI. We look forward to a time when we can welcome our Northern Lights dealers for in-house and hands-on training.

We recently heard that a longtime Northern Lights advocate, Craig Lovett from Grenada Marine, made the decision to return to his native Australia and go cruising. Parts & Power wishes Craig all the best for his next adventure and hopes to see him again in the Caribbean. Fair winds and calm seas!

There is a Caribbean Northern Lights dealer near every port of call. They are ready to support both existing and new Northern Lights marine generator customers.

A full list of Caribbean Northern Lights dealers can be found at www.caribbeannorthernlights.com. Alternatively, contact Parts & Power by phone via (284) 494-2830/440-2830 or email info@partsandpower.com.

Peters & May to Provide Transport for ARC 2021

Long-term ARC Rally supporter and World Cruising Club sponsor Peters & May has confirmed that it will once again be providing its expertise and specialist yacht transport solutions for participants of the 2021 ARC Rally.

Peters & May's regular yacht shipments from the US and Caribbean to the Mediterranean and Northern Europe provide ARC rally participants a wide range of options for onward transportation from St. Lucia at the end of the rally, whether it is back to Europe or onward to another destination.

"After such a disruptive period in our lives, we are really excited about this year's rally and we are aware that so many sailors are keen to get out on the water again," said Steven Stanbury, Peters & May's Caribbean Trade Lane Manager. "We are looking forward to seeing all the ARC 2021 participants arriving in St. Lucia later this year and perhaps even meeting some familiar faces again at the departure in Las Palmas and at the finish line in Rodney Bay."

For onward transportation, Peters & May is urging customers, new and old, to contact them early to discuss their plans and best options.

The global yacht transport company is renowned for providing a wide range of premium logistic services across the globe. In addition to yacht transportation, the company also offers freight and courier provision via its Freight Forwarding and Courier Services divisions, which is invaluable for shipping goods, spares and accessories to and from boats across the world. A worldwide network of offices supports these services and agents who, in addition to assisting with yacht shipment, can offer additional services such as organizing a marina berth and a skipper if required.



Peters & May provides ARC rally participants a wide range of options.

For more information visit www.petersandmay.com/en/sailing-schedules and see ad on page 12.



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Caribbean ECO-News

Europe and UN unite to help Caribbean environment

The European Commission and the UN Environment Programme (UNEP) have announced common priorities for environmental cooperation in Latin America and the Caribbean (LAC) for the next five years, aimed at tackling the triple crises of climate change, biodiversity loss, and pollution in the context of the region's Covid-19 pandemic recovery. The LAC region is home to almost half of the world's biodiversity and is a champion in protected marine and terrestrial areas: 24 percent of its land is protected and 23 percent of its marine area is under national jurisdiction.

The EU will support initiatives in areas including biodiversity, climate change, pollution, waste management and circular economy. Initiatives include integrated landscape/seascape management with special attention given to protected areas.

For more information visit www.unep.org/ar/node/29127.

On the lookout for coral disease

Emma Doyle reports: A new coral disease affecting stony corals is spreading in the Caribbean region. In response, Sustainable Grenadines Inc. (SusGren, a transboundary NGO) conducted monitoring for coral disease in St. Vincent & the Grenadines and Grenada together with the Fisheries Divisions, dive operators and local community members.

Teams of community researchers in both countries received dive training and learned about coral identification in 2019 when an innovative marine management program originally developed in Belize was adopted in the Grenadines. Now the community researchers were called on to help with monitoring for the coral disease. SusGren conducted classroom and in-water training sessions on Union Island and St. Vincent with 20 community researchers, marine park rangers, dive operators, staff from the Fisheries Division and other agencies. Training for Grenada was held by remote link due to Covid-19 restrictions.

Fieldwork was carried out at the end of 2020 and a total of 26 sites were visited based on the susceptibility



"Zero!" Community researchers found no new stony coral disease in SVG and Grenada.

ADARA JSAGGERNAUTH / SUSGREN

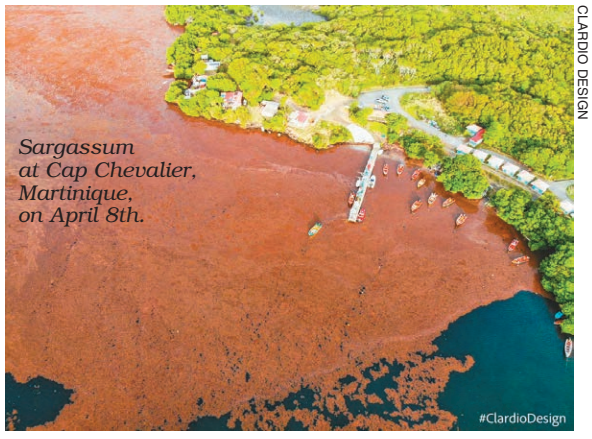
of their corals. Thanks for their support to Serenity Dive, Dive St. Vincent, Eco-Dive Grenada, Ocean Spirits and NOAA's Coral Reef Conservation Program through the MPAConnect network.

The good news is that stony coral tissue loss disease was not found in St. Vincent and the Grenadines or in Grenada at the time. However, the threat remains in the region and those trained continue to be on the lookout.

Any suspicions of the coral disease can be reported to www.agrra.org/coral-disease-outbreak.

Sargassum is back

The floating sargassum bloom — massive mats of buoyant macro-algae — has shown accelerated growth since December, according to satellite



Sargassum at Cap Chevalier, Martinique, on April 8th.

CLARDIO DESIGN

monitoring reports carried out by the University of South Florida and NASA. The reports show the amount of sargassum in the sea went from 3.2 million tons in December 2020 to 4.6 million tons in February 2021 — four times more than reported in February 2020. This is comparable to the record amounts seen in 2018 and 2019.

Alfonso Aguirre Muñoz, former director-general of the Group of Ecology and Conservation Islands, said the new sargassum biomass originates along the Atlantic coast of Africa and is swept by marine currents across the mouth of the Amazon River, where it is fed by the increasing outflow of nutrients, and along the northeastern coast of Brazil, finally reaching the Caribbean Sea.

The sargassum piling up on the coasts affects seagrass meadows, mangroves, reefs and beaches, and threatens the economy of regions that essentially live on tourism.

In marine zones with high sargassum concentrations, meadows of seagrass tend to die off because they need oxygen and light to survive, said Rosa Isela Rodríguez Martínez, one of the scientists studying the behavior of this algae. Seagrasses are highly important to the coast because they serve as refuges, habitat and food for hundreds of marine species. In addition, they protect the coast from erosion, reduce the sea's strength during storms and hurricanes, and serve as a valuable sink to store carbon.

In 2018, Rodríguez said, scientists began to register a rising death toll of marine species — fish, crustaceans, octopuses, and sea cucumbers — in zones with high sargassum concentrations on the beaches.

Underwater cleanup in Bequia

In early April, Lamont Gordon and Ron Williams of Bequia Dive Adventures, along with diver Ute Koerdel, spent an hour underwater off Bequia's popular Lower Bay beach, collecting trash off the seafloor.



UTE KOERDEL

Collected trash from underwater off Bequia's popular Lower Bay beach,

Ron tells *Compass*, "We do recreational diving. The sea is how we make our living. We need to keep it clean. So we are just giving back to our environment.

"We will do it again some time in the near future."

St. Vincent's Soufriere volcano erupts

The UWI Seismic Research Centre reports: On April 9th, at 8:41AM, a cloud of ash began rising above the Soufriere volcano located at the northern end of the island of St. Vincent. This signalled that the volcano has moved to an explosive eruption phase following three months of effusive (oozing type) eruption, magma extrusion and, more recently, tremor and volcano-tectonic seismic activity. At 4:15AM on April 12th an intense explosive eruption tens of thousands of feet high was followed by pyroclastic flows down the eastern and western sides of the volcano.

Most residents in the northern part of the island were evacuated. As of this writing no casualties have been reported.

Ash fall from the eruptions has been several feet deep in the vicinity of the volcano and significant in Barbados, where it is carried by the jet stream. Light ash fall has been reported as far away as Grenada.

There have been five previous explosive eruptions at Soufrière during the historical period: in 1718, 1812, 1814, 1902-03 and 1979. Several effusive eruptions have also occurred at the volcano. In 1979, an effusive phase followed the initial explosive phase of the eruption. In 1971/72 an effusive eruption created a lava dome that existed until the 1979 eruption. The most recent effusive eruption began on December 27th, 2020.

Although explosive eruptions have slowed at the



CANYON DUNCAN

time we write this, the Seismic Research Centre warns that they could happen at any time. Vessels are warned to stay at least three miles offshore of the volcano area, whether passing on the leeward or windward side.

For more information and updates visit www.facebook.com/uwiseismic and www.facebook.com/nemosvg.

New coral restoration alliance proposed

Eugen Babau of the Philip Stephenson Foundation (www.philipstephensonfoundation.org) reports: A new initiative called the Windward Islands Coral Restoration Alliance (WICRA), aims to bring together yacht charter companies, marinas, hospitality and tourism operators, dive shops and watersports providers, NGOs, and other stakeholders invested in the survival of reefs in the Eastern Caribbean.

Living coral reefs are essential for coastal communities to survive and thrive. Shelter from storms, fishing, recreation, boating, sailing, tourism, commerce, cultural events and other benefits are all supported by healthy reefs. With threats caused by climate change, as much as 90 percent of coral reefs are in danger of dying by 2050.

WICRA is the brainchild of CLEAR Caribbean (www.clearcaribbean.org), an NGO led by marine biologists Dr. Owen Day and Newton Eristhee, who have been working with organizations in St. Lucia, St. Vincent & the Grenadines and Grenada for the past seven years to restore coral reefs. In the past few years, CLEAR Caribbean has received private grant funding for limited pilot coral restoration projects in St. Lucia and on Petit St. Vincent. These projects have produced promising results with high coral survival and growth rates, and greater numbers and varieties of fish on the restored reefs.

Joining WICRA is free. Members are asked to adopt and implement these simple practices designed to protect coral reefs:

- Do not anchor or fish on reefs, whether inside or outside of an officially designated marine conservation area.
- Do not discard plastic or any other trash on reefs or in coastal areas, including beaches and mangroves.
- Promote coral restoration education and involvement among your staff, customers and local communities.
- Volunteer time and resources when and where feasible to support local organizations engaged in coral restoration work.
- Help educate others by spreading and displaying literature and materials promoting sensible actions and marine environmental stewardship.
- Do not empty holding tanks or discharge wastewater within one nautical mile (2,000 metres) of reefs, enclosed bays, marine conservation areas, and/or the coastline. Though legislation for sewage discharge from vessels in most of the region requires dumping three nautical miles from shore, often these rules are not enforced or observed. A voluntary 2,000-metre (about one nautical mile) no-discharge area would go a long way in preventing harm to coral reefs.

Visit https://wicra.life for more information.

Climate change and increasing intensity of tropical cyclones

Many tropical cyclone-prone regions of the world are expected to experience storm systems of greater intensity over the coming century, according to a review of research published in March in *ScienceBrief Review*. Moreover, sea level rise will aggravate coastal flood risk from tropical cyclones, even if the tropical cyclones themselves do not change. Models also project an increase in future tropical-cyclone precipitation rates, which could further elevate the risk of flooding.

—Continued on page 25

REGATTA NEWS

Action in Grenada at PCYC's J/24 Fleet Race

Dave Schiever reports: Racing in the Caribbean has been slim since the pandemic began. But Petite Calvigny Yacht Club in Grenada has pulled off several events since last August, including a great day of J/24 racing in Woburn Bay on March 21st.



ROSIE BURR

True to the club's spirit, owners of four J/24s loaned their boats to give 12 teams — one of which was a crew of junior racers from Woburn Wave Warriors — a go at winning bragging rights. Throughout a day that saw gusts over 20 knots, teams battled through a round robin format, participating in three races, each time on a different boat.

Since many of the crews were unfamiliar with the J/24s, these were outfitted with jib and main only. A tight start/finish line, gusty conditions, and fearless sailors provided spectators with plenty of opportunities for gasping and cheering. Learning new rigs on the fly while navigating a course set in an active anchorage, and running human whisker poles for downwind legs, kept things exciting for the racers.

In the end, two boats, *Die Hard,* skippered by Robbie Yearwood, and *Spider Pig*, helmed by Rob Mclean, finished the three rounds with three bullets each. Both teams sailed a final race to determine the overall winner.

Podium-places went to:

1) *Die Hard*, Robbie Yearwood (3 pts)
2) *Spider Pig*, Rob Mclean (4 pts)
3) *Island Dreamers*, Mark Sutton (7 pts)

Visit http://pcycgrenada.com for more information.

***FOX* & *Wild T'ing* Win Round the Rocks Race**

Carol Bareuther reports: On March 25th, a half dozen boats, evenly divided between CSA Spinnaker Racing and Non-Spinnaker Racing, took their start off the southeast side of St. Thomas, USVI, for the Round the Rocks Race. This one-day race proved a great tune-up for the 47th St. Thomas International Regatta (see report on page 15).

Sailors reveled in the 15 to 20 knots of easterly breeze on the 17-nautical-mile course that traced along the south side of St. John, rounded LeDuck Island off Coral Bay, and finished back in Cowpet Bay, St. Thomas. The Botin 52 *FOX*, owned and sailed by Victor Wild from San Diego, California, won the Spinnaker class and the Dufour 40 *Wild T'ing*, owned and raced by St. Thomas's Lawrence Aqui, topped Non-Spinnaker.

"This is the most fantastic place we've ever sailed. It's reliable and fun," said Wild, an avid racer who who took delivery of the brand-new *FOX* last year. "We've enjoyed the close starts and tussles with *Blitz.*"

Blitz, St. Thomas' Peter Corr's King 40, finished second and *Chili Pepper*, Puerto Rico's Sebastian Sarh's Beneteau First 10M, ended second in CSA Spinnaker Racing.

"We had a fabulous day," said *Wild T'ing's* Aqui. "It's been a year since we've raced, due to the pandemic. For the first hour, I felt a bit rusty and had to get the feel of the boat again. After that, off we went."

Hotel California Too, St. Thomas' Stephen Schmidt's Santa Cruz 70, placed second and *Trinity III*, American David McDonough's Pearson 37-2, finished third in CSA Non-Spinnaker Racing.

Full results for the Round the Rocks Race are available at https://yachtscoring.com.

Stiff Breezes at St. Maarten National Dinghy Championship

Leonde Vermeulen reports: The 2021 St. Maarten National Dinghy Sailing Championship under the auspices of the Sint Maarten Sailing Federation had a strong entry of 37 boats, coming from the Dutch and French sides of the island as well as St. Barth. Besides being the National Championship, the event also constituted a scoring component of the Grant Thornton Season Championship series.

The Laser Standard class was dominated by St. Barth sailor Benoit Meesemaecker, who scored five wins in seven races. Justin Pieterse, who reached fourth in the overall Laser scoring, ended first in the Laser Radial class. In the smaller Laser 4.7 group, the winner was Emma Lennox, who scored fifth overall. The national champions in this class were Frits Bus, Justin Pieterse, and Emma Lennox. Meesemaecker, not being a resident of St. Maarten, was not eligible for national championship status.

The Optimist class, with 11 entries, was headed by Caii Banting, who had a bad fifth race, in which French-side visitor Emilien le Normand took a win.

Boo Faustin dominated the Laser Pico class and clearly took the title National Champion.

The RS Quest class was led by the team of Summer Jean Morton and Sahil Khatnani, who were winning everything until the last two races, when Mathijs Detering and Delhan and Arthur Banting and Caoimhe Brennan suddenly improved. Still, Summer and Sahil deserved their National Champion title.

Yacht club commodore Garth Steyn ended first in the Jeanneau Sunfast 20 class by winning races four through eight. His response: "Sailing is alive in St. Maarten. What a great day!" Behind him, Nils Jannichsen broke a tie with Robbie Ferron by having two wins. Andrea Scarabelli finished inches behind.

The prizes were awarded by globally recognized sailor Peter Harken, whose expertise in racing stretches from iceboats to America's Cup and who was, with his late brother Olaf, responsible for the development of much of the high technology hardware currently used on racing sailboats.

Due to the damage incurred to the yacht club dock as a result of a superyacht accident, the regatta was creatively managed using alternative locations like Explorer Island and other dockage solutions.

Visit www.smyc.com for more information.

Round Martinique Yole Challenge

Congratulations to Team Brasserie/Sara Energies Nouvelles who, on March 28th, met the challenge to sail around Martinique by yole, non-stop, succeeding in a time of 16 hours, 55 minutes, and 7 seconds. The yole — a sailing dugout canoe — departed Le Marin at 4:00AM under a full moon and sailed clockwise around the island.

Videos of the sail are available at www.facebook.com/BrasserieLorraineSara.



ASSOCIATION YOLE NET 2000



Visiting yachts prepare for the start of Bequia's Un-Regatta.

CANYON DUNCAN

Bequia Easter Un-Regatta

Even though there wasn't any official Bequia Easter Regatta this year, visiting cruisers and local sailors enjoyed a fun around-the-island race on the Easter Sunday.

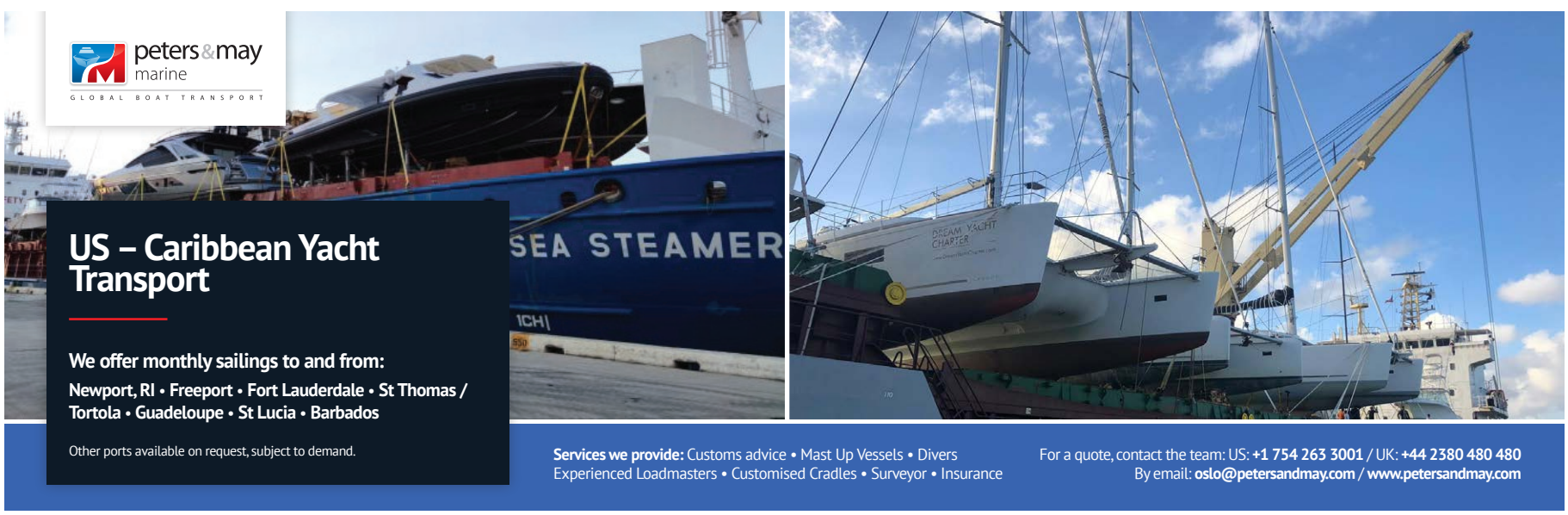
The Hodge Taylor Memorial Round Bequia Fun Sail took place on April 4th. All boats were welcome, and about half a dozen yachts sailed clockwise around the island. There was no skipper's briefing and the "prizegiving" was at the local beach bar of your choice.

ON THE HORIZON

ARC Europe Departs from St. Maarten

With the BVI still closed to visiting yachts, World Cruising Club has chosen IGY Isle de Sol and Simpson Bay Marinas on St. Maarten as the alternative start for ARC Europe 2021.

—Continued on next page



—*Continued from previous page*

The start date remains May 8th, and the schedule for the remainder of the rally remains unchanged. The yachts will make an unsupported stopover in Bermuda, to refuel, re-provision and rest before their Atlantic leg to the Azores, where landfall will be made in Horta.

World Cruising Club wishes to thank IGY Isle de Sol and Simpson Bay Marinas, and Sint Maarten Yacht Club, for their enthusiastic support of this very necessary last minute change to the rally itinerary.

For more information on ARC Europe visit www.worldcruising.com.

A New Regatta: the Carib Marine

Over the past years, St. Maarten sailors have enjoyed two regattas in the month of May: Captain Oliver's Regatta and the Anguilla Regatta. Circumstances do not allow those events this year. So, the Sint Maarten Yacht Club's sailing committee is introducing a new regatta on May 15th and 16th within the borders of Dutch St. Maarten: the Carib Marine Regatta. No passports, no clearing in or out, and no virus testing needed!

On Saturday, after the 10:30AM bridge opening, two short races will start at around 11:00AM in Simpson Bay to warm up. The third race is a longer one that finishes outside of Bobby's Marina in Great Bay. Free dockage is available at Bobby's Marina. The awards will be granted at Aziana restaurant on the dock of the marina. The Multihull class will skip the short races and go straight to a long race, also concluding at Bobby's Marina. Aziana restaurant will offer drinks and dinner specials for regatta participants.

The Sunday start happens at 10:00AM, when two short races in Great Bay will be followed by a longer race that should get you to the bridge for the 3:00PM inbound opening.

For low raters/Cruising class, the long races will have a shortened version. Organizers are hoping for a strong showing of local multihulls.

The award ceremony will take place at SMYC on Sunday at 5.30PM.

Enter at www.smyc.com.

Windward 500 – The Race for a Cleaner Future

The Caribbean Ocean Racing Club introduces the Windward 500 race, an environmentally-focused, low-carbon footprint sailing race series that respects regional Covid-19 protocols, keeps the spirit of sportsmanship alive, and embraces purpose. Competitors can promote relevant businesses in the public and private sector, renewable energy, sustainability, and resilience projects, and lend their voices, stories, photos, and videos in print, online, and in interviews to the efforts that our Caribbean governments, businesses, and individuals are making toward a cleaner future.

Start at 8:30AM on May 17th, to race from your start/finish island — Grenada or Barbados — on one of three courses:

The Windward 500, Course A, is a 500-nautical-mile race from Grenada, past St. Vincent & the Grenadines and St. Lucia, around Diamond Rock off Martinique, beating to windward to pass a waypoint off Sandy Lane on the west coast of Barbados, and running back down to Grenada.

The Windward Sprint, Course B, is a 300-nautical-mile race from Barbados, around Sail Rock and Bequia, and back to Barbados.

The Windward Rally, Course C, offers novice double-handed crews, keen cruisers, and charter fleet captains a safe but challenging 360-nautical-mile windward/leeward race starting in Grenada and sailing in the lee of St. Vincent & the Grenadines.

Because competitors finish at their start island, there is no need for a return delivery of the boat or flights for crews after the event. The Windward Islands offer serious, offshore double-handed racers ideal conditions to train for international double-handed events and the Olympics. Prize giving will be online with suitable recognition for podium finishers and the initiatives that they advocated for.

Visit https://caribbean-sailing.com/windward-500-the-race-for-a-cleaner-future for more information.

Steering the Course – Women's Sailing Festival

World Sailing's new initiative, Steering the Course, has been designed to increase the participation of women in the sport of sailing.

Steering the Course is an international festival that will provide opportunities for women across the world to get into sailing, as well as encourage pathways into coaching and race management. This is a global initiative to bring together sailing communities, highlighting the achievements of women already within the sport and attracting those who have never tried it before.

World Sailing has invited its Member National Authorities to support the event and engage their clubs and centers to take part in the activities suggested.

The Caribbean Sailing Association Board encourages all members, clubs, and programs to host an event on May 30th to drive awareness for female participation in our sport across the region.

What you do on that day is entirely up to you. The booklet provided by World Sailing has some suggestions. Whether it's an awareness day, an open day, a regatta, or workshops, it's about you inviting women into the sport who have not previously been involved and bringing women together as role models to encourage others.

Visit https://caribbean-sailing.com/wp-content/uploads/2021/03/Steering-the-Course-Introduction-Booklet.pdf for more information.

St. Thomas Sailor is Olympics Bound

Allison Chenard reports: St. Thomas native Nikole "Nikki" Barnes recently won the US Trials with her teammate, Lara Dallman-Weiss, and the US Sailing Team is nominating Nikki and Lara to represent the United States at the Tokyo 2020 Games (still officially called 2020 games, just postponed a year, until July 23rd through August 8th, 2021) in the 470 Women's Fleet.



Olympics-bound sailors Lara Dallman-Weiss of Minnesota and Nikki Barnes of St. Thomas, USVI.

UROS KEKUS KLEVA / 470 OLYMPIC SAILING

The 470 World Championships of 2021 closed with the completion of the final medal race on March 13th. Nikki Barnes (St. Thomas, USVI) and Lara Dallman-Weiss (Hugo, Minnesota) placed sixth in the medal race, sustaining their seventh overall ranking.

"It was awesome to sail the medal race today," said Barnes. "Finishing, we were filled with joy, knowing that we'd be nominated by the US Sailing Team to go to the Olympics. We're incredibly happy that we met our two goals for the regatta: qualifying as the top US team and being top eight at the Worlds. We are ready for more!"

In qualifying for her first Olympic Games, Barnes is also the first US Coast Guard active-duty officer to make the Olympics in any sport. She feels the leadership skills she is learning from her Olympic campaign will translate well to her duties as an officer, enhancing the skill set of the service. Through her Covid-related work for the USCG last spring, she earned enough qualifications for a promotion to Lieutenant, all while pursuing an active Olympic campaign.

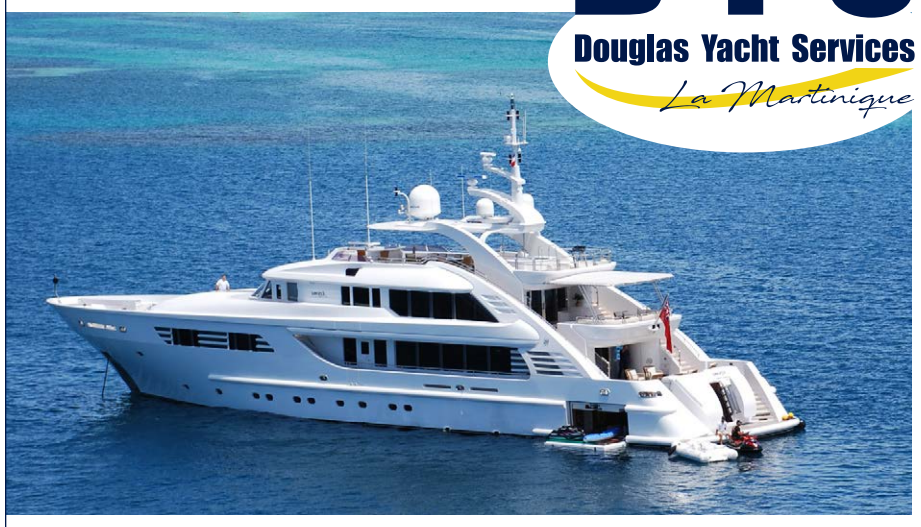
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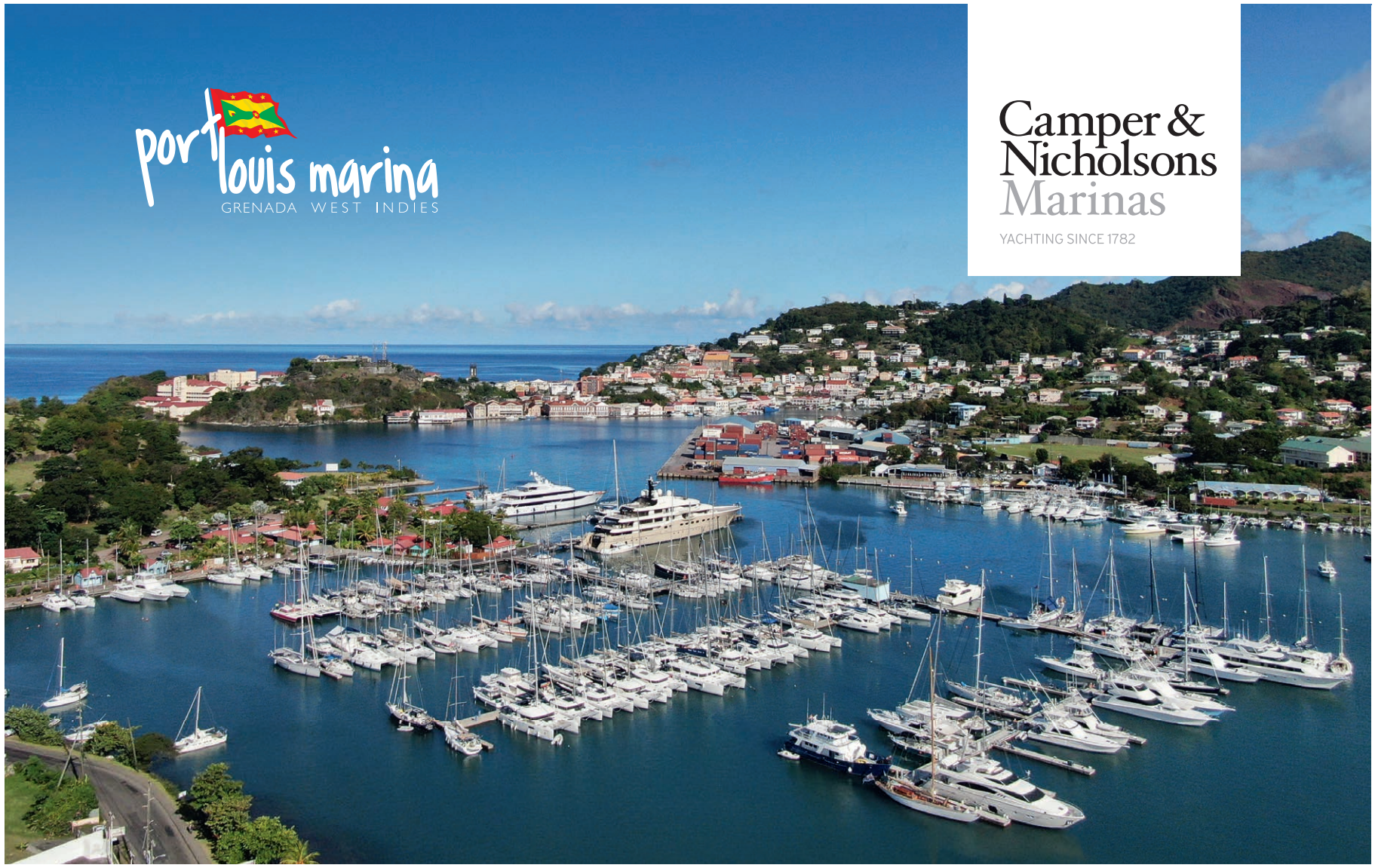
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Successful, Safe and 'the Most Incredible Sailing'!

by Carol Bareuther

The 14 boats at the start line for the IC24 class looked like thoroughbreds straining to be first out of the gate on March 26th, the first day of racing in the 2021 St. Thomas International Regatta (STIR). Such a position is second nature to St. Thomas's John Foster, a four-time Olympian who was one of the founders of this annual regatta, now in its 47th year. But it was Foster's first time "in" the start. While he maneuvered above the line, a gust during a gybe tossed Foster in the drink. "There I was in the water with the whole class, all those bows, coming at us. It was certainly a different perspective," says Foster, who had chartered the IC24 *Huron Girl* from the St. Thomas Sailing Center. It proved a classic man overboard drill with Foster's crew, Florida-based Bobby Weinstein and *Sailing World* magazine writer Mike Hanson, quickly getting the IC under control and Foster climbing up the swim ladder to resume his place at the tiller. Without missing a beat, the trio set off in the class's third race of the day, beating two other boats to the finish.

Thirty-three boats representing all three US Virgin islands, additional Caribbean islands, the USA and Australia raced in four classes: CSA Spinnaker Racing, CSA Non-Spinnaker Racing, One-Design IC24 and Hobie Wave. Breezes were easterly at 15 to 20 knots throughout the day, and a couple of rolling squalls added a few curve balls to the competition.



ALL PHOTOS: DEAN BARNES

The St. Thomas-based Dufour 40 Wild T'ing *triumphed in the CSA Non-Spinnaker Racing Class.*

Below: After six round-the-islands races over three days, the Botin 52 FOX *won the CSA Spinnaker Racing Class.*



On Day Two, sailors in some classes solidified their leads while others lost the top spots they had held yesterday, and those in the eight-boat Hobie Wave class landed on the scoreboard for the first time. Competition proved keen in up to 20 knots of breeze on the round-the-buoy and round-the-islands courses set off and between St. Thomas and St. John.

California-based Victor Wild's Botin 52, *FOX*, lengthened its lead in CSA Spinnaker Racing, with St. Thomas's Peter Corr's King 40, *Blitz*, two points behind. A mere 1.5 points behind in third was St. Croix's Chris Stanton driving the Melges 24, *Brew STX Crew*.

"We thought we were fast, but we're the slowest out there," says Stanton, who literally raced for the start line for today after having to take the Melges' mast down, quickly fit a new shroud made quickly by a local sailmaker, and put the mast back up — all before the 11:00AM start. "Because our class ranges from a 52-footer to us, less than half that length at 24 feet, we all sail by ourselves out there. It's definitely Covid-safe spacing. But on the corrected time, we're all within a minute or two of each other."

In the CSA Non-Spinnaker Class, St. Thomas's Lawrence Aqui, on his Dufour 40, *Wild T'ing*, lengthened his lead over Puerto Rico's Fernando Montilla's Tartan 10, *Timon 2*, from two points to five.

In the IC24 Class, Puerto Rico's Efrain "Fraito" Lugo's *Orion's* first day lead was lost to St. Thomas's Chris Rosenberg's *Bill T*, which rose to the top of the class with a four-point lead.



The IC24 Class takes its start on the first day of racing in STIR 2021.

"It was definitely a learning curve for us on the first day; today we were more consistent," says Rosenberg, whose crew is two-time Olympian Cy Thompson and long-time St. Thomas sailor Addison Caproni. "A four-point lead is nothing in this class. Tomorrow, anything could happen."

The Hobie Wave class sailed for the first time, as for this group STIR is a two-day regatta. Despite finishing first in three races, Nick Bailey finished third after eight races to fellow St. Thomians, father and son Mark and Julian van den Driessche, who placed first and second respectively.

In the end, and after six round-the-islands races over three days, *FOX* won the CSA Spinnaker Racing Class and *Wild T'ing* topped the CSA Non-Spinnaker Racing Class. Following 15 sprint-style windward-leeward races in a trio of days, Chris Rosenberg led the IC24 Class on *Bill T*. Mark van den Driessche, after two days and 16 races, scored the top spot in the Hobie Wave Class. Each class winner received a special edition island timepiece from Cardow Jewelers.

In the CSA Spinnaker Racing Class, *Blitz* finished second and *Brew STX Crew* third. In CSA Non-Spinnaker Racing, *Timon 2* placed second, with fellow islander Jose Teixidor's Hanse 455, *Portomar*, in third. In the Hobie Wave Class, second place went to Julian van den Driessche.

"It has been fantastic to race against such dedicated sailors in our first international regatta with our newest boat, *FOX*," says Wild. "STIR is the most incredible sailing we have ever experienced, and we look forward to returning in 2022!"

A crew familiar with the boat led to *Wild T'ing's* triumph. "Three of our crew have sailed with me for over a decade and the others for four to five years. That's what helped it all come together for us this year. We've been second or third in the past, but this year is a first for a first," says Aqui.



Mark van den Driessche topped the Hobie Wave Class.

The IC24 Class proved the most competitive with it being nearly anyone's win going into the last day of racing. "The first day for us was a learning curve, then on days two and three we homed in on what was working. Addison trimmed the jib perfectly. Cy was spot on with every start within a half a boat length of the line. It takes three to win and that's what we worked hard to accomplish," says Rosenberg.

Everyone was happy to be sailing again. And everyone was very conscious of Covid-19 protocols. It seemed all the sailors knew that the cost to race now is following Covid guidelines. It worked! Social distancing, mask-wearing, limiting crowding, having all drinks served at an outside walk-up window, restrictions on restaurant dining, and ubiquitous hand sanitization stations were among the Covid-19 protocols in place for STIR 2021. On the water, crews in boats such as the one-design IC24 were limited to three this year, and bigger boat classes remained in social bubbles throughout the regatta. Onshore, there were staggered class finishes. There were two awards ceremonies on March 28: 4:00PM for IC24s and Hobie Waves, and 5:00PM for CSA Spinnaker Racing and CSA Non-Spinnaker Racing boats.

Commissioner of Tourism Joseph Boschulte says, "Congratulations to the winners of this year's St. Thomas International Regatta and kudos to the St. Thomas Yacht Club for executing a successful and safe event. The St. Thomas International Regatta was the only major regatta in the Caribbean this year that wasn't canceled due to the Covid-19 pandemic. This is a testament to the insightful leadership and smart policies enacted by the Government of the US Virgin Islands to ensure we can offer fun events and engaging experiences while keeping our residents and visitors safe. We look forward to welcoming everyone back for the amazing schedule of marine events being rolled out throughout the remainder of the year."

Full results for STIR are available at https://yachtscoring.com.

Visit stthomasinternationalregatta.com for more information.

Eastern Puerto Rico: STOP OVER OR STAY!

by Joan Conover



DIANA MARGARITA EMMANUELLI

Dakiti in Culebra is a local and cruiser favorite but must be entered carefully.

Whether you're planning a passage from the Lesser Antilles to the US East Coast or looking for an all-summer destination, Puerto Rico's eastern coast and its offshore islands offer both convenient stopovers and great places to spend some time. The eastern part of Puerto Rico offers excellent opportunities for cruisers to not only enjoy unique cruising experiences but also to tour historic Spanish colonial sites such as Ponce and Old San Juan, hike in protected rainforests, and have adventures with world-class kite surfing and diving opportunities.

But due to changes brought by the recent pandemic what many printed guides don't offer is the most recent local situation for boaters and cruisers.

Trip planning notes

When heading from the Eastern Caribbean to Puerto Rico, a favorite route is via the US Virgin Islands, departing after a fuel stop at Crown Bay Marina, St. Thomas. Pick a weather window to make the westbound passage, and watch for the plastic bleach bottles and buoys marking fish pots and lines. Puerto Rican fishermen are known for the use of plastic bottles as markers and destruction of their fishing gear is not appreciated!

Obviously, the most critical aspect of this passage is local knowledge: how and where to go, information on currents and tides, and accurate charts. Relevant details are found in the NOAA Coast Pilot.

The buoyage system of Puerto Rico is well laid out. However, due to major storms — especially this year with long cold fronts reaching south of the island — damage is possible. Buoys are replaced or repaired as soon as feasible, but this can be a months-long process with US engineers only on site every five months.

NOAA has a current Coast Pilot, March 28th, 2021, updated weekly and monthly. It is available for free download at https://nauticalcharts.noaa.gov/publications/coast-pilot/download.php?book=5. Puerto Rico is covered in Chapter 13, but keep in mind that the content is updated frequently with



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Left: There's plenty to see and do in the town of Fajardo.

new information on pilotage, buoys and other important details. Other subjects mentioned are hurricane holes, entry, currents, tides, and further critical data. It's a must read.

A word on charts

The use of current navigation charts is crucial when cruising Puerto Rico, known for its reefs and currents. Paper products can be purchased as print-on-demand from vendors including Imray (www.imray.com) and others. But these may not have all details included with the NOAA electronic nautical chart (ENC) products. NOAA is in the process of changing their process of providing map/chart data, with a focus on electronic formats (see https://nauticalcharts.noaa.gov/charts/noaa-raster-charts.html). Items such as dangers to navigation identified during a NOAA survey are still updated on the raster nautical chart (RNC) or paper chart. However, the survey itself is no longer applied to the RNC or paper chart — only to the ENC. Shoreline updates are likewise generally no longer being made to the RNC or paper charts.

Vessels are encouraged by NOAA to utilize ENCs as well as raster or paper charts. Paper charts continue to be updated with all corrections included in the Chart Corrections Section of the US Coast Guard's Local Notice to Mariners. But as products diverge, some recent data (2018) for Puerto Rico charts is only on the ENCs (electronic chart/chart plotter formats). As much as possible, cruisers should make arrangements to obtain updated chart data from their vendors, or download current files from NOAA.

There will be additional Puerto Rico 2018 Nearshore LIDAR data released in the near future. Some of the data is already partially available in ENCs, but may not be in the raster or paper products. Quite a few surveys for Puerto Rico in general have been applied to the ENC, but again not the RNC or paper. The process sounds confusing? It is.

Entry tips

Puerto Rico requires that all arriving vessels check in, even US-flagged vessels coming from the US Virgin Islands. All private vessels must check in via the ROAM application. For full information on Customs visit www.cbp.gov/travel/pleasure-boats-private-flyers/pleasure-boat-locations/pr-us-vi.

Covid has made complying with arrival protocols even more critical. After its first terrible impact and subsequent lockdown, Puerto Rico has been very proactive. As of this writing they have immunized approximately 30 percent of their citizens, one of the best success stories anywhere.

It is suggested (and in practice often required) that cruising boats arrive with recent negative Covid-19 test results for each crewmember. Without a valid test, expect 14-day quarantine at anchor or at a one of the three entry facilities or marinas, such as Puerto del Rey. Covid vaccination is not an acceptable alternative to a test. You should expect to take another test on arrival. Masks and social distancing are requirements as well.

Noonsite.com has excellent updated information on Puerto Rico. However, the situation is fluid, so visiting vessels should check out marina options prior to arrival, and call ahead to get the latest information.

Hurricane season options

Hurricane facilities exist. Puerto del Rey (https://puertodelrey.com) is one of the premier haulouts on the island's east coast, offering an extensive system of tie-downs and vessel-care programs. Hurricane harbors include the bays of San Juan, Guánica, Guayanilla and Jobos on Puerto Rico itself, and Ensenada Honda on Isla de Culebra. The mangrove swamp of Jobos Bay, located on the southeastern coastline Guayama and Salinas, offers the most protected hurricane hole.

Prior arrangements are required for haulouts. Before going to Jobos Bay, checking with a local marina such as Salinas (www.marinadesalinas.com) would be advisable.

Diana Margarita (www.weareislandbound.com) is also a resource for cruisers. Diana is a member of the board of directors of the Puerto Rico Sailing Federation and a principal race officer at international regattas, and was lead coordinator for maritime relief efforts after the devastating 2017 hurricane season. She is located near Salinas, at Ponce, but knows the entire marine industry of Puerto Rico very well.

Marinas and shops

In the northeast part of mainland Puerto Rico, at Fajardo, there are several marinas favored by cruisers in the region. The primary marina taking transient cruising yachts at this time is Puerto del Rey (https://puertodelrey.com). Marina Puerto Chico (www.gcmarinas.com) is currently in renovation and is said to become a superyacht marina. Villa Marina (info@villamarinapr.com) was recently acquired by Puerto Chico and will be following suit in changing their market to powerboats. Besides Puerto del Rey, Palmas del Mar Yacht Club (www.theyachtclubmarina.com), on the east coast just south of Fajardo in Humacao, has been welcoming to cruisers.



MARINA PUERTO DEL REY

Above: The primary marina taking transient cruising yachts at this time is Puerto del Rey.

Fajardo did not experience serious damage during the 2017 hurricane season, but as in other places, Covid has impacted businesses.

Anna Blaise (*S/V Solar Flare*), formerly at Sunbay Marina, provided us with information on what is available in Fajardo as of the end of December 2020. As a cruiser who lived aboard in Puerto Rico, she shared some of her favorite places.

She says, "A lot of small shops are open in Fajardo. West Marine is nearby and doing a brisk business. They are very nice. It's probably the biggest West Marine I've been in and as long as something is in their catalog they can get it for you. The Walmart and Econo are still there in the Fajardo Plaza. A bank, Oriental (formerly Scotia Bank), is open at the plaza, and up the hill from that bank is an AT&T store.

"Skipper Shop at Dos Marinas is open and reasonably well stocked too, with very friendly staff. The Wash N Post laundry next door is quite busy but no problem if you go at non-peak hours. We used to go there all the time before Sunbay upgraded their laundromat. Across the street there is a great little *panadería* with great sandwiches, and a convenience store next door. Also Fajardo Sails run by Heather is upstairs. Ceiba also has a Skipper Shop. Luquillo has a great little post office with very nice staff. We basically did our business there because it was far easier for me to drive to than the main post office in downtown Fajardo.

"Two more Fajardo establishments to mention: CVS is a pretty good sized, well stocked, regular pharmacy. The other is Digital Drop on Conquistador, very nice copy/printing/fax/ scanning, and can do FedEx with some constraints (you can send with a prepaid label or if you have a FedEx account)."

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Sunbay Marina (www.sunbaymarina.com) is not taking transients at this time (concern is for the Covid situation, and will change if and when the pandemic resolves) but the manager, Olga Perez, a special Seven Seas Cruising Association Cruising Station Host, is always happy to answer any questions cruisers may have. She is known to offer suggestions, cruising guidance and help to all cruisers, even if their vessel is not using the marina facilities. Her late husband built the marina from the ground up, opening it in 2008. Check the website to contact Olga.

Puerto del Rey, just to the south of Sunbay, is a large, well protected, and excellent facility, with an excellent list of frequently asked questions on their website (http://puertodelrey.com/faq). The marina is located at 18˚17.3' North and 65˚38' West on Puerto Rico's eastern shore, six nautical miles south of Cabo San Juan, the northeast corner of Puerto Rico. The entrance is clearly marked on charts, with red and green flashing beacons. The entrance channel is over 200 feet wide with a controlling depth at the marina entrance of 15 feet. They respond on VHF channel 71. They are known as a hurricane haulout, with the ability to store several hundred vessels with specialized tie downs and a unique hurricane haulout program for vessels under their care during the off season.

Further to the south is the former US Navy facility of Roosevelt Roads. This harbor is restricted. No progress is seen on the development plans started ten years ago.

Culebra

The small offshore islands of eastern Puerto Rico include Culebra. Culebra's main harbor, Ensenada Honda, is a known hurricane hole. The entry is marked, but follow the Coastal Pilot directions and charts carefully — boats have been known to end up on the reef to the west as they try to pass through the rather narrow entry, which is marked with buoys. Ensenada Honda has good anchoring areas on both sides of Pirate Island, but watch for sunken vessels from previous storms. This year's strong northerly winds dropped south below Puerto Rico, a major change from the traditional trades, and harbors were impacted. For reef-surrounded channels, it's not advisable to enter at night or in strong winds.

Ensenada Honda is experiencing significant increases in the number of boats competing for anchorage areas. With local boaters coming from Puerto Rico during holidays and the local summer boating season, plus charter traffic from the US Virgin Islands, expect crowding in the anchorage. There is a small anchorage to the east side as you enter, showing about ten feet of depth, that locals use. However, most boats find anchorage at the head of the harbor. On the town of Dewey side is a public dock where dinghies can tie up.



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Culebra's main harbor, Ensenada Honda, is a known hurricane hole.

A good road goes up the hill to Dewey proper and to the western side where the ferry terminal is located. Note that because of a dispute, at the time of this writing the local ferry is not running to Culebra, making supplies scarce for locals, let alone visitors.

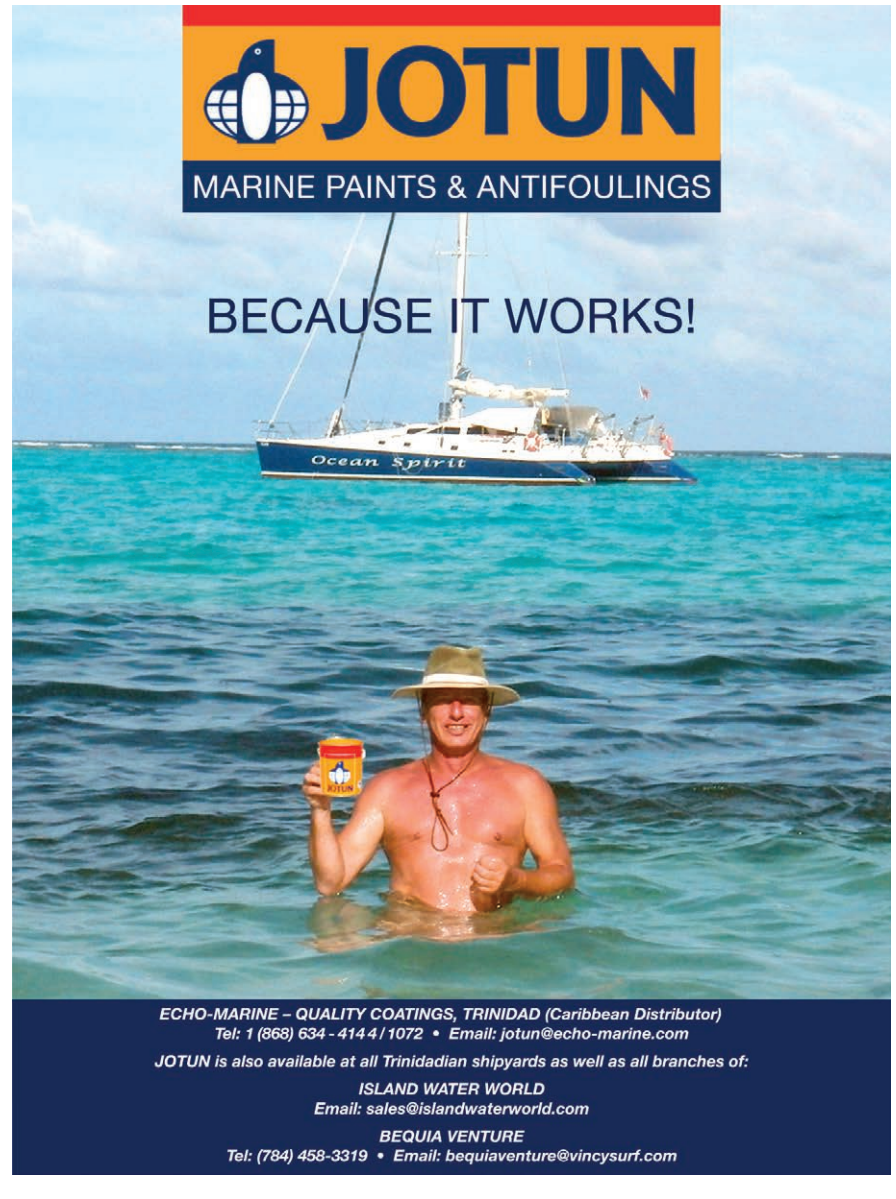
Walking to the northern beaches, visitors can find interesting deserted military equipment in the sand.

A warning: the Luis Peña Channel Natural Reserve on the southwest side of Culebra contains beautiful coral reefs with a diverse array of sea creatures. It is a "no take" area clearly marked by buoys, and fishing of any kind is strictly prohibited. Beaches within the reserve include Melones, Tamarindo, Carlos Rosario, and Honeymoon, among others. Dakiti is a local and cruiser favorite but must be entered carefully. There are moorings available or you could anchor alongside them, although it is recommended NOT to anchor.

Cruising eastern Puerto Rico offers unique opportunities. The coastline and offshore islands are within a day's sail of St. Thomas, St. John and St. Croix. These routes make up a northern Caribbean sailing triangle comprised of St. Thomas/St. John, mainland Puerto Rico and St. Croix, taking advantage of tradewinds and the protected areas of these northern Caribbean islands. The wind shadow of St. Thomas simplifies passages to and from Puerto Rico's marinas and anchorages. With available facilities, various harbors and interesting anchorages, eastern Puerto Rico is a place to for cruisers to visit and enjoy.

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







IMPORTANT AZORES UPDATE

by Linda Lane Thornton

It's migration time, and many yachts heading to Europe from the Caribbean are planning to make a stop in the Azores. I'd like to offer an important update to my article "The Azores 2021: Lajes des Flores and Hurricane Lorenzo," which apeared in last month's *Compass* (see page 16 at www.caribbeancompass.com/online/april21compass_online.pdf)

At the moment, with the Covid situation still uncertain, the port of Horta, on the island of Faial, is the only port of entry in the Azores allowed for yachts coming from the Caribbean and the eastern seaboard of the USA/Canada. Yachts should not stop at Flores or any other islands before undertaking the process at Horta that is outlined in the sidebar below.

As described by Don Street in his *Transatlantic Crossing Guide* (published in 1989 with a loose page supplement issued 1990, available from Amazon) there were once three anchorages on the island of Flores used by yachts: Lajes das Flores, Santa Cruz das Flores and the whale factory anchorage.

Lajes and the whale factory anchorage still make viable stops for yachts after clearing in and being tested for Covid at Horta. However, yachts are no longer allowed at Santa Cruz das Flores. There is ongoing major construction work to provide a harbour for whale-watching boats, fishing boats and the "ferry" to Corvo (currently a 20-person RIB). It used to be a hair-raising entrance (I went in there in 1980) and, although too late for us sailors, many of the rocks have been blasted out to provide safe passage for the ferry.

Don notes that at Lajes, you can anchor in 60 to 80 feet of water northeast of the village and dinghy ashore. You are sheltered from winds from the southwest clockwise around to the north, but completely open to the east. If the wind comes in from the east, pick up the anchor and head to Horta and Faial. Ashore at Lajes you will find a small hamlet, grocery store, friendly bar and restaurant with internet connections and TV, plus very friendly and informative taxi drivers available for hire. In dinghy distance northeast of the anchorage you will find a wonderful waterfall coming down on the beach.



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Horta is currently the only port of entry allowed for yachts coming from the Caribbean.

Another usable anchorage is half a mile north of Santa Cruz — the whale factory anchorage. Don advises you to anchor bow out, back in and secure with stern lines. Your anchor will be pulling uphill so even though the water is deep you will not need the standard scope. It is important to anchor bow out: he recalls that four boats were lost in here because they dropped a stern anchor and moored bow in. When the wind came in from the east and they tried to leave, they wrapped their stern anchor lines around their propellers. When anchoring, make some arrangement so that if you have to leave in a hurry but your anchor is fouled and you cannot retrieve it, you can drop and buoy your anchor line and retrieve it later.

From the whale factory anchorage it is a very picturesque short walk to town.

After you've complied with the entry formalities in Horta, Flores is an island to be visited and enjoyed — with the permission of the authorities beforehand.

For updates including current entry information and Covid protocols see www.noonsite.com/place/azores.

Port of Horta Update

Duncan Sweet of Mid Atlantic Yacht Services (www.midatlanticyachtservices.com) reports: The Port of Horta is open and subject to the following Covid protocols.

As you approach the harbor entrance all vessels must call Horta Marina on VHF Ch. 16/10. You will be given guidance on anchoring options and asked to check in again on VHF when you are settled to provide details on vessel, crew, last port, days underway, etcetera.

You will also be given information regarding PCR testing to be administered soon after arrival. Normally, the Maritime Police will collect you from the yacht at anchor and take you to the new ferry and passenger terminal at the north end of the Port of Horta for your test. All crew are welcome ashore with a negative result, usually available 12 to 24 hours after testing, and you will be given a berth assignment as available.

If visitors remain in the Azores on the sixth day following their initial test, all crew are required to be tested again. On the 12th day after the initial test, you will have to have your third and final test. The second and third tests can be scheduled and administered on any of the Azorean islands, though the sixth and 12th day timing must be strictly respected. After the final test you will be given a PCR test certificate proving your negative test regime and will be free to circulate among the nine islands without restriction.

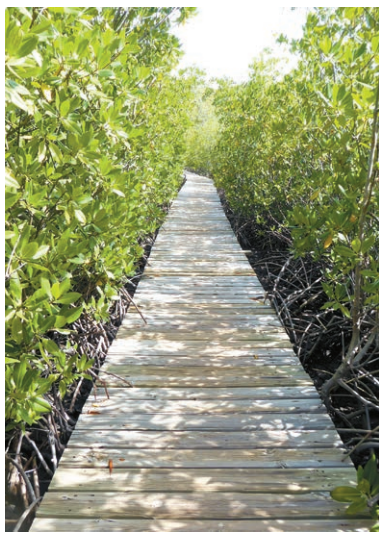
If you only need a quick stop for supplies and fuel with no testing or shore leave, the marina will make a quarantine berth available when possible for this purpose (plus minor repairs), but all crew will be confined to the small quarantine area of the South Marina.



We made a short detour to see the lighthouse.

A Walking Tour in Martinique: Caravelle Peninsula

by Angelika Grüner



The mangrove forest is a contrast to the desert-like east coast.

Because of the Corona situation the crew of *Angelos* decided to spend the whole sailing season in Martinique this year. As German citizens, here we have all the benefits of the EU; even our health insurance is valid. Plus, there are plenty of good anchorages and places to explore.

After the usual maintenance on our Colin Archer steel double-ender, *Angelos*, we started sailing. From Le Marin we sailed clockwise around Martinique. The water on the west side is beautifully clear, so we enjoyed exploring the reefs. There are many more anchorages than mentioned in Chris Doyle's guide and nearly every day we did a little bit of sailing. One good thing about staying on the same island is that everything aboard can stay in place: I wasn't always packing away my loose things for another inter-island passage. It felt like small boat sailing in old days. And I didn't get seasick!

This year it was not so easy to rent a car; many agencies were closed. But from the anchorage in Fort de France we took the inexpensive public bus to the airport, where all car rentals were open.



On the east coast the landscape becomes more barren.

One of our trips brought us to La Trinité on the northeast side, and further on along the Peninsula Caravelle, until the road ends at the Réserve Naturelle de la Presqu'ile de la Caravelle.

From there we started walking clockwise. We enjoyed the easy path; it's mostly in the shade and well marked. We walked up to the lighthouse where we had a fantastic view towards La Trinité and down into the Bay du Tresor. From the lighthouse the path goes downhill towards the meteorological station. From there the landscape changes completely into a desert. We walked over stones and hills along the rough east coast. Breakers smash constantly onto the cliffs; they have shaped them for thousands of years.



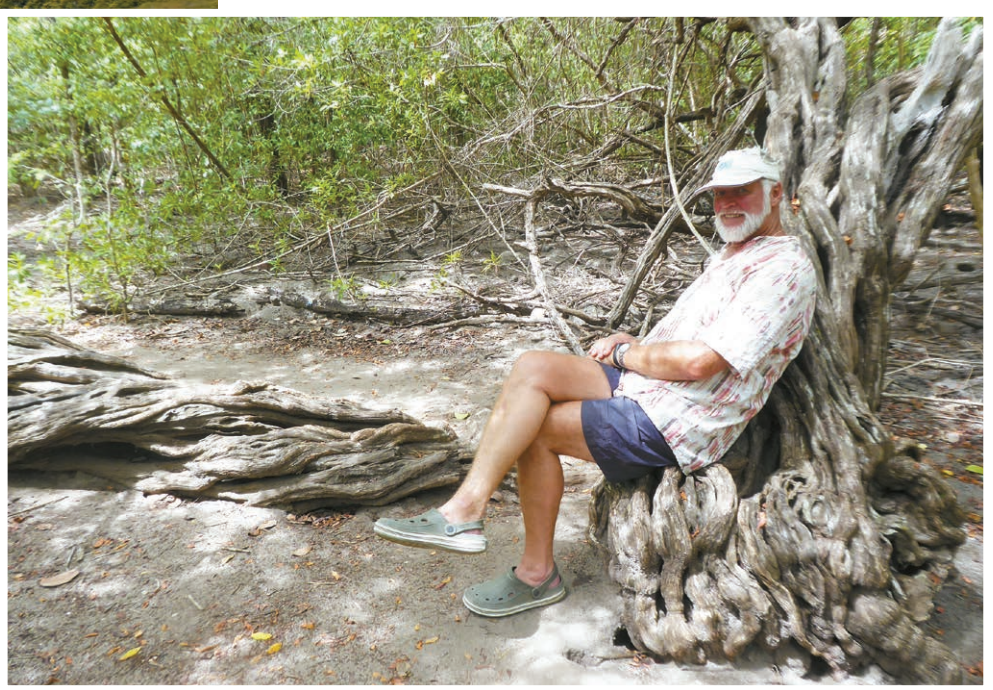
From the lighthouse we had a fantastic view towards La Trinité and down into the Bay du Tresor.

We took the longer circular tour, always along the coast, till we ended in the mangrove forest where we could walk in the shade again.

At the end of our tour we reached the museum of the old coffee and sugar plantation Chateau Dubuc. There we relaxed for a while, longing for a cold drink while enjoying a spectacular view of Bay du Tresor again, before heading to the parking lot. After five hours of constant walking we fell into our car seats.

But in all it was a wonderful hike, which we don't want you to miss. We walked slowly. But young people, I am sure, will do that walk in three to four hours. Don't forget to take water along.

Later during our sailing circumnavigation of Martinique we anchored at Bay du Tresor, this time viewing the lighthouse from below.



Right: We walked slowly and found perfect spots to relax.

WHERE IS THE DINGHY DOCK?

by JoAnne and Bill Harris





Above: The welcoming entryway to the palapa

Inset left: The open-air palapa, where cruisers are welcome to gather.

On March 29th, 2021, we celebrated 13 years of cruising full time aboard our trimaran, *Ultra*. During those years and long before, we explored so many wonderful places by land, air and sea. Little did we know that a worldwide pandemic would bring our globe trekking to a screeching halt. In our case, the screech occurred on Roatan, in the Bay Islands of Honduras.

During travels by cruising boat, there is always that burning question upon arrival in a new destination: "Where is the dinghy dock?" This is a super-important question. All cruisers anchored out eventually need convenient access to the shore to do their food provisioning, buy fuel, get boat parts, go sightseeing and much, much more. Sometimes dragging the dinghy up on the beach just doesn't get it.



The property had also become in need of maintenance and we cruisers were delighted to help.

Upon our arrival at French Harbour, Roatan, in January 2020, we were excited to reunite with Sherman Arch, known as Mister Sherman, and his family, as well as other local friends we had not seen in almost seven years. We had a blast meeting up with old friends and were also were delighted to meet many new people and make new ones.

Arch family history

Mister Sherman Arch's grandfather emigrated to Roatan in around 1895 from Liverpool, England, where he was a boatbuilder and fisherman. He and his wife had four children. Land was cheap back then, so Grandfather Arch purchased several pieces of property in French Cay. However, he soon had to sell pieces of land just to purchase groceries to feed his family when the times got hard. Mister Sherman's father was born in Roatan, and he too grew up to be a boatbuilder and fisherman. He married and had ten children, and following in his father's footsteps, he too had to sell some property to support his family.

Mister Sherman followed family tradition and became a boatbuilder and fisherman. He and his wife, Mrs. Patrona, have four children, Gale, Sarah, Sherman Jr. and Samuel. Mister Sherman's sons also have followed the boatbuilders' and fishermen's tradition.

The Arch Iguana & Wildlife Reserve

The Roatan spiny-tailed iguana or *garrobo* (*Ctenosaura oedirhina de Queiroz*) is a species found only on Roatan and some small surrounding cays. It is considered endangered.

In 1980, Mister Sherman began the Arch Iguana Reserve to protect the local iguanas and began educating fellow islanders to not eat the iguanas since they were on the verge of extinction. He explained that the local island deer, wild hogs and other creatures had already been hunted to extinction. The Reserve became a popular place for tourists to visit.

The Arch Iguana & Wildlife Reserve was going well upon our arrival. However, in March of 2020, Roatan's lockdown began. (To date, the island's maritime borders are still closed.) Therefore, many islanders instantly became unemployed and businesses began struggling to survive. Mister Sherman, a pillar of this community and well known throughout the Bay Islands for his tremendous conservation efforts, has experienced these very same challenges. He, his extended family and many others have been employed and supported for years by the Reserve and without tourism, the Reserve suffered tremendously. Without guests and with no income, just one or two employees remained.

The Reserve has beautiful animals including macaws, a peacock, green parrots, geese, ducks, chickens, island water rabbits and tarpon, in addition to hundreds of iguanas. All are well cared for and need food twice a day, every day, as well as routine medical care. Mrs. Patrona quickly assumed the huge responsibility of caring and feeding for all of the animals, since they could no longer afford to pay employees to do it.

→



How could we help?

We are always trying to help others and have been involved with a number of community projects here on Roatan. We asked Mister Sherman if there was something we could do to help him, too. He and his family are usually the givers, and in the past they were always sharing with the entire community and especially those in need. Now with the pandemic, the tables were turned, and they needed help.



They had always had the dream of building a dinghy dock to welcome cruisers. Before the pandemic there was not time to build the dinghy dock, since everyday life was extremely busy. Then, when the lockdown came and no more tourists arrived, they had the time, but not the money. Lumber and other building materials are extremely expensive here. Therefore, the Arch Dinghy Dock plans were put on hold.

We offered our help. Since cruisers needed a convenient place to come ashore — especially at a place that provides great services and amenities — and the Reserve needed visitors, it would be a win-win.

Due to the fact that many employees had been laid off, the property had also become in great need of a cleanup, maintenance and several repairs. We and other cruisers were extremely delighted to help.

A huge thank you goes out to Paul and Sabina of *S/V Chat-Eau*, Dave and Anna of *S/V Tamerisk*, Joe, Carla, and Ethan of *S/V Mahi*, Jeff and Katya of *S/V Canela*, Marcos and Margie of *S/V Island Kea*, Bob and Terry of *S/V Gypsy Wife*, Tom and Kristie of *S/V La Favorita*, Roy and Madeleine of *S/V Mithril*, for helping us. Together we pressure washed, repaired, cleaned and painted the Arch Iguana & Wildlife Reserve property and worked on the new dinghy dock.

JoAnne even filled in as a tour guide one day when a guest showed up after hours and wished for a tour. The generous visitor gave a tip of US$50, which was used immediately to purchase more food for the animals the next day.

The cost of feeding the animals alone is almost US$1,200 per month. Adding to that the cost of vehicle payments, utility payments, the family's food bills and more, it has really been tough financially for the Arches to support the reserve for over a year. All the while Mister Sherman is still trying to run his boatbuilding business, which has become an immense challenge. Boats were already in the works before the pandemic, and now those clients are struggling to pay him for the work and materials he has invested in their boat project. To make more fun memories and to also supplement his income, we have gone deep sea fishing and trolling with Mister Sherman several times to help him catch fish to sell within the community.

The new Arch Dinghy Dock & Cruisers' Palapa

After almost one month, a great team comprised of cruisers, the Arch family and local friends completed a new and safe dinghy dock for the cruisers that come to anchor in beautiful French Harbour. The dinghy dock is complete with cleats and a secure area to chain your dinghy. On the shore is a delightful open-air palapa where cruisers can congregate and relax. The ribbon cutting party was held on April 3rd, 2021, and all of the cruisers in the anchorage in French Harbour were invited to participate.

The new Arch Dinghy Dock & Cruisers' Palapa is located on the waterfront of the Arch Iguana & Wildlife Reserve and offers an amazing range of technical yacht services to all of the boats in the anchorage. The extremely knowledgeable and friendly Arch family and staff are eager to meet, greet and offer all of you help! Additional amenities include weekly shopping buses, movie nights, barbecue potluck parties, a cruisers' work area, yoga and aerobic classes, volunteer opportunities and much more! There's even a designated dog walking area.

The Arch family takes tremendous pride in giving back to the entire community by using all of the proceeds from the new Arch Dinghy Dock & Cruisers' Palapa for the preservation, conservation, cleaning, and patrolling of the marine park no-take zone that Mister Sherman created over 12 years ago when it had been totally depleted. The Arch family patrols the marine park to keep poachers away from the lobsters, fish, conch, octopus, and more. The area is so packed with lobsters now that it is nicknamed "Lobster City." It is now teeming with sea life for all of the islanders and tourists from far and near to come and enjoy.

It was heaps of hard work with some blood, sweat and tears caused by the sweat in our eyes to work on the Arch Dinghy Dock & Cruisers' Palapa as well as the Arch Iguana & Wildlife Reserve. In the end, a tremendous accomplishment was made and the Arch family's dreams came true. It also provided something amazing for all of the cruisers to enjoy when they visit here in French Harbour. The Marine Park also benefits since income from the dinghy dock provides funds for maintenance and fuel for the patrol boats, the moorings, community education, recording of the various sea life, and much more. It is a definite win-win for everyone!

The Arches have also volunteered for several of our *Ultra* community projects including mangrove, beach and reef cleanups, a mangrove planting project, making and installing the new playground at the Hilltop School in French Cay, and much more.

Top left: Cruisers and the Arches – proud of the new Arch Dinghy Dock & Cruisers' Palapa.

Bottom left: Mister Sherman Arch, his wife Mrs. Patrona, and other family members will welcome you to Roatan.

Below: They had always had the dream of building a dinghy dock to welcome cruisers.



In January 2020, we were honored to become the Seven Seas Cruising Association cruising hosts for Honduras, and a few weeks later the Ocean Cruising Club port officers for Honduras. The new Arch Dinghy Dock & Cruisers' Palapa became our Cruising Station location for both.

The Arch Dinghy Dock & Cruisers' Palapa is located at 16°21.307N and 86°26.443W.

Now you know where the dinghy dock is.

If you wish to participate in or support any of our Ultra Community Projects, please contact us through Facebook Messenger at: Bill N JoAnne Harris. To see more of our community projects visit our YouTube Channel at www.youtube.com/channel/UCyTGp4VWo4RP5-zsx8RfxuQ *or www.patreon.com/yachtultraadventures*

50 WAYS

by Jim Hutchinson



I land on the middle of the bay's long beach, in front of Phyllis's supermarket, where also are a dive shop and a restaurant. Pulled up on the beach are a plastic beach kayak, an inflatable kayak, a surfboard with a paddle, and a hard rowing dinghy. An outboard powered inflatable is nosed onto the beach with a line ashore. I pull my strange little sailing canoe up among them. There must be 50 ways to get ashore.

Really? Maybe. Different? By what criteria?

The bay I'm in has a wonderful assortment of dinghies and dinghy substitutes. Propulsion options include single paddle, kayak paddles, rowing, sculling, sailing and power. Most dinghy-sized vessels are monohull, but I've seen catamaran and trimaran too. Some hard dinghies look like a "proper" dinghy, "a small open rowing boat," as defined by my dated sailing dictionary: boats of varying size, shape, configuration and construction. Some are little more than plywood boxes. There are also fold-boats, with bottom and side pieces gasketed together so that they fold flat for stowage. Once in a while you see a genuine dugout canoe.

Board boats range from surfboards and stand-up paddleboards to windsurfers and Sunfish and Laser types.

Other ways ashore range from swimming to water taxis and beyond. I've seen a superyacht landing people with a helicopter and I once saw Jimmy Buffet land his seaplane off St. George's and taxi in. It's a long time since we've had a report of walking on water but I've grounded in depths shallow enough to wade ashore.

Or you could dock your yacht and simply step ashore.

Even swimming offers variations. A mask and snorkel make it more interesting, fins make it easier and a T-shirt or wetsuit might be desirable, even a close-fitting lifejacket. A kickboard carrying your payload could be pushed or a drybag or float towed. And, of course, there is noodling.

Inflatables come in several categories, from pool-toys, inflatable kayaks and antique Avon Redcrests (from back when inflatables were called rafts, not dinghies) to removable-floorboard roll-ups, RIBs and SUVs (Sporty Utility Vessels with consoles, lockers, even biminis). A few inflatables can be rowed — depending on the wind. Their outboard motors can be electric, two- or four-stroke gasoline, even diesel. And there are a couple of inflatables that sail well.

A photomontage of differing methods would be fun. Fifty of them? An assortment that is novel, unique, visually interesting, preferably showing action? How could such photos be found? Post notices? A *Compass* Readers' Forum letter? Even once found, assembling a 50-photo montage would be a project. I reminded myself that I'm a writer, not a photographer. Maybe someone else wants to do it... maybe even *Compass*.

Even if the photos were interesting, wouldn't a caption highlighting the vessel or method's distinct qualities make it better?

Were someone to take on such a project, here are some photos I might offer (left to right, top to bottom):

I dubbed my first attempt at a sailing dinghy, *Trampers*, a "twist-o-flex" boat. It was an inflatable kayak with PVC mast and yard. I paddled ashore against the wind then sailed home. The rig and boat twisted out of the way when hit by a gust.

My first *Fran* — named for my mother, who had a good sense of humor — was three boxes bolted together. The center box was a custom fit in my big boat's cockpit legwell, the two ends nested on the foredeck — an 11-foot dinghy securely stowed using three and a half feet of deck. She was too narrow for oars and I had to sit high to paddle kayak fashion.

Fran II was the same idea but much refined. She had serious flotation fore and aft (removable aft) and sailed well. Judith, one of many I taught to sail *Fran*, swam ashore from the outer anchorage daily (and once swam from Hillsborough to Tyrrel Bay), so learning to sail *Fran* was just another adventure. She already had her way ashore.

Dan's *Igon* began as a two-piece rowing dinghy found wrecked on a beach. He turned her into something sublime. The shape of her hull and sail are readily apparent. Her wooden spars were patiently shaped and she is adorned with bronze fittings.

Willie's little double-ended dinghy is *No Complain*. Early morning in Admiralty Bay, Bequia, he would row out and catch breakfast, which he cooked on the beach over a burning coconut husk while he worked on his crafts. Then he rowed up through the anchorage whistling pleasant tunes and showing his crafts to yachts that seemed interested. Then he sailed home powered by a wind scoop.

Before Dan found *Igon*, he invented a sailing rig for *Ziggy*, a big, heavy fiberglass dinghy that was never intended to sail. Dan and *Ziggy* taught each other how to do it.

Chris and Yann's dinghy had a leeboard on only one side. I'd thought you'd need one for either side, for both tacks — nope. The sailing rig was salvaged from some high-tech board boat — it even had roller furling. Chris was often seen outside of the anchorage in the early morning trolling. He would catch what he and Yann needed then sail home. Dinghies aren't just for getting ashore.

Back Again might be taking things a bit far. She was a "crazy craft," "anything that will float but a boat." But she won her race and wound up on a Bequia Regatta postcard. *Back Again* is the only racing boat I've ever built.

Somewhere I've got a photo of the eight-foot inflatable I started with, which was small enough to row and had a raised transom to accommodate the long-shaft outboard that powered *Ambia*, my big boat.

An inflatable with an outboard can get you ashore too.

Photo Challenge: 'How I Get Ashore!'

Hutch reckons there are 50 ways to get ashore from your boat. Are there? Let's accept the challenge!

Send a photo of how YOU get ashore — inflatable with outboard, rowing dinghy, sailing dinghy, kayak, paddleboard, windsurfer, noodles, fins — or something else entirely?

Set your phone or camera to the largest image setting, snap your getting-ashore vehicle of choice, and send the picture to sally@caribbeancompass.com.

If we succeed in getting different 50 ways, your photos will appear in a full-page montage in a future issue of *Compass*. It might even be suitable for framing!

Pro Tips for Laying Your Boat Up Ashore

by Don Street

The importance of reducing windage

When laying up a boat to withstand a hurricane, whether in a marina or a boatyard, everything possible should be done to minimize windage.

Few sailors, yard and marina owners, or insurance underwriters realize the amount of pressure per square foot generated by high winds. The pressure per square foot goes up with the *square* of the wind velocity. At 60 mph the pressure is nine pounds per square foot; at 120 mph it is 37 pounds per square foot; at 180 mph it is 83 pounds per square foot!

So, then comes the question: should the mast be unstepped for hurricane storage? The load in pounds on a 60-foot mast is exerted 30 feet above the deck. At 100 mph, the load is 1,700 pounds; at 120 mph, 2,245 pounds; at 140 mph, 3,350 pounds; at 160 mph, 2,425 pounds; and at 180 mph, 5,450 pounds. These loads *might* be bearable when the wind is in line with the axis of the boat. But with the wind on the beam, with these loads centered at 30 feet above the deck, will a boat on the hard stay upright? Unstepping the mast also gives you the chance to give it a good overhaul.



WIKIMEDIA

The jackstands are on pads and are connected port and starboard with chain. So far, so good. But before leaving, reduce windage by removing all canvas and loose gear.

Even if you decide to leave the mast standing, dodgers, biminis, spray curtains, and *all* sails should come off. Wrapping a roller-furling jib in its sheets *might* keep it from unfurling, but this gift-wrapped bundle presents a lot of windage aloft. All halyards except the main halyard should be run up to the top of the mast. The boom can be detached and lashed down along the toerail.

The load on dock lines in a marina also goes up with the square of the wind velocity. Thus the load on your dock lines at 40 knots is *four* times that at 20 knots. Three-quarter-inch three-strand nylon has a breaking strain of 12,600 pounds — but this figure is for dry line. Wet nylon loses 20 percent of its strength. A splice costs another ten percent and a knot 15 percent.

More hurricane layup thoughts

All boats stored on the hard during hurricane season should be chocked with one jackstand for every eight feet of waterline length. Jackstands must be tied together port and starboard with chain or connected with rebar welded to the stands. Plywood pads must be placed under all jackstands so that they do not sink into soft, rain-soaked ground. The handles must be wired so the jacks cannot unwind. For boats with especially deep keels, the keel should be in a pit dug into the ground to reduce the vessel's windage aloft.

When laying up a boat to withstand a hurricane on the hard, pull a through-hull so rainwater that is driven below will drain out rather than flood the boat. On the outside of the drain hole, secure two small rods forming an X, or wide wire mesh, to make sure a rat cannot enter the boat. I know of a couple of boats that have had this happen with disastrous results. Also make sure there are no termite tracks from nearby buildings or dead trees. I have heard of cases where owners returned to find that termites had destroyed their boat's interior.

When choosing a marina or boatyard for the summer, ask the manager what were the percentages of major damage and total loss due to the last hurricane that hit the marina or yard. Then make your decision — after you have verified with your insurance company or underwriter that you would be covered for hurricane damage there. It is also important to obtain from the yard manager a signed agreement that the boats on either side of your boat will also be properly laid up to withstand a hurricane.

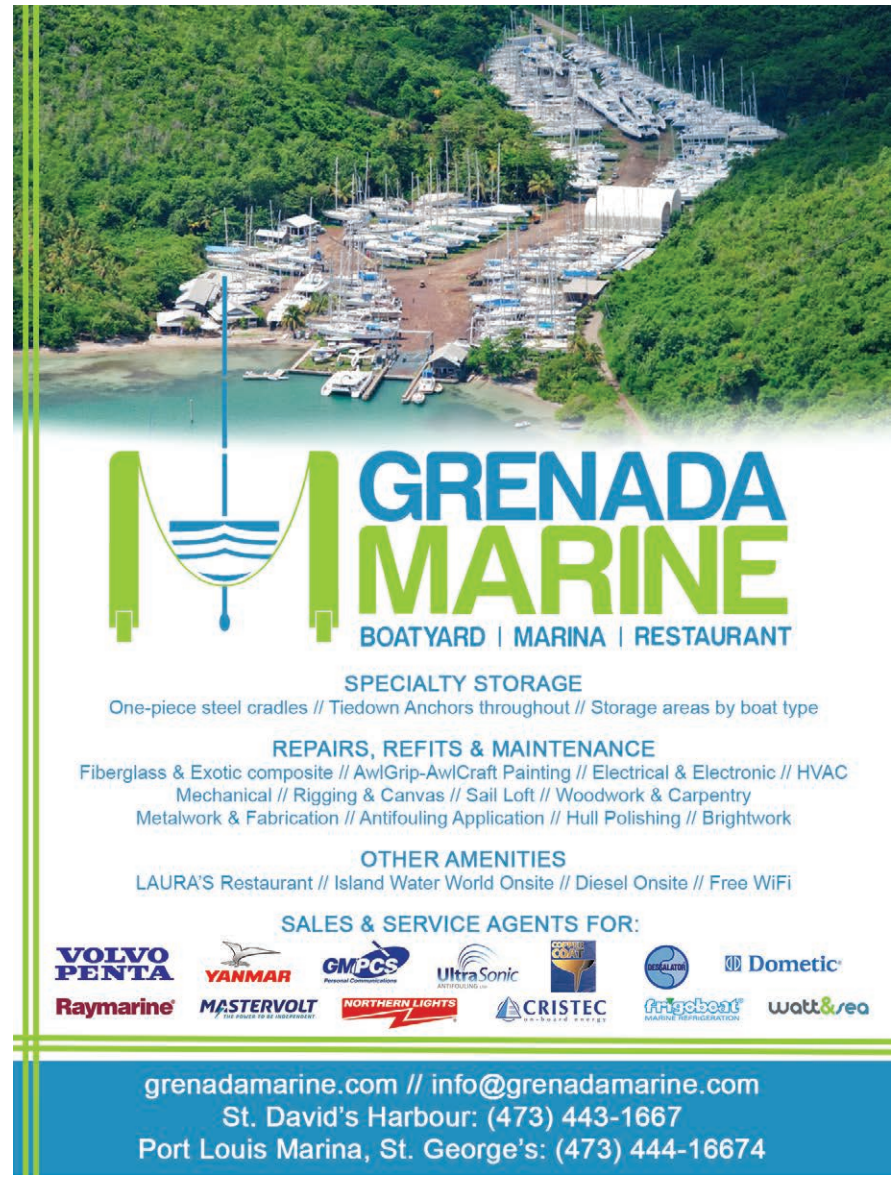
Finally, if you are leaving the island before your boat is hauled and chocked, it is essential that you hire a marine surveyor to supervise the hurricane-proof layup and send his report to you certifying the operation was properly done.

If staying in commission, have an escape plan

Boats remaining in the water, if in commission and having capable crew, are best advised to avoid "hurricane holes" and forget about riding out a hurricane on anchors or a hurricane mooring. Have a plan and be ready to take evasive action. Today, hurricanes are generally well tracked, although the speed with which some intensify has taken many by surprise.

This is a revised and updated excerpt from an article published in the March 2018 issue of Compass.

For more hurricane season tips visit Don's website at www.street-iolaire.com.





Land Yachting: RVs Catch on with Cruisers

by Suzanne Wentley





I can't imagine it *not* being strange for someone to transition from full-time cruising to living in a room or an apartment or a house, anywhere. Reverse culture shock is real — but all good things must end, right?

Not exactly. I — and many other former cruisers — have bypassed the stagnant life of mortgages and rental agreements even after we moved off our sailboats. No sticks and bricks for us. We live in motorhomes.

Maybe it's apples and oranges to compare the Ford v10 attached to my 23-foot Class C RV with the wind and occasional diesel engine in the old 32-foot Downeast sloop. But they don't call 'em land yachts for nothing.

"The boat life opened my eyes that I could have a nomadic lifestyle but bring all my possessions with me," said Tina Curtin, who sailed the Caribbean before buying *Gypsea Spirit,* a 20-foot Toyota Mini Winnebago. "There are a lot of women I met in the Caribbean who put their boat on the hard for the summer months and RV around the country. It's become a dual lifestyle, really."

Now that the coronavirus pandemic has made border crossings tight, the popularity of RV living within one's own country has surged. I bought my rig on March 1st, 2020 — just before the stay-at-home mandates were ordered. In those two weeks, I renamed the vehicle *Shanti Shack*, installed a 400-watt solar system on the roof, filled up my water tank, and provisioned in a big American grocery store.

I was free to move about the nation, just like I was once free to sail about the Caribbean.

While I didn't transition straight from blue water to asphalt (I had three years of international travel throughout South America, Asia, and Oceania in between), it was clear that sailing had provided me with much transferable wisdom.

Some cruisers choose a minimalist van, while others prefer a mammoth Class A luxury bus. But then, some people like to anchor out on their sailboat while others prefer the marina lifestyle in a trawler. Either way, we're enjoying the freedom to be spontaneous and curious about the world around us.

"I've never been to the dock with a boat in six years. With the RV, we go half and half," said Ken Wolfel, who is currently chartering his 47-foot catamaran *Sunshine* in the British Virgin Islands while his 36-foot Winnebago Adventure awaits him in Arizona. "We catch a RV park every second or third day to plug in, charge, dump tanks, and fill water. I'm not one to plug in every night to get cable."

As for me, I'm in my RV in Los Cabos along the warm, sunny tip of the Baja peninsula in Mexico. The sundowners, community yoga classes, potlucks, and quirky characters here remind me a lot of my sailing days in South Florida, the Bahamas, the Dominican Republic, and the Virgin Islands.

Over the past year, I drove from Miami throughout the southern half of the US. I parked on public lands in forests, on lakesides, and overlooking beaches and mountains. I got to see much of America before heading south into the Baja to escape the cold.

José Castello, whose Beneteau Oceanis 423, *Carthago,* is on the hard as he's also traveling around southern Baja in his Chevy Tahoe, agrees that there's a lot of lifestyle overlap.

"You're creating your own infrastructure on the go. You have to bring everything you need," he said. "You learn to really minimize your life."

Seasoned sailors and overlanders are both well-sunned and often ready with tales of adventure. As for lessons from this nomadic lifestyle, there are plenty. Here are ten tips for maximizing both land and sea adventures:

Look for — and say yes to — opportunity

Whether you want to make money on the way or search out an off-the-beaten path experience, always stay alert. I'm about to move into an oceanfront mansion for a weeklong dog-sitting gig. José arrived in Cabo San Lucas as crew on a vessel. Tina scores waitressing and bartending gigs in local restaurants and national parks. Opportunities are everywhere.

Research, research, research

Just as you'd roll out charts to plot your course on a sailboat, it's a great idea to get a paper atlas and download plenty of apps. I use iOverlander to find places to camp for free and Google Maps to get an idea of what's around. Tina's a fan of searching Only In Your State and TripAdvisor. Ken's got discount memberships to all the big RV parks. The more you plan ahead, the easier your travels will be.

Learn your systems

Same as sailing: RV owners need to know their systems whether they plan to live in RV parks or boondock in national forests. Make sure you fully understand your black water, drinking water, propane, and, if applicable, solar systems before you head out. It took me a few weeks and the help of knowledgeable friends to feel confident, which is just as important on land as it is on the water.

Say hello to people

"If I don't know something, I ask people at the campground or local stores. To me, that's cool because you get the local color and avoid going to the tourist traps," Tina said. "That's what I did in the islands, too."

I learned about hikes to slot canyons, delicious places to eat, hot springs, interesting museums, and so much more just by talking to people about where I'm headed. Most people like to share their knowledge no matter where you go.

Conserve resources and provision smartly

Water always seems to be the limiting factor, whether I'm sailing or in my RV. There are free potable water spigots available in gas stations and businesses throughout the US, so I always try to top off my tank. Sailors know how to provision and conserve, and these skills make land-based adventures easier, too.

Try local foods

Chilaquiles, kolaches, boysenberries, goat yogurt… if it's local, I want to try it! I recommend both sailors and overlanders alike to avoid the generic box stores and fast-food joints you find everywhere. Be adventurous and search out unique food experiences of your region. It's usually cheaper, healthier, and more delicious.

Enjoy and respect nature

"When you're on a boat, you can pick up and move whenever you want and drop anchor wherever you want. But you're at the mercy of Mother Nature. Everything is very seasonal," Jose said.

It's the same in an RV. I didn't drive south along the coast of California during the wildfires. I didn't stay around the Yosemite Valley when it got cold. Ken said he decided where to go based on where he could find 80-degree sunshine. When you're living outdoors most of the time, you must always watch the weather.

Be as flexible with your schedule as possible

When we sailed from the Bahamas to the Dominican Republic in advance of hurricane season back in 2016, the winds were against us. We had stayed too long. The endless tacking and motoring were exhausting. I learned then the importance of being flexible with your schedule. It's the same on land.

For example, last year I was in Tennessee heading to New Orleans when a friend mentioned synchronized fireflies that flash in harmony in the Smokies for only one week a year at a specific elevation. I changed my plans for a couple of unforgettable nights of backcountry camping. It was so worth it!

Trust your instincts, especially regarding your safety

People are often shocked to learn that I travel alone, especially as I'm a woman. But then, I got the same reaction when I was sailing with a partner. Of course, there are some places that aren't safe — but I'd like to believe that most people are not interested in doing anyone harm.

Trust your instincts, whether you're looking for an anchorage or a parking spot. If it feels weird, move! That's the beauty of these overlapping lifestyles.

Have fun!

"I just drive and drive and fix things, just like the boat. It's the same. Things break, stuff happens," Ken said.

Tina could relate. Her first year, she spent a lot of time and money fixing her rig. It could have made everything a drag, but it didn't. And now, everything's running smoothly and she's enjoying seeing the country. I could tell you plenty of stories about when things went wrong, but I'm too busy enjoying a glass of wine and watching as the sun sets over the ocean from the top of my RV.



Sailing and RV living are sometimes filled with seriously frustrating challenges, but I encourage you to take things in stride. At least you're not stuck between four walls!

Author Suzanne Wentley

LOOK OUT FOR...

The Giant Lily or 'Poison Bulb'

by Lynn Kaak

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

With a name like "poison bulb," it seems clear that the *Crinum asiaticum* is not edible! However, many of the other common names refer to the showy flower, a "lily" — whether it is called a Crinum lily, a spider lily, a giant lily, or a mangrove (or swamp) lily.

This native of southeastern Asia (didn't see that coming, did you?) has become naturalised to other parts of the tropics, including around the Caribbean Basin. It is enjoyed for landscaping and gardening purposes, which is why the Europeans felt the need to propagate the plants around the globe.

Starting from the ground up, the bulbs can be from five to 15 centimetres (two to six inches) in diameter. They can be used for propagation of the plant, but the seeds are actually better, as it can take years for the bulbs to establish themselves. As stated earlier, the bulbs are poisonous, but they do have medicinal value, including antibacterial action and some properties that are said to fight cancer.

The body of the plant is a big bunch of large leaves. The leaves grow to a length of about one metre (three feet) with a width of seven to 12 centimetres (three to five inches) or so and a fairly pointy end. Each plant may have 20 to 30 leaves, with some plants getting to a height of about 1.8 metres (six feet). With time, the plant may get wider and develop a mass of leaves that makes the giant lily an attractive border for gardens. It can even provide a little privacy.

The flowers are a brilliant white, or white tinged with pink, growing in a cluster at the tops of stalks that rise above the leaves. The blooms have a spidery appearance, with long slender petals. The long stamens with their red filaments provide a striking contrast to the white and green of the petals and leaves. The plants have both male and female attributes. Insects are the pollinators.

Eventually, the flowers will give way to somewhat oblong seed capsules around four centimetres (1.5 inches) in diameter.

The giant lily does well in the Caribbean, as it loves the heat. It also loves the sun and will thrive in full sun far better than in shade. It does well with wet but well-draining soil, so it is quite common to see these beauties by rivers and ponds and in swampy areas. However, they can also put up with sandy soil, but may not thrive quite as well. Due to their ability to handle a little salt, coastal areas are not a concern for them. Even a little drought won't kill them, making these hardy plants suitable for those areas of the Caribbean that can see some dramatic dry seasons.

Look for these super-sized plants on the borders of gardens and near wet areas.



The spidery flowers are a brilliant white, or white tinged with pink, growing in a cluster at the tops of stalks that rise above long leaves.

—Continued from page 11

...ECO News

Researchers at Princeton University, the US National Oceanic and Atmospheric Administration and the University of East Anglia examined more than 90 peer-reviewed articles to assess whether human activity is influencing tropical cyclones. The studies showed growing evidence that climate change is probably fuelling more powerful hurricanes, a trend that is expected to continue as global temperatures rise, amounting to a roughly five percent increase in maximum wind speeds if the globe warms by two degrees Celsius.

The influence of climate change on tropical cyclones has been notoriously difficult to separate from natural variability. But an increasingly consistent picture is emerging that suggests human activities are probably influencing some aspects of these extreme weather events, although the exact extent of the human influence is still difficult to determine.

Observations show that since about 1980, the intensity of tropical cyclones has increased globally, with a larger proportion of powerful cyclones and an increase in the rate at which they intensify, especially in the North Atlantic. However, century-scale records of landfalling hurricanes for the continental United States fail to show any significant increase over time. The mixed picture is one reason why it has been so difficult to unequivocally attribute past changes in tropical cyclone activity to the century-scale build-up of greenhouse gases in the atmosphere, which has caused global warming.

Other factors influencing tropical cyclones, including natural climate variability such as El Niño and La Niña events, and changes in air pollution that create local cooling or warming trends over decades, may have influenced the recent trends since 1980. A key research question is how future greenhouse gas-dominated global warming will influence tropical cyclone behaviour over the coming century.

Projections with climate models suggest that with further warming in coming decades, a larger proportion of Category 4 and 5 tropical cyclones will occur globally — with more damaging wind speeds and more extreme rainfall. Tropical cyclones could also intensify more rapidly, and move more slowly in some regions, exacerbating extreme rainfall in localised areas. Observations indicate the latitude at which tropical cyclones reach their peak intensity has been migrating poleward in most basins, raising the potential that those storms could begin to bring greater impacts to locations that may be less well equipped to respond.

Whereas model projections suggest a greater proportion of higher-intensity cyclones, most model studies project the total number of tropical cyclones each year will decrease or remain approximately the same.

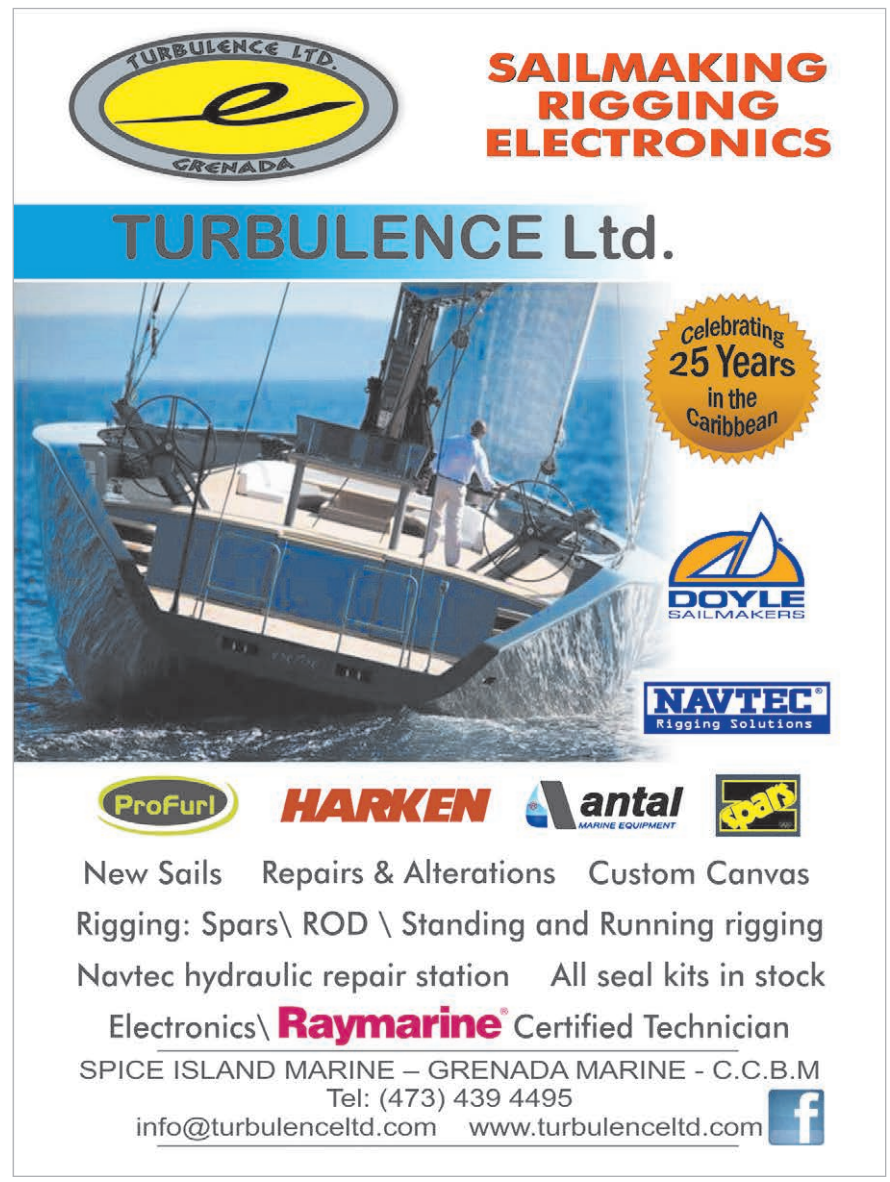
Read the full story at https://sciencebrief.org/topics/climate-change-science/cyclones.

Burning prohibited in protected areas

Environmental Protection in the Caribbean (EPIC) reports: As we enter the dry season, the public is reminded to not set fires on offshore islands, as fires have negative effects on natural areas, both on land and in the ocean. Many uninhabited islands are refuges for wildlife, including globally important populations of nesting seabirds, and all are sensitive to fires and their consequences. In addition, setting fires in Wildlife Reserves is against the law.

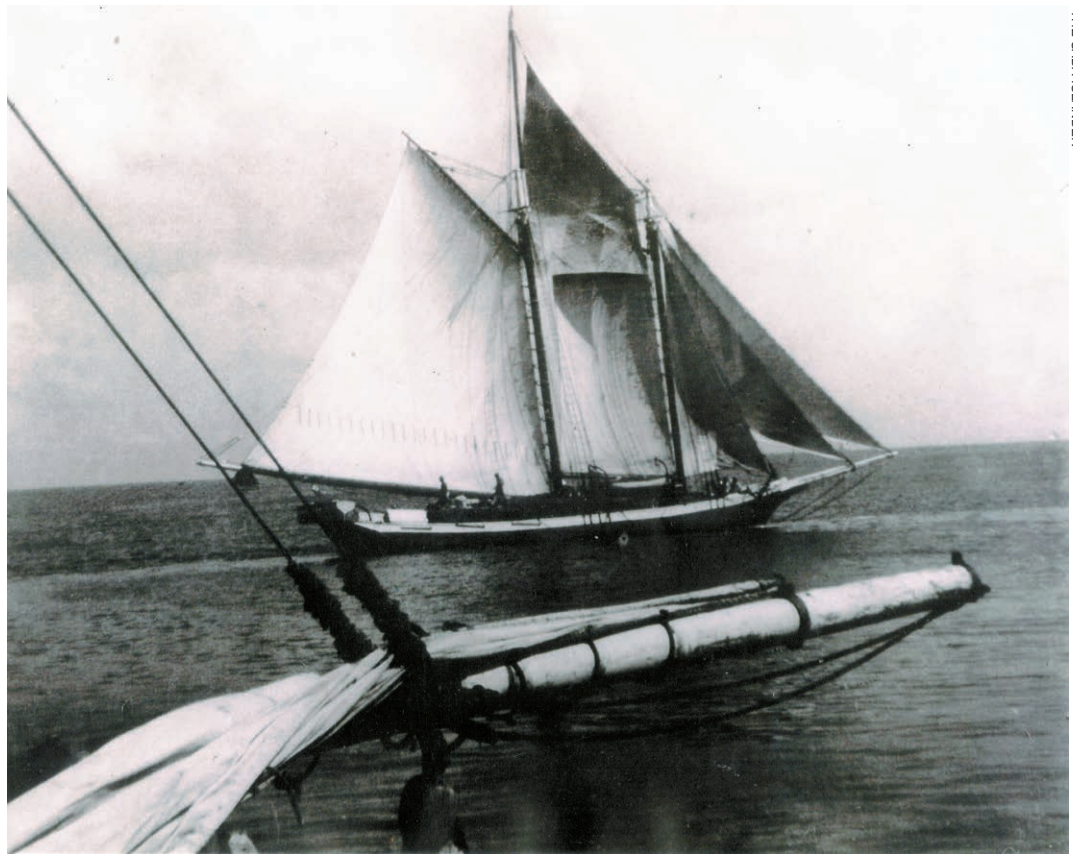
After a fire there is less vegetation to hold the soil in place. When it rains, the soil is washed into the sea and covers nearby coral reefs, limiting the sunlight reefs need to thrive and support healthy fisheries. This tragedy under the sea is mirrored by the death of plants, insects, reptiles and other wild creatures that live on the islands. Each plant and animal plays a role in this sensitive ecosystem. Fires disrupt that balance, reducing the diversity of species on an island.

Visit epicislands.org for more information.



SCHOONER MEN

Island Poets



THE SABA ISLANDER

Strong men they were, and purposeful. They knew
The island families, their business and their crew,
The different island etiquettes, though strange
To an outsider, they knew, they arranged
A new deal, savvy to the wiles and ways,
Of pompous officials. Flattery and praise
Came easily when needed. They endured,
Accepting that such things cannot be cured.
Strong men they were. Weakness would not achieve
Their purpose. They must take control, believe
Their ship could hold a steady course. The tools
On board were meager, and a fool
Would not survive for long in island trade,
Nor ship, nor crew, survive each passage made.

The wild and woolly mistress that they shared,
A fickle, wanton whore who little cared
For those they left behind, friends, family
She had the sailor's will for she could be
Alluring, yes? But when her white teeth bared,
Her rage was awesome, none aboard were spared
The writhing, vicious fury of the sea,
For brutal, harsh and cruel she could be!
And yet within each sailor, fire burns
And he will know no peace till he returns
To feel once more, her eager arms caress him,
To let her undulating charms obsess him.
She will betray his love over and over,
This schooner man, this sailorman, this rover.

They rarely die in bed, crew, mate, or master,
Skills falter, luck will fail, their ship will meet disaster,
Hurricanes shred sails, pound them to matchsticks on a reef,
A violent micro burst, whose sudden furies bring such grief
To children, now left fatherless, lovers left to weep
For a beloved, lost forever in the ocean's deep.
And yet it's only those who ply Drake's Spanish Lake that know,
Fulfillment, satisfaction, and the boundless joy that glows
From deep inside, when everything goes right, when things feel good,
North-easterlies blow sweetly and their wanton mistress's mood
Is at its best, her beauty bright, and then who would not be,
Helm in hand and cruising on the blue Caribbean Sea?

— Nan Hatch





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BOOK REVIEW BY NICOLA CORNWELL

The Guilty Pleasure of 'Cockpit Books'

In Harm's Way: A Martin Billings Story*, by Ed Teja. ©2021. Fiction. 280 pages, ISBN 9798719540948*

I find that books, like wine, art, music and posh restaurant food, can bring out the worst kind of weird snobbishness in people. The subjectiveness of personal taste overlaid with social mores and "judgy-ness" imposed by reviewers of all things cultural often leads to posing displays or furtive sneakiness when it comes to declaring what we are reading.

It's a trap I have to say I have fallen into myself. Back in the day, casually (in a sort of deliberate way) leaving my copy of Stephen Hawking's *A Brief History of Time* prominently laying about my living room when visitors came, without ever confessing I struggled to make it past the first two chapters. Needless to say my latest Robert Ludlum thriller did not get the same vaunted display.

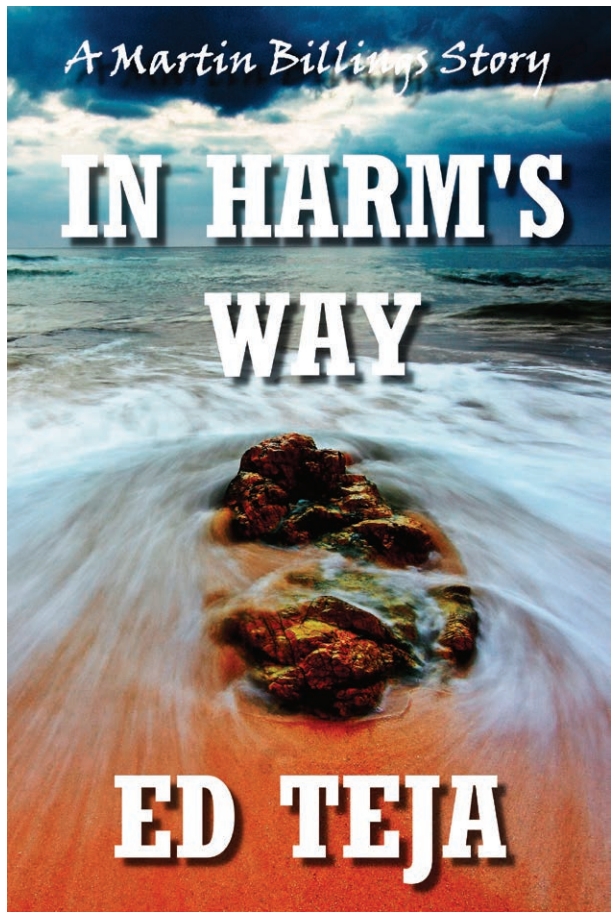
Reviewers are what Gen X (or whatever letter of the alphabet we are up to now) call influencers. A loaded term if ever there was one. But why do we take such stock of what other people say? It's just an opinion and in that oft-quoted phrase "opinions are like arseholes, everybody has one." Don't get me wrong, informed critical appreciation for all things creative has its place for sure, but it should never be elevated to infallible arbitration or the objective measure of what is good and bad. In addition to seeking out what others we admire favour, we should also learn to love what we like, including embracing what other people may describe as guilty pleasures, without shame.

Now before you point it out, the irony that I am here writing a book review is not lost on me. I readily admit it: I'm no expert. But I do like reading a wide variety of books, in the same way that I like a lot of different types of music. One of the things I love about this monthly job is that I get to read books that I might not have otherwise thought of reading. I then endeavour to read them without any particular expectation, though I'm probably kidding myself when I say that.

All of which brings me, finally you say, to Ed Teja's latest offering, *In Harm's Way*. On his website, Ed describes himself as "boat bum, magazine editor, freelance writer, poet, musician and traveler." He reckons his stories are about the people and places he knows, "odd corners of the world that often disappear into the margins," and the amazing, often strange, people he meets "while moving between the cracks."

"Sounds like my kinda guy," I responded to *Compass's* editor when she sent me the Kindle link. But I know I probably would not have read his books without her suggesting so.

Ed writes mystery novels based in the Caribbean with a salty sea dog flavour. *In Harm's Way* is Book Three in what he subtitles his Martin Billings series — Martin being Ed's own Jason Bourne or Jack Reacher in that role of regular central-hero sort of guy as a linking device between multiple books. Martin Billings is the captain and owner of a smallish cargo freighter called *Irreparable Harm* who plies his trade between the islands and the Spanish Main with his trusty sidekick and business partner Ugly Bill (real name never known) alongside for the inevitable adventure(s).



It fits perfectly into the tradition of what I used to call "plane" or "train" books. The ones that you buy just before you have a long boring journey, books that you know will entertain you in a predictable and familiar way. Easy to read page-turners that you know you already like. A couple of weeks ago I took a meandering trip down island on our floaty boaty, *Exodus*, and took Ed along for the ride. And what fun we had.

In Harm's Way sees our dynamic duo do the gentlemanly thing of saving a damsel in distress by dragging her and her yacht off a reef and delivering them both safely into the nearby harbour. Good deeds, however, do get punished when it turns out there's a dead man on board and our rescued maiden has buggered off, nowhere to be found. Bad guys turn up, the island police get overwhelmed, and various complicated shenanigans occur, but in the end it all works out and much rum is consumed.

Like most heroes of his ilk Martin Billings has an "action background," which proves handy in these tricky situations. He's an ex Navy Seal who just wants a simple life now. Hah! No chance of that happening, naturally. A little more accessible in personality than the more mysterious moody Jack Reacher, Martin is nonetheless similar in that he's rather desirable to the ladies and more than happy to indulge in a little "rumpy pumpy" if circumstances allow, which unsurprisingly, they do. I'm going to go out on a limb here and say if Ed Teja himself isn't the inspiration for his main man character, then Martin Billings is definitely the guy he wants to be.

Faithful wingman and support act Ugly Bill is an entertaining invention: a bearded giant of a man with a fondness for classical literature and philosophy, quotes of which he digs out at regular intervals as part of a relentless yet unfulfilled quest to educate those around him, even when beating up bad guys. In keeping with all good Caribbean-based characters, he has a prodigious appetite for rum. Oh, and he too has a way with women and does remarkably well in that department, despite the apparent lack of obvious good looks.

So, I reckon by now you get my drift and perhaps rather than "plane" or "train" we should coin Ed Teja's books as "cockpit books." Like Happy Hour at a favourite beach bar, you know what you're going to get and one is never enough. On my week away in the comfort of my cockpit in a calm anchorage, I not only read *In Harm's Way* but downed Books One and Two in the Martin Billings series as well. A very pleasurable way to pass the time.

This series and all of Ed Teja's books are available on Amazon as hard copies and digital Kindle versions.



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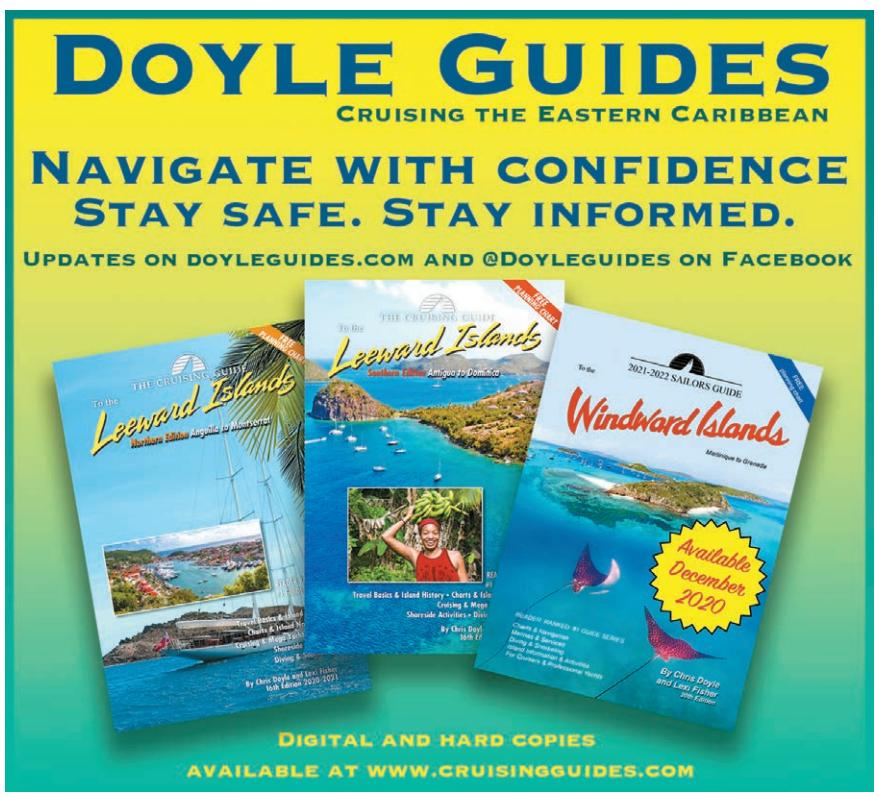
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The Sky from Mid-May to Mid-June

by Jim Ulik

Wine in space! Some issues back, I wrote about scientists from the country of Georgia working to modify grapevines that could withstand the environment on Mars. Who best to work on altering the vines than geneticists from a country with an 8,000-year-old viticulture tradition? Georgia has a history of winemaking based on the discovery of an old wine-stained pot dated to 6000 BC. The modern project, named IX Millennium, is growing 450 local varieties and 350 foreign varieties of grapes for research purposes. The scientists are working to find grape varieties that can withstand harsh radiation, dust storms and severe temperature swings common on Mars.

Recently 12 bottles of wine and 320 grapevines were taken into space. The vines were analyzed aboard the International Space Station (ISS) and again now that they have returned to Earth to see how the genetic material has changed from the effects of microgravity and radiation exposure. How did the wines age in space? Let the wine tasting begin. The conclusions can lead to solutions for the future of agriculture and health on Earth and in space. What is learned may also apply to the development of other crops.

As far as wine is concerned, there is some evidence that red wine or any of its antioxidants (polyphenols) may help protect against radiation poisoning. On the other hand white grapes may be easier to grow. "Whites tend to be more resistant to viruses, so, I'd imagine they'll do well against radiation, too. Their skin could reflect it," says Levan Ujmajuridze, director of Georgia's vineyard laboratory.

Sunday, May 16th

The Moon has shifted its position towards the east, away from yesterday's close approach to Mars. This evening the Moon can be seen near the star Pollux in Gemini. The three planets, from east to west, which precede the setting Moon, are Mars, Mercury and then Venus.

Monday, May 17th

The Moon has shifted into the constellation Cancer. The Beehive Cluster of stars can be found about three degrees south and east off the dark side of the Moon.

Mercury has reached its greatest separation from the Sun. Tomorrow it reaches its highest point in the sky. The peak altitude will be about 21 degrees above the western horizon. However, Mercury will gradually appear brighter as it drops to 15 degrees above the horizon.

Wednesday, May 19th

The Moon orbits Earth at a speed of 3,683 kilometers per hour (2,288 miles per hour). Over the last seven days it has covered about 573,000 kilometers (356,000 miles). The Moon is passing through the First Quarter phase.

Wednesday, May 26th

This morning the Moon is approaching its full phase. At this time the Earth's shadow will begin to encroach upon the Moon's surface. Just before sunrise look for Earth's penumbra or shadow edge to begin covering the Moon. Depending upon where you're located either a penumbral or partial eclipse will be visible for less than one hour before moonset. The lunar eclipse will approach totality further west. The Eastern Caribbean will be able to view a penumbral eclipse. Those in Panama will be able to view a partial lunar eclipse. During a partial lunar eclipse most, but not all of the Moon will be covered by the darkest part of Earth's shadow or umbra. The total lunar eclipse is only visible in the Pacific Ocean covering an east to west area from Easter Island to Darwin, Australia.

Combining the orange of a normal moonset and the red of a lunar eclipse could make for a colorful Moon this morning. The Moon also reaches its closest approach to Earth today. That will make the Full Moon shine about 30 percent brighter and appear 14 percent larger. Adding to the Moon's appearance this morning is the Moon Illusion where the Moon appears larger when it is low in the sky or near the horizon. The eclipse will begin around 0347 hours EST or 0447 AST.

Friday, May 28th

A conjunction between Mercury and Venus can be seen just after sunset in the western sky. For one night only the celestial pair are bull-leaping Taurus. Less than one half degree will separate the planets currently located in between the horns of Taurus. Over the next few days Venus will exit Taurus while Mercury maintains its apparent position in the constellation.

Sunday, May 30th – Monday, May 31st

The Moon makes a close approach to Saturn. Saturn will rise first around 2300h followed shortly by the Moon. Both objects are positioned in the half-goat, half-fish constellation Capricornus.

Tuesday, June 1st

The Moon has relocated to Aquarius. Throughout the night it will be approximately five degrees away from Jupiter.

—Continued on next page

IMAGE 1 / NASA



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—Continued from previous page

Thursday, June 10th

A solar eclipse always comes within approximately two weeks of a lunar eclipse. Today an annular eclipse of the Sun is forecast 16 days after the lunar eclipse. Unfortunately there is little if any ability to view an eclipse in the Caribbean Basin. The "best" location to detect a partial eclipse is Antigua & Barbuda. These islands will show less than two percent of the Sun being eclipsed by the Moon. For those intent on looking at the Sun, make sure you use only proper eye protection with an ISO 12312-2 international safety standard rating. When weather history is taken into account, Antigua has been cloudy 66 percent of the time every June 10th since the year 2000. Other locations northeast of a band extending from USVI to Dominica will have the Moon barely kissing the Sun. The partial eclipse will begin before sunrise and end around 0540.

For all locations there will be a meteor shower just before sunrise. You may not be able to observe the eclipse today, but there is an opportunity to see up to 50 meteors per hour from the Arietids meteor shower. This shower is active May 14th through June 24th.

The Ophiuchids meteor shower will peak tonight. This shower is active May 21st through June 16th. Look for a maximum of ten meteors per hour to radiate out of the southeastern sky after 2100.



IMAGE 2 / NASA

IMAGE 2:

Delivering new cargo and picking up finished experiments such as grapevines and wine

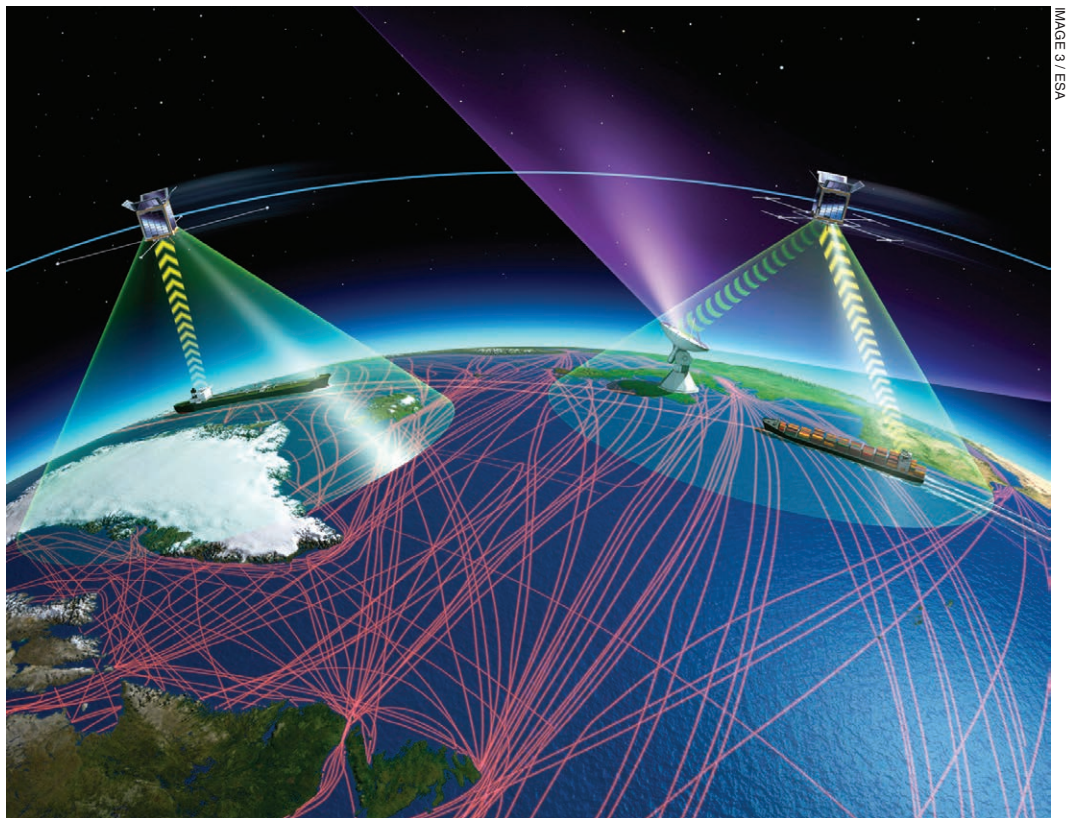


IMAGE 3 / ESA

IMAGE 3:

ESAIL microsatellite monitoring ships

Friday, June 11th – Saturday, June 12th

This monthly meeting between Venus and the sliver Moon occurs over the next two days. On June 11th the Moon is positioned about five degrees west of Venus. The Moon continues its passage eastward through Gemini located east of Venus on June 11th.

Sunday, June 13th

Tonight there is a close approach between the Moon and Mars. Both objects are located in Cancer. Tomorrow the Moon will appear close to the Beehive Cluster.

In the News

The ESAIL microsatellite is now online. ESAIL is providing advanced high-performance vessel detection and tracking improving the accuracy of automatic identification systems (AIS). This is accomplished through advanced antenna signal focusing and ground processing capabilities. The purpose of ESAIL is to enable industry, maritime authorities and governments to monitor fisheries, manage fleets, protect the environment and enhance security, to make the seas safer. More than two million messages identified the locations of 70,000 ships in a single day.

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

Jim Ulik sails on S/V Merengue.

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Sometimes we don't pay close attention to our surroundings and little things in the natural world pass us by unnoticed. Until recently, I thought I had our local backyard species well catalogued, but then I came across a little fellow I had never seen before — a tiny finch-like bird sat pretty as a picture on our Angel's Trumpet tree, in Grenada. The bird, exquisitely dressed in a black hood, olive mantle, pale yellow belly, forked tail and stubby beak, was so lovely and friendly that I wondered if it was a caged bird that had escaped captivity. The delightful creature remained perched long enough for me to rush indoors, grab the faithful Canon and return to photograph it, as it posed this way and that, doing its best to look handsome. After a quick online search, I discovered that the engaging little fellow was a male Yellow-Bellied Seedeater *(Sporophila nigricollis)* and one of Grenada's many resident birds — a seed finch measuring barely 10.5 centimetres (4.1 inches).

I was surprised to learn that, although these birds are common residents of Central and South America, in the Caribbean they are restricted to Grenada, Carriacou, the Grenadines and Trinidad & Tobago. They are indeed a popular cage bird in Central and South America, with sadly, an estimated 16,800 illegally caught and sold as pets annually. Although Yellow-Bellied Seedeaters were previously classed together with the American Sparrow in the bunting family, *Emberizidae*, they are now known to be members of the tanager family, *Thraupida*.

The Yellow-Bellied Seedeater

There are three recognized subspecies, with slight plumage variations. In the Lesser Antilles we find the most widely distributed and nominate subspecies, the *Sporophila n. nigricollis* — the genus word *Sporophila* derives from ancient Greek meaning "seed loving," while the species *nigricollis* is Latin for "black-necked."

Since my acquaintance with these seed-loving birds, I have become aware that not only are they regular visitors to our garden, but I have often observed them in different parts of the island, in both lowland and mountainous habitats, perched upright, or upside down on thin grass stems by the side of the road. With a sturdy,



conical beak designed for crushing, these cute trapeze artists feed almost entirely on grass seeds and can be found feasting in boatyards, agricultural clearings, coastal grass swamps and pastureland. Yellow-Bellied Seedeaters — also known locally as White-Beak Si-Si due to the male's silver beak — are usually sedentary, but may become nomadic during periods of drought when seeds are hard to find.

Although we tend not to notice them, or we misidentify them, Yellow-Bellied Seedeaters are not uncommon in their Caribbean range. Contrary to the highly conspicuous males, female and juvenile seedeaters are nondescript and vaguely similar to the more abundant Black-Faced Grassquit, particularly to the females, so that the untrained eye may mistake them for the latter. However, female Yellow-Bellied Seedeaters have golden brown upperparts and vanilla-yellow underparts, as opposed to the olive-brown upperparts and pale gray underparts of female Grassquits.

I've noticed that despite its tiny size, the male Yellow-Bellied Seedeater is a surprising songster. He loves to sing; he sings to advertise territory, to entice a mate and to maintain the pair bond. He moves between perches, occasionally stopping to feed or preen briefly, before restarting his vigorous warble. The song is a complex unpunctuated phrase that consists of rapid, sweet whistles, trills and *chrurrs*, often ending with a buzzy *churr* or short trill.

Besides the distinctive song, the male produces a variety of other sounds. He chitters rapidly in a low monotone while weaving a nest and purrs nasally when approaching the nest. He greets his mate with a single soft note repeated several times and sometimes followed by a song. He hisses and utters *tsee-tsee-tsee* notes in rapid succession when alarmed. Although the female does not sing, one cannot disregard her angry, harsh notes as she drives intruders from the nest, or the sweet *chip-chip* sounds as she weaves the nest and greets her mate.

The Yellow-Bellied Seedeater is most vocal and conspicuous during the breeding season, between March and August. At the onset of the breeding season, the male establishes several song perches on the boundaries of his territory from which to advertise. These perches include shrubs, fences, low tree branches, clotheslines, boats and anything else that offers exposure. The Yellow-Bellied Seedeater is not a naturally aggressive bird; therefore, intruders are first met with soft warnings and confrontations are usually resolved peacefully. However, couples can quickly become aggressive if another bird disregards the initial warnings and comes too close to their nest. On such occasions the situation can escalate to aggressive hissing and furious attacks from both male and female. Occasionally, the male may burst into song, leaving the female to pursue the trespasser.

BELA BROWN (2)



Above: A delightful male posed this way and that, doing its best to look handsome.

Left: Female Yellow-Bellied Seedeaters have golden brown upperparts and vanilla-yellow underparts.

The Yellow-Bellied Seedeater is seasonally monogamous. At the onset of the breeding season, newly paired couples tour the territory looking for the perfect nesting site. Although the male usually selects the site, often the female continues to explore other possibilities. She has been known to start constructing a nest outside the territory, to the distress of her mate, who patiently looks on while waiting for her to come to her senses. Despite these attempts to defy convention, the female will eventually settle on the site originally chosen by her mate.

Yellow-Bellied Seedeaters build round, shallow nests that taper slightly to a blunt cone, in the intersection of a thin branch generally one metre from the ground. The nest is concealed from above by leaves. Although both members of the pair take part in nest building, the male usually takes the initiative and may work alone for the first few days. He starts by delicately wrapping structural twigs together with gossamer silk. This first phase takes about eight days of work. The next phases involve building the hammock foundation with dry grass stems, the wall and the rim with stiff dry fibers. The rim serves as a platform for landing and take-off. Overall, the nest takes about 20 days to complete and though it appears flimsy, with thin walls for ventilation, it is strong enough to withstand torrential rains and high winds.

The female lays two eggs per clutch, which she alone incubates for about 13 days, spending about 74 percent of her time on the nest. The male guards the nest and pays close attention to his incubating mate, singing when she leaves the nest and when she returns. Despite not helping with incubation duties, he visits the nest regularly, showing great interest in the eggs, often spending several minutes peering at them from various angles.

Both sexes care for the newly hatched chicks; the female broods the young during the day and night, while the male feeds the chicks with regurgitated meals and occasionally fresh food items.

Even though it is the female who incubates and broods the chicks, the male is nothing less than dedicated, remaining with the chicks until they are ready to survive on their own. The male Yellow-Bellied Seedeater is known to successfully raise the complete clutch after losing his mate. He becomes so engrossed in his duties that his singing suffers greatly, reducing quite dramatically in quantity and quality, as he toils to feed and keep the chicks safe, while at the same time fending off pushy, single females. Who says dads aren't heroes?

The chicks grow rapidly, fledging at about eight days old. Fledglings resemble females, but are more evenly coloured with a cinnamon wash below. Later, immature males are similar to females but have black feathers on face and throat. Yellow-Bellied Seedeaters become breeding adults at about ten months old.

It's fair to say that I am rather fond of these little seed finches. I look for them in the garden, in the fields, in the wild grasses by the roadside, always hoping to single out the eye-catching black-hooded males, or the golden females, dipping and rising as they dart about plucking at seeds from the windswept stems. I hear them at unexpected times, I find them in random places: foraging in mixed flocks, in pairs, standing on one grass stem to feed on another, or bending the seed head to the ground so that it can be easily reached. Like all little things, Yellow-bellied Seedeaters are a lovely reminder that the world is not only made up of mighty things.

Icons of the Marine World: SHARKS AND SEA TURTLES

by Darelle Snyman

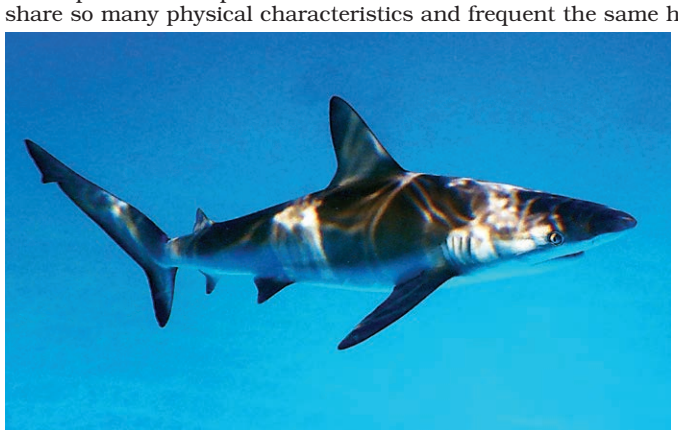
If you love exploring the underwater world then each snorkel and dive excursion creates its own memories. But encounters with sharks and sea turtles add that extra thrill to a dive, even when only catching a glimpse of these special creatures.

Sharks are the subject of endless fascination, yet they are probably the most misunderstood of marine creatures. These rulers of the ocean have been hunting the waters for millions of years and are crucial to the health of our oceans. Encounters with these magnificent animals are priceless and take your breath away.

Before Covid-19 took its toll on travel, a short trip to Belize did not disappoint if one wished for encounters with some of its toothy residents; Caribbean Reef Sharks (*Carcharhinus perezi*) and Nurse Sharks (*Ginglymostoma cirratum*) were out in abundance.

The Caribbean Reef Shark

The sturdy Caribbean Reef Shark is probably the most commonly encountered shark, as it prefers to hang around in the shallows on or near coral reefs. This sleek shark is a requiem shark, a term designated for any member of the family Carcharhinidae, which includes other well known shark species such as bull, tiger, whitetip and blacktip. These sharks are often confused with one another as they share so many physical characteristics and frequent the same habitats.



Viewing the Caribbean Reef Shark from the side you might notice that the start of the second dorsal fin is in line with the free tip of the pectoral fin.

The blunt-nosed Caribbean Reef Shark is no exception: its dark grey to grey-brown dorsal coloring does not make it stand out from its relatives. You will have to take a closer look to identify this shark. If you're given a chance to view it from the side you might notice that the start of the second dorsal fin is in line with the free tip of the pectoral fin, and that the small first dorsal fin has a very short free tip. Its fins are dusky colored and lack prominent markings. There is an inconspicuous white band on its flanks that is only visible in really good light.

These apex predators (predators at the top of a food chain that are not preyed upon by any other animals) tend to shy away from humans invading their space but can become more aggressive when food is involved. In contrast to other shark species, Caribbean Reef Sharks do not home in on their prey with obvious intent. These guys take a more elaborate route when targeting a prey item. They approach it in a more laid-back manner, gently wheeling and spiraling in its general direction, giving it no idea that it is actually the object of the pursuit. Once in close proximity they will briefly accelerate past their prey before making a lighting-fast turn to gulp the unsuspecting victim down.

Another peculiar behavior that has placed these sharks on the map is their tendency to descend to the ocean floor or gather in caves where they will float motionless for hours, seemingly asleep. This odd behavior for an active swimming predator was highlighted by a *National Geographic* investigation done off Isla Mujeres, in the Yucatan region of Mexico. They are now commonly known as the "Sleeping sharks of Isla Mujeres." This behavior was also observed among Caribbean Reef Sharks that frequent the archipelago of Fernando de Noronha in Brazil.

The Nurse Shark

Another shark able to lie around motionless for hours on end while pumping water across its gills is the Nurse Shark (*Ginglymostoma cirratum*).

During the day these nocturnal hunters become inactive and you are likely to find them resting in crevices and under ledges. You might even get a surprise, as these sharks like to snuggle with each other during these downtime periods and groups of up to 40 have been recorded piling up on top of each other.

I just love watching these sharks. Their docile nature makes for such wonderful encounters, although being sussed out in return by their small beady eyes can be a bit disconcerting.



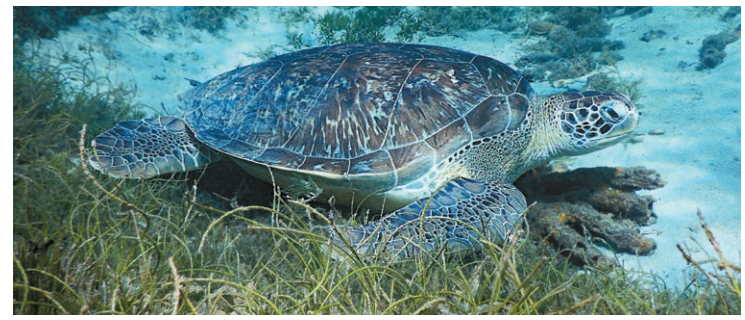
The unique Nurse Shark has been spotted using its pectoral fins to "walk" across the sea bottom.

Nurse Sharks are fairly easy to identify thanks to the presence of two very distinctive fleshy knobs, called barbels, on their faces. They use these sensitive sense organs to scour the sea bottom in search of prey, which they slurp up by means of a very strong sucking action.

Another standout feature of these sharks are the extremely large tail fins that comprise roughly one quarter of their overall body length. They also depart from the typical grayish coloration of many large sharks — they are brownish in color. Their skin is smooth, also atypical of sharks. These unique sharks have also been spotted using their pectoral fins to "walk" across the sea bottom, and females sometime bury their pectoral fins in the sand as a sign to approaching males that their mating advances are not welcome.

The Green Sea Turtle

Of all the sea creatures, sea turtles are certainly among the most magnificent and beloved. Encounters with these wise-looking creatures are sought after and make treasured dive experiences. It is hard to tire of watching these charming, graceful animals going about their business. The Wider Caribbean Region is home to six of the world's seven sea turtle species and these cultural icons have been a source of food, wealth and inspiration for the people of the Caribbean for generations. These amazing animals have been around since the time of dinosaurs and can outlive humans.



Martinique has been one of my favorite places to observe and photograph the Green Sea Turtle.

You are never too far from a potential sea turtle encounter within the Wider Caribbean Region. Martinique has been one of my favorite places to observe and photograph the Green sea turtle (*Chelonia mydas*), especially in the quaint bay of Grand Anse d'Arlet, where turtles' heads popping out the water are not uncommon sights. The lush seagrass beds of this sheltered bay form the ideal habitat for these herbivores that thrive on a diet of seagrass and algae. They play a crucial role in keeping seagrass beds neat and healthy and it is this chlorophyll-rich diet that gives their cartilage and fat the greenish color for which they are named.

Sea turtles can be distinguished from one another by the number of prefrontal scales they have — that is, the scales between their eyes and behind their nostrils. Green Sea Turtles only have two prefrontal scales between their eyes, unlike the similar looking, large-headed Loggerhead Turtles (*Caretta caretta*), which have four prefrontal scales. The smooth, mottled shells of Green Sea Turtles are oval in shape and have four lateral plates, while the shells of Loggerhead Turtles have five lateral plates.

Green Sea Turtles are the largest of the hard-shelled turtles and are only surpassed in size by the Leatherbacks (*Dermochelys coriacea*), which are the only sea turtles that lack a hard shell. Leatherbacks are the easiest to identify with their white spotting and the prominent ridges that run down their backs.

The cosmopolitan Green Sea Turtles, like other turtle species, are known to travel over incredibly long distances during their lifetimes and navigate using the Earth's magnetic field as an invisible map.

It takes sea turtles a very long time to reach sexual maturity, up to 35 years, with Green Sea Turtles taking the longest, up to 40 years. With an estimated reproductive life of about 19 years, these turtles can live for 60 to 70 years. Tortuguero in Costa Rica is one of the region's most important nesting grounds for Green Sea Turtles and it has been shown that the majority of the Caribbean region's populations hail from a few beaches in Tortuguero.

The Hawksbill Turtle

Hawksbill Turtles (*Eretmochelys imbricata*), as their name indicates, have been named after their beak-like mouths. This sharply pronounced hooked beak is ideally suited for extracting their favorite prey, sponges, from small holes and crevices in the reef. They are the only sea turtle species that can subsist on a diet that consists predominantly of sponges and it is this feeding behavior that makes them key role players in the reef ecosystem, helping to keep sponge populations in check.



The Hawksbill's hooked beak is ideally suited for extracting sponges from crevices in the reef.

Sadly, Hawksbills are critically endangered. Historic hunting of these charismatic characters for their beautiful gold-and-brown patterned shells, also known as "tortoise shell," to create jewelry and other trinkets, has nearly driven them to the brink of extinction. Today, trade of any Hawksbill tortoise shell product is strictly prohibited according to CITES (the Convention on International Trade of Endangered Species), but in many parts of the world illegal hunting continues to pose a threat to their survival.

It is not only Hawksbill populations that are in peril: all sea turtles are considered either threatened or endangered because of overfishing, pollution and degradation of nesting grounds. Ensuring their survival is a continuous effort, but the majority of the Caribbean nations now have active research and protection programs in place to ensure the protection of these amazing creatures, on land and at sea.



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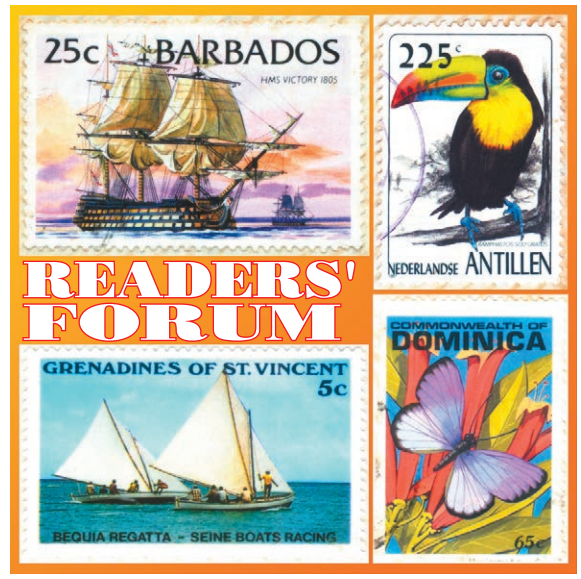
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CONSIDER THE BOATS OF BELIZE
Dear *Compass*,

I take the occasion to congratulate the team in Grenada that is working towards the inscription of the Carriacou and Petite Martinique Wooden Boat Building on the Representative List of Intangible Cultural Heritage of Humanity of UNESCO. (See page 19 at www.caribbeancompass.com/online/march21compass_online.pdf.)


EDWARD LE ROUVRE.

I would like to see the traditional boats of Belize recognized.

For many years I was myself considering such an initiative. I would like my own people and cultural institutions to consider a similar approach — within UNESCO, CARICOM, or even just nationally — to formally recognize the tradition of wooden boat building in Belize, the shipwrights of Belize and Sarteneja (fishing and cargo), the artisanal fishing methods of Northern Belize communities, and the popular event of the Sarteneja Easter Regatta (see page 19 at www.caribbeancompass.com/online/april21compass_online.pdf).

Regards,
Edward Le Rouvre
Belize

NOTES ON THE APRIL ISSUE
Dear *Compass*,

Diane Rudnick's advice to the cruising sailor, and in fact to all sailors, in the article "Boat Work Tips for Cruising 'Newbies'" hits the bull's eye and is absolutely timeless. I have been dealing with boatyards for 67 years. I can confirm that her advice is right on and should be followed by every sailor.

Bill Woodruffe, who wrote "A Look Back at Hurricane Season 2020" obviously has spent a lot of time studying the NOAA hurricane book that shows the track of every tropical storm and hurricane from 1851 to 2008 with loose pages bringing it through 2020. He also liked the advice I give in the hurricane section of my website (www.street-iolaire.com) enough to recommend that Caribbean sailors should follow it. But sailors in Grenada should not get overconfident. In 2004 Grenada was hit by Tropical Storm Earl, followed a few weeks later by Hurricane Ivan. In 2005 Hurricane Emily hit the north end of the island. In 2006 Tropical Storm Felix hit Grenada. Looking at the number of boats spending hurricane season in Grenada, if a hurricane hits I hate to think of the possible damage toll.

Regarding Linda Lane Thornton's informative piece on the breakwater at Lajes das Flores in the Azores being destroyed, the first attempt to build a breakwater there in the late '80s was destroyed by winter gale-induced ground swells when it was almost complete. They rebuilt it bigger and better, but obviously not quite strong enough. Hopefully the third breakwater will last longer than the previous two!

Don Street
Glandore, Ireland

COVID AND TRINIDAD'S YACHTING INDUSTRY
Dear *Compass*,

Twenty years ago I had my yacht *Ti Kanot* built in Trinidad, and until the Covid pandemic I had returned there yearly to get work done and store her in the summer. Trinidad had everything they needed for a successful yacht service industry that was creating 1,700 jobs and earning many millions of dollars, mainly US dollars, annually. Those in the industry did a great job, and many yachts went to Chaguaramas for upgrades and repairs before Trinidad's borders closed due to Covid last year.

Having lost one whole working season to Covid, Trinidad is about to lose another, because now is the time we have to decide where to haul out or hang out for the summer. Hearing Trinidad & Tobago's prime minister talking the other day about doing something "soon" made me start researching where I would haul out this summer — in Grenada — because clearly, while the yacht services industry in Trinidad is on its knees, the government has no sense of urgency, and would seem either ignorant of the dire conditions of its yachting industry and the urgency of not missing another season, or completely uncaring.

The mishandling by the government of the yachting industry in Trinidad during the ongoing Covid pandemic will leave long-standing damage, cost millions in lost revenue, and worse, many of us who love Trinidad and loved taking our yachts down there, have lost confidence in the government of T&T to take the yachting industry seriously and act in a rational manner.

When Covid first hit there was a general lockdown in most Caribbean islands, and travel was difficult. But within a few months the islands to Trinidad's north thought it out, came up with policies and made it possible to for yachts to move around. It is not hard; with simple quarantines and testing, they have allowed their yachting industries to carry on with complete safety. As far as I know no yachtsperson entering a Caribbean country legally has yet been the source of any kind of Covid outbreak.

Trinidad, on the other hand, did nothing. It just shut the borders and made no attempt to see what could be done. One of the worst aspects of this is that people who own yachts that were stored "temporarily" in Trinidad last spring have been kept from them for about a year. For most of us that live at least half the time on our boats, that is a nightmare. It would not have been hard to fix: it was not many people and they could have easily been brought in with the repatriation flights and quarantined. But the pain of these people is all over the media now, loud and clear, and if the government wants a yacht service industry it is going to have an uphill battle to regain the confidence of their customers.



Many of us used to love taking our boats to Trinidad.

The Yacht Services Association of Trinidad & Tobago (YSATT) has put forward detailed plans for reopening the yachting industry fast, but the group's efforts seem to fall on deaf ears. The government needs to listen, take action, and come up with some kind of assurance that this will not happen again. But I wonder if they care enough to bother.

Chris Doyle
Ti Kanot

LET'S PRESERVE WHAT IS OURS
Dear *Compass*,

While small Caribbean islands play a major role in the global ecosystem, it is unfair that these islands bear an unequal burden of the climate change and global CO_2 emissions delivered by first world countries. Hurricanes and sea level rise are wreaking worse havoc on small islands than ever before.

Think about it. The environmental footprint of a poor Caribbean person, a Rasta, for example, could be hundreds of times less than someone living a rich country. So why should Caribbean people lose homes and livelihoods because someone else is "playing dirty"?

—*Continued on page 34*



Letter of the Month

STANLEY FINDS PARADISE
Dear *Compass* readers,

There are two things I know after more than 60 years of living aboard and ocean sailing: one, the magic is still (always) there; and two, you must kiss it full on the lips. Our magic came in a shabby movie house in Singapore in 2016, waiting to see a crappy American movie. S'pore is a very orderly place. Seats are assigned, even in nearly empty venues. Carolyn was to my right, a young Asian man sat to my immediate left. Just before the movie began, while the previews played, the young guy dashed out and returned with a large barrel of hot buttered popcorn. A few minutes into the movie, while someone was being murdered in Technicolor, he silently passed the popcorn to me. I ate a handful as the blood splatter dripped down the screen, then passed the bucket to Carolyn. The popcorn was good. It shuttled back and forth between us for the next hour. As the lights came up, the young blinking man said, "Did I hear something about a boat? Can I buy you guys a cup of coffee?"



Fatty, Ruthie & Carolyn at the Whaleboner *in Bequia.*

Stanley the Seeker was a starry-eyed lad who'd never left his micro island — but had big dreams. We invited him out to *Ganesh*, our world-weary 43-foot ketch. We were in the middle of our third circumnavigation. He had nothing to offer us — other than the popcorn — and we had nothing to offer him but our smiles. But Stanley had a question and it burned inside him hotly. "How do you do it?" he asked. "How do you know when to break away?"

"You don't," I told him. "There's never a good time. But you do it anyway — you roll the dice and you take your chance."

This is a very un-Singaporean concept — they don't like to leave the safety of their group. They prefer staying within their jasmine-scented comfort zone. Stanley furrowed his brow and rephrased his question in various ways — for months. He seemed particularly intrigued with our tales of the Lesser Antilles — the different islands, their racial mix, and the divergent Afro-Euro cultures. But it was the puzzlement of chopping the umbilical cord to civilization that intrigued Stanley the most. "What if you make a mistake or something bad happens?"

"Excellent," I assured him. "Gentle winds doth not a seasoned sailor make — storms do."

One random day, while anchored off Changi Beach in Singapore, my wife Carolyn and I felt a faint wind shift, sensed a different throb in our cosmic currents. "But when will you be back?" asked Stanley, more shaken than we'd expected.

"…probably never," I said gently, and watched his face fall. Somehow, we'd given Stanley hope of distant horizons and he now felt that hope slipping away. To be kind, I offered, as I often do, "Come visit us in Paradise." Years went by. The Indian Ocean is big. Just Indonesia is huge. Cocos Keeling. Rodrigues. Reunion. Madagascar. Africa is a large place as well. Thoughts of Stanley faded.

Then in Grenada, I happened to put a borrowed SIM card in my iPad — and Stanley's face floated up to me. He was older. I was greyer. And, at that specific moment in time, I needed to get serious — my boat needed work, my career needed work, my freak'n *teeth* needed work! And I was dead broke. And after seven years away from the Lesser Antilles, I needed to repair some of the financial bridges that I'd burnt. Stanley was yesterday. I was sweating tomorrow.



Stanley and Carolyn

"Can I fly in Wednesday?" he asked.

"Er," I said as Carolyn slapped her forehead offscreen.

"Actually, Stanley, I said, scratching my beard, "This isn't an ideal…"

And once again I saw Stanley's face fall. He'd picked a bad time. *Damn it*, he'd picked a *bad time*! He'd somehow known he would; his worst fears confirmed.

Then I heard myself say, to my utter astonishment, "Just kidding, Stanley. Of *course*, you can. Actually, Wednesday is perfect!"

For the next few months, Stanley was the son I never had. Carolyn and I got to experience the Lesser Antilles anew through his amazed wonderment.

Bequia was his favorite port. We strolled Hamilton. We swam Princess Margaret. I introduced him to the boatbuilders of Friendship Bay and the model makers of Admiralty Bay. We hiked Petit Nevis. I showed him the *Friendship Rose*. We marveled at Moonhole. We had lunch with Sally at Mac's Pizzeria — and Stanley listened to our youthful, hippie tales of the late '70s in the Windwards. I took him to the Whaleboner and we chatted with Ruthie — about when she was a baby and her parents Albert and Angela Hinkson were setting up the bar and allowing me, an aspiring writer, to write in their vacant rooms.

Stanley kept pinching himself. "It's all *true*," he kept muttering in amazement. "These people really *are* that wonderful, the Trades really do still blow! De rasta mon really *is* irie!"

Of course, I'd warned Stanley that adventures were messy. And many weeks later and hundreds of miles away, he was violently attacked just for being an Asian. Evidently, that's common now but it wasn't then. While I am a man of peace who hasn't been involved in a single act of violence in, say, 50 years, I left the man who attacked Stanley semi-conscious on the quay. Stanley was impressed — no more than I. Even arthritic fists can fly.

And it is funny how life works out. In 2020 — during our fourth "circ" just before Covid-19 struck — Carolyn and I unexpectedly ducked into Singapore to reassess our Indian Ocean plans. It turns out Stanley is now a successful entrepreneur with a growing reputation as a cyber whiz kid and has a lovely fiancé named Jeannine. Once again, we're hanging out together. This time, Stanley is introducing me to the movers-and-shakers of the most dynamic nation-state on Earth with, "This is the guy I was telling you about — the American who had my back."

Singapore is a small island. Word gets around. And everywhere we go in S'pore — from the Cricket Club to the Changi Sailing Club to Marina Bay Sands — people ask me about Bequia. Is it really that nice — or is Stanley making it up?

Cap'n Fatty Goodlander
Ganesh

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Close Encounter with a Catamaran

by John Everton

I must admit to a personal bias against bareboat catamarans. It can be traced to an unfortunate accident when a bareboat catamaran in West End, Tortola, T-boned our classic wooden *Gaucho* while it was motor sailing through the crowded anchorage in 25- to 30-knot wind gusts.

But this story is about an earlier encounter that (fortunately) wasn't quite as close, and the comedy of errors that ensued.

We were anchored on *Gaucho* in secure holding ground in Tyrell Bay, Carriacou, several years ago. One afternoon a bareboat catamaran from Guadeloupe motored in and anchored directly in front of us. My wife Roni immediately remarked how close they were. But I for once played the patient, non-aggressive role, biding my time to see what would develop. Toward sunset I noticed that the two French couples on the cat were about to light the barbecue. At this I drew the line and began hollering, trying to make myself understood with my bad French and sign language: "No fires — you're too close, you need to re-anchor!" To which outburst they responded that they "didn't speak English," which I took to mean they didn't intend to move. But at least they understood the part about no fires as they doused the barbecue.

I went down to our bunk early that evening with the feeling that it was not going to be a restful night.

Shortly after dark Roni shouted down the hatch and told me their dinghy was fouling our anchor line and it was time for me to let them know it was definitely time for them to move. They "didn't understand English" better this time and started their engine, and I looked forward to seeing them anchor somewhere else — preferably far, far away from *Gaucho*.

As they put their engine in gear, we were surprised to see that we were moving too. They had dropped their anchor right on top of ours and when they raised theirs ours came up with it. I went from screaming "Go, go!" to "Stop, stop!" They "didn't understand English" very well this time, having figured out why, wherever they went, we came along too, as they towed us via our ground tackle!

After they stopped to assess the situation a helpful Englishman invited them to raft up to his nearby boat for the night while we were still tethered, so that they might sort things out in the morning by diving on the anchors. In the meantime we set out a second anchor courtesy of our friend Don (see "A Tribute to Don Hanson" in *Compass's* March 2021 issue), whom I had to wake up in order to use his large aluminium skiff to set the anchor, it being our hurricane anchor and too heavy to lay out with my rowing dinghy. Thus we could all sleep soundly for the rest of the night.

As it turned out, it had been a strange night in the harbour on many accounts, with multiple anchors dragging and some people who, having caused damage, discreetly left by first light. Our friend Max Liberson, the British writer and sailor, ended up with runaway boats rafted up on either side of his schooner, *Gloria*. There must have been something in the moon that night as the wind wasn't sufficiently strong to cause a number of misadventures, though there were strong currents running.

The following morning, after the French folks had dived to free their anchor from ours, I rowed over to thank the British yachtsman and give him a bottle of wine for his kind thoughtfulness and help. Rowing back to *Gaucho* I saw the catamaran crew raise their anchor, spin the boat around and head straight for me. I'm still not sure all these years later if they were trying to hit me or scare me, or if they just didn't see me rowing in their path. I most definitely did see them and took immediate evasive action — otherwise I might not have been here to write this story.

—*Continued from page 32* ...Forum

Despite the global environmental significance of tiny Caribbean islands, not enough is being done to protect and conserve this resource.

But it is not just about funding and research; it is also about our Caribbean culture. One of the key challenges is a lack of understanding, appreciation and appropriation of the benefits of conservation and a clean environment.

It needs to be recognized that many Caribbean people grew up disassociated from the natural environment. Imagine growing up eating imported salt cod rather than seafood fresh from the ocean. Imagine living on an island and not knowing how to swim! It is therefore important, first of all, to create a nexus between our people and their environment — to learn to play, to love, and to preserve what is ours.

Similarly, Caribbean people often do not see the link between the waste and rubbish we generate and our polluted oceans. Some islands, such as my own Trinidad & Tobago, are notorious for the amount of garbage per head that is generated.

At the same time that many Caribbean people do not enjoy the ocean as swimmers, bathers, surfers, divers or boaters, those who aim to protect it are often foreigners, NGOS and others who appreciate — and can realize — the value of the ocean. As the saying goes, "they come to do good and they stay to do well." And it should be no surprise that almost every ocean sport offered to tourists in the Caribbean has traditionally been offered by foreigners.

We need to take ownership — to link our people with our planet.

It is really important not only to educate citizens about the importance of conserving the environment but to actively encourage them to enjoy it, to benefit from it, to make a living from it, to sightsee underwater, to learn, to teach, to do research — and to swim, snorkel, surf and kite as well.

It is important that the benefits of conservation reach those that are most likely to destroy it. This way, they can see and feel the benefits of conservation in their pockets, on their tables and in their bellies.

Only then will we create true environmental protectors, conservationists and activists. And, of course, a better Caribbean and a better planet for us all.

Dr. Auliana Poon
Trinidad

THE PROSPECT OF SAILING AGAIN

Dear *Compass*,

Could you kindly add me to your mailing list, please? The prospect of sailing again amongst your beautiful islands is the only thing keeping us going through Covid lockdowns!

All best wishes,
Michael Boyd

Dear Michael,

Glad we can help — you are now on the list! And we'd like to remind all readers that you can join the monthly mailing list to receive a notice when each new issue is available free online by sending an email to sally@caribbeancompass.com — it's as easy at that!

CC

CIRCUMNAVIGATORS STOPPING IN BEQUIA

Dear *Compass* readers,

In the September 2020 issue of *Caribbean Compass*, former prime minister of St. Vincent & the Grenadines Sir James Mitchell expressed a wish to collect the names of circumnavigators who have anchored in Admiralty Bay, Bequia, during their trip. He hopes that eventually a plaque might be installed at the Bequia Heritage Museum commemorating the names of these circumnavigators and their boats, and the years. To aid the cause, *Compass* began collecting names. So far we have:

• Harold and Kwailan La Borde and their son Pierre, circumnavigated on *Humming Bird II* from 1969 to 1973 and then completed a second circumnavigation from 1984 to 1986 on *Humming Bird III.*

• Charles and Cornelia Brewer, now residing on Bequia at Moonhole, completed a circumnavigation aboard their *Rhinoceros* in the 1980s.

• Tom Hopman and Sally Erdle circumnavigated aboard the vintage Rhodes 41 *So Long*, Bequia-to-Bequia, 1989 through 1994.

• Nick Skeets passed through Admiralty Bay on a circumnavigation aboard *Wylo II* (his own 32-foot design) in about 1996.

• Heiko and Diane Metzger and their sons Stefan and Oliver on *Stenella,* a homebuilt staysail schooner out of Namibia, paused for a couple of years in the Grenadines and Grenada in the late 1990s during their circumnavigation.

• Tony Curphey and Susanne Huber chased each other around the world as man and wife on separate boats until they sailed to Bequia in 2000 and bought *So Long* for the two of them to cruise together. Then they went back to their old ways: separate boats. They passed through the Grenadines again in 2006, before another tandem round-the–world sail with Susanne aboard *So Long* and Tony aboard the cutter *Galenaia.*

• John Freeland, circumnavigated from 1997 to 2016 aboard a Westsail 32, and anchored in Admiralty Bay, Bequia.

• Doug and Beth Anne, and their kids, Antares and Azurra, circumnavigated on *Sinbad*, small-ship sized with an impressive shop in the hold. They were regular visitors to Bequia over several years in the early 2000s.

• Maria and Steve Siguaw of *S/V Aspen* circumnavigated from 2009 to 2013.

• Malou and Dominique Montesinos, sailing on *Catafjord*, a 66-foot catamaran, started from Bequia in 2009 and returned in 2014.

• Eric Toyer and Lynne Dorning Sands, *S/V Amarula*, circumnavigated from 2012 to 2019. "In May 2013, we had the chance to anchor in Admiralty Bay, Bequia, which so many people had told us about."



Eric Toyer and Lynne Dorning Sands are among the many circumnavigators who made a stop in Bequia.

We're sure there are more out there! Please drop a line to sally@caribbeancompass.com.

Oh, and here's one more we know about: see our Letter of the Month from Captain Fatty and Carolyn Goodlander on the previous page!

CC

WE WANT TO HEAR FROM YOU!

***Dear* Compass *Readers*,**

We want to hear from YOU!

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

We do not publish individual consumer complaints.

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

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

Send your letters to sally@caribbeancompass.com

PICK UP!

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



CALENDAR

MAY

1 Public holiday in many places (Labour Day)
1 Salty Dawg East Coast Rally departs USVI for US East Coast. www.saltydawgsailing.org
2 Booby Island Regatta, St. Kitts. www.skyachtclub.com
3 Atlantic Back Rally departs Guadeloupe for Azores. www.facebook.com/AtlanticBackCruising
5 Point Fortin Borough Day, Point Fortin, Trinidad
8 Start of ARC Europe rally from St. Maarten to Portugal. www.worldcruising.com/arc_europe
10 – 19 (TBC) St. Lucia Jazz Festival. www.stlucia.org/en/experiences
12 – 15 (TBC) ANR Regatta, Trinidad. www.facebook.com/anrsailingregatta
13 Public holiday in Aruba, Bonaire and Curaçao (Ascension Day) and in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
13 – 15 (TBC) Combat de Coques regatta, Martinique. www.clubnautiquedumarin.com
14 - 16 St. Thomas Yacht Club Invitational. www.facebook.com/STYCSailingCenter
14 – 16 BVI Dinghy Championships, Tortola. www.royalbviyc.org
14 – 22 (TBC) St. Barth Theatre Festival. www.saintbarth-tourisme.com/en/st-barts-theater-festival
17 Windward 500 Race Series. skern@oneenergyisland.com
17 Public holiday in the Cayman Islands (Discovery Day)
19 – 27 (TBC) Guyana Carnival. www.guyanacarnival592.com
22 – 23 Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. westendyachtclubbvi.com
23 (TBC) Petite Martinique Whitsuntide Regatta. www.puregrenada.com
24 Public holiday in some places (Whit Monday)
26 FULL MOON
29 – June 1 Barbuda Carnival, 'Caribana.' https://visitantiguabarbuda.com/stec_event/barbudas-caribana-celebrations-2
30 Steering the Course – Women's Sailing Festival. www.sailing.org/news
30 Public holiday in Trinidad & Tobago (Indian Arrival Day)
31 Public holiday in Puerto Rico (Memorial Day) and Anguilla (Anguilla Day)
TBA Budget Marine Challenge, Curaçao. www.facebook.com/CuracaoYachtingAssociation

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 Tobago Dragon Boat Association Regatta. http://ttdbf.webs.com.
29 Fisherman's Birthday, local boat racing in many coastal communities
30 – July 5 Cayman Islands Carnival. www.caymas.ky
TBA Massy Stores Dinghy Regatta, Barbados. www.barbadosyachtclub.com

All information was correctto 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 andcontact information of the organizing body tosally@caribbeancompass.com

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DEPTH:	2.44 M 8' .05"
DRAFT:	3.6 M 12' .0"

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MERIDIAN PASSAGE OF THE MOON

MAY - JUNE 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.

May					
DATE	TIME	21	2046	10	1201
1	0354	22	2137	11	1252
2	0455	23	2231	12	1344
3	0552	24	2329	13	1435
4	0645	25	0030	14	1527
5	0733	26	0030 FULL MOON	15	1616
6	0818	27	0135	16	1705
7	0947	28	0239	17	1752
8	1022	29	0340	18	1839
9	1102	30	0437	19	1928
10	1144	31	0528	20	2018
11	1230			21	2112
12	1316	**June**		22	2211
13	1405	1	0528	23	2313
14	1455	2	0616	24	0017 FULL MOON
15	1547	3	0700	25	0017
16	1639	4	0741	26	0121
17	1730	5	0822	27	0222
18	1820	6	0903	28	0317
19	1909	7	0948	29	0408
20	1957	8	1028	30	0455
		9	1113		

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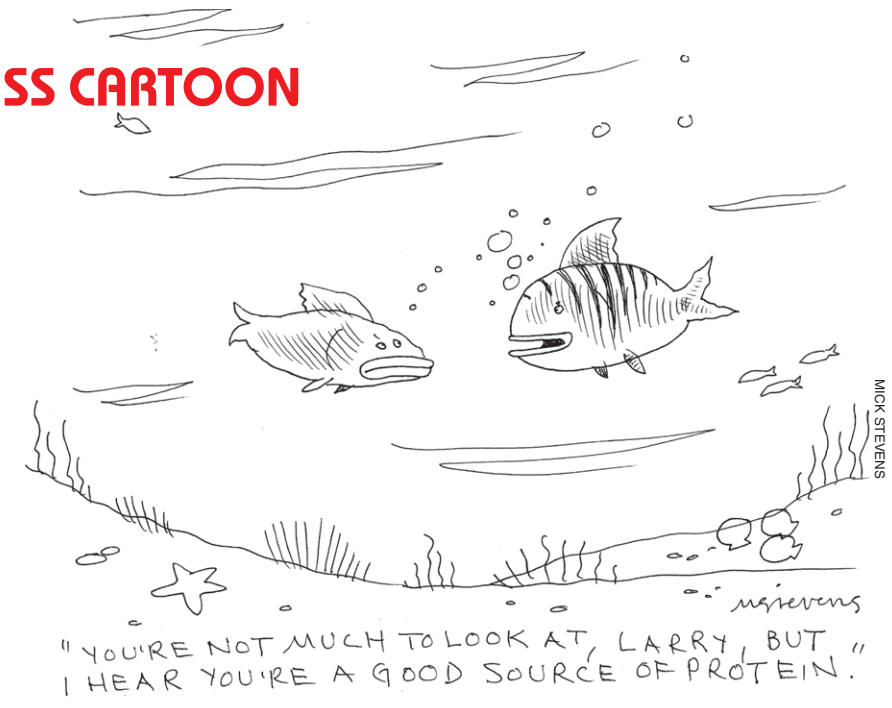
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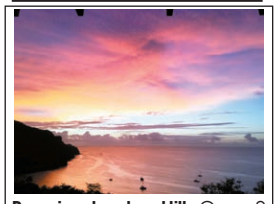
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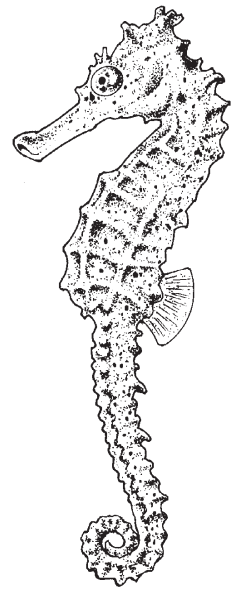


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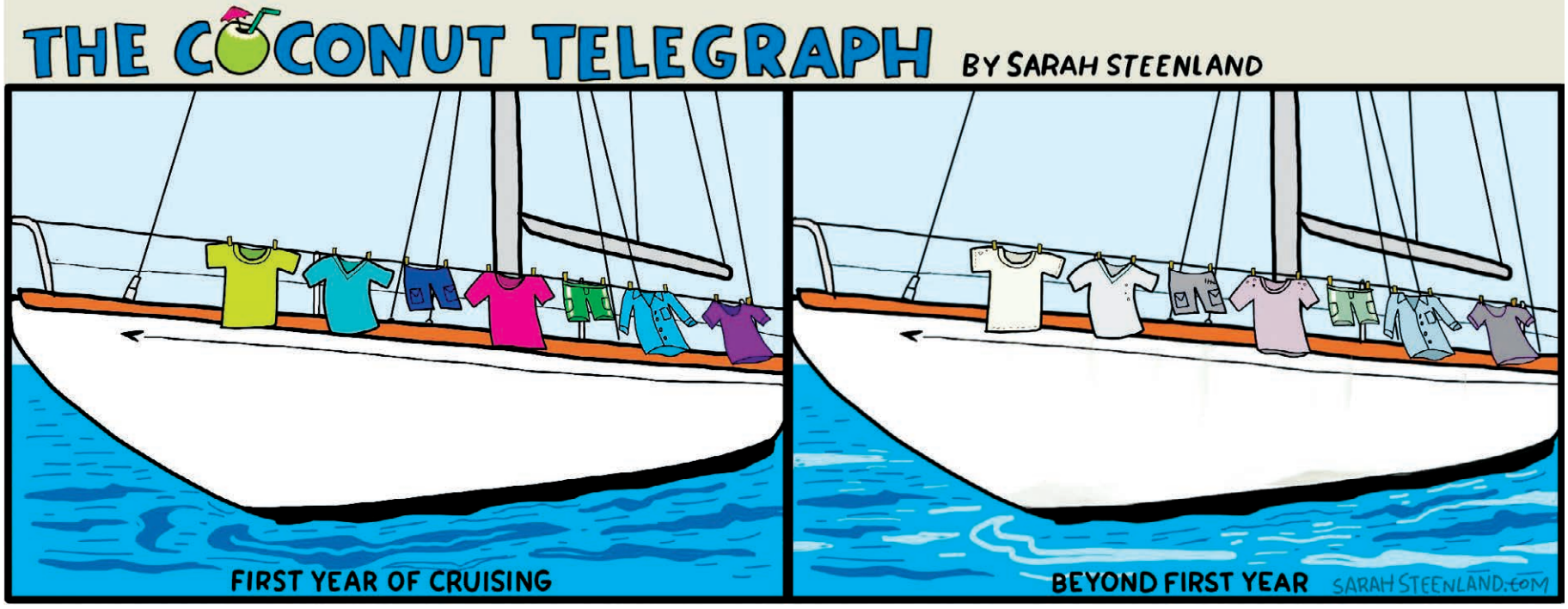


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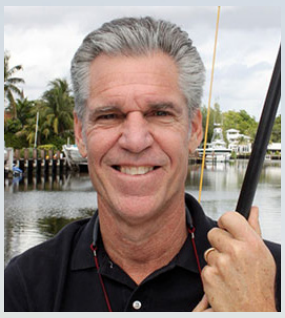
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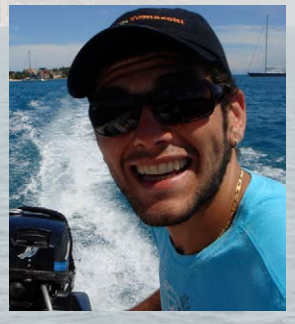
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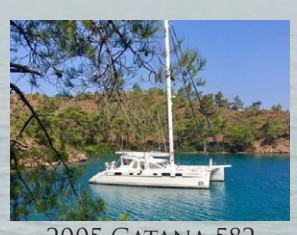
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