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NOVEMBER 2020 NO. 302
The Caribbean's Monthly Look at Sea & Shore



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— Stories pages 12 - 15

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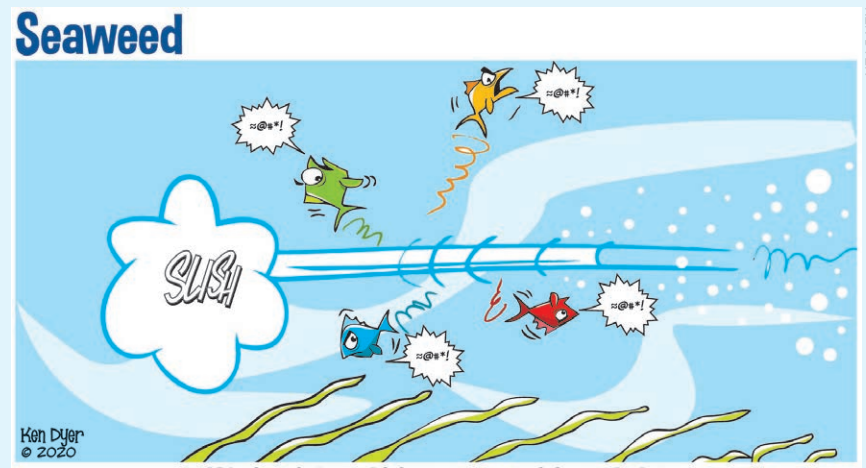




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CARLOS DE SQUID WAS SHOWING OFF HIS SPEED AGAIN...

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On the cover: Many cruisers are currently concerned about yacht insurance in the Caribbean. David Lyman and Don Street survey the situation in articles starting on page 12. Photo by Wilfred Dederer



Info & Updates

CSA helps navigate Covid challenges

Caribbean regatta organizers have confirmed that they will deliver an impressive list of regattas for international, regional and local sailors to enjoy this coming winter, despite the challenges presented by the Covid-19 pandemic. Many potential visitors to the region have asked if there can be consistent protocols and requirements across the region. As each island is an independent country this is unlikely to happen. But Caribbean governments are increasingly looking at travel bubbles to assist with inter-Caribbean travel.



The CSA fleet at St. Maarten Heineken Regatta looks forward to 2021.

ST. MAARTEN HEINEKEN REGATTA

Organizers understand the importance of implementing quality measures to ensure the safety of participants and visitors, which will show in adjustments to how they run events this coming season. In order to assist in the planning process and communication the Caribbean Sailing Association (CSA, www.caribbean-sailing.com) has created a Regatta Covid Update page linking to each regatta's website where any information on modification to the event and local protocols can be found. The majority of the events have a multi-faceted planning process which will allow them to modify their event based on protocols nearer the time and are looking at options of boat, marina and/or regatta bubbles. To that end notices of races have now been issued for Barbados Sailing Week, St. Maarten Heineken Regatta, the Caribbean Multihull Challenge, the RORC Caribbean 600, the Superyacht Challenge Antigua, the St. Barts Bucket, Antigua Sailing Week and more.

Jaime Torres, Vice President of the CSA and Race Manager of Antigua Sailing Week, says, "For the majority of islands the yachting industry plays a significant part in creating economic activity and therefore governments are focused on how to enable the industry to operate while ensuring that the safety of visitors and the resident yachting and wider community. A key part of the success will be ensuring that visitors adhere to protocols put in place to mitigate risk and community spread of Covid-19. Many islands have no or very few cases, and therefore continuing to protect those nations against any further cases is a priority for everyone. With safety as a given, we invite our international and regional sailors to join us for a season of exciting Caribbean sailing in near perfect conditions made all the sweeter by the absence of racing this past year.'

Lucy Jackson, owner of LV Yachting, says, "There are lots of teams keen to get back out on the water after a disappointing 2020 racing season in the UK and Europe. It is great to see the positive work being put in by the regatta organizers in the Caribbean to run Covid-safe events in 2021."

Links to regatta websites and NORs can be found at www.caribbean-sailing.com/regatta-covid-updates. Bookmark the page and check back regularly for updates. It is suggested that participants enter the events they plan to race at as soon as possible to enable organizers to plan. The CSA has also established a central point of information about race charters: https://caribbean-sailing.com/yachtcharter.

Key entry procedure updates

Note: This information is correct to the best of our knowledge as this issue of *Compass* goes to press, but all entry procedures are liable to change at any time.

WITHIN THE CARICOM BUBBLE

The Caribbean Community (CARICOM) has provided parameters for the establishment of a regional travel bubble among the OECS countries of Antigua & Barbuda, Grenada, Dominica, St. Lucia, St. Kitts & Nevis, St. Vincent & the Grenadines, Montserrat, Anguilla and the British Virgin Islands, together with Barbados.

A critical change has been made to the recently implemented CARICOM travel bubble: *all* travelers are now required to present a negative PCR test prior to entry.

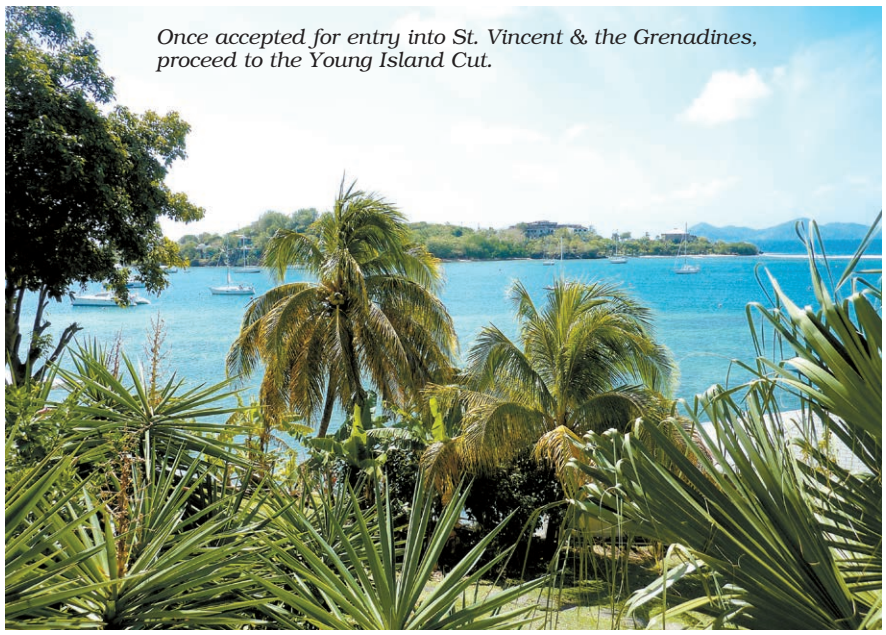
If you are coming from within the CARICOM bubble you need to have a negative PCR test taken not more than seven days from the date of departure and must have been in bubble islands within the last 14 consecutive days immediately prior to travel (21 days for St. Lucia). You will need to be checked by health officials before proceeding to clear in with Immigration and Customs, but quarantine will not be required. Some additional details on CARICOM bubble countries:

—Continued on next page



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• Antigua & Barbuda. The Antigua Port Authority is open to cargo vessels, pleasure craft and ferry services, which are required to follow all protocols issued by Port Health. Junior Minister for Tourism Sharie De Castro has announced that visitors will be able to enter through the BVI's seaports from December 8th. Passengers arriving by sea from outside the CARICOM bubble are subject to quarantine according to guidelines issued by Port Health.



Once accepted for entry into St. Vincent & the Grenadines, proceed to the Young Island Cut.

CHRIS DOYLE

All arriving passengers must wear a facemask on disembarkation and in all public areas. Additionally, the wearing of facemasks in public spaces is mandatory throughout Antigua & Barbuda and physical distancing protocols must be adhered to. Transiting passengers/crewmembers who require an overnight stay will be required to proceed to a hotel or government designated facility to await departure.

All yachts will enter only at the Nevis Street Pier or English Harbour.

If all on board have valid PCR tests, there were no stops at other ports since the port of origin, and the logged data indicates no Covid-19 symptoms in any member during the journey, then the time at sea shall be counted toward quarantine time.

• BVI. As this issue of *Compass* goes to press, the British Virgin Islands seaports remain closed, but the Beef Island airport is scheduled to open on December 1st, facilitating those who wish to return to their boat, or purchase or charter one there. Junior Minister for Tourism Sharie De Castro has announced that visitors will be able to enter through the BVI's seaports from December 8th.

• St. Vincent & the Grenadines. Before coming to SVG, check latest entry protocols at http://health.gov.vc/health/index.php/covid-19-protocols-documents.

You must request permission for entry in advance, by e-mail to SVG Arrivals at svgarrivals@gmail.com, and submit one of the following forms, which they will supply:

Yachts arriving from the countries within the CARICOM bubble not required to quarantine will complete a Risk Assessment Form, which must be submitted at least 48 hours prior to arrival in SVG. With the exception of those coming from Barbados, all arrivals need to show a negative PCR test.

Yachts coming from from all other countries, and thus requiring a test and quarantine in St. Vincent, will complete a Request for Quarantine Onboard Yacht application form, which must be submitted at least five days prior to arrival.

Send the completed forms, negative PCR test results, and checkout documents from your current port to svgarrivals@gmail.com. Once accepted for entry, proceed to the Young Island Cut and pick up a mooring; an SVG Arrivals representative will assist you. (Anchoring in the Cut is not permitted due to depth and reversing currents.) An SVG Arrivals representative will collect your necessary documents and complete the Customs and Immigration formalities for you, or advise you of further testing and quarantine requirements if required.

Those entering SVG by air to join a yacht, see the last page at http://health.gov.vc/health/images/PDF/stories/ SVG_Entry_Via_Sea_COVID_19_Protocol_Yacht.pdf

• Grenada. Before arriving, you must register your yacht's arrival and date in Grenada on www.sailclear.com. On arrival, anchor only in the St. George's quarantine anchorage. The whole crew dinghies to the Grenada Yacht Club for initial contact with Grenada Health (Monday through Saturday during business hours). Bring proof of PCR tests and check-out papers from previous country. Once Grenada Health Ministry officials have certified you to officially enter Grenada, proceed by dinghy to the Port Louis Marina Customs and Immigration office.

OUTSIDE THE CARICOM BUBBLE

• Cuba. The Minister of Tourism announced that several Cuban marinas would be open to international arrivals as of October 19th. As this issue of *Compass* goes to press, protocols have not yet been announced. International flights also resumed in mid-October. Visit www.facebook.com/groups/cubalandandsea for updates.

• St. Maarten. An agent is required for all arriving vessels. If a vessel is arriving from a low-risk country, no PCR test is required. If a vessel is arriving from a moderate or high-risk country An rt-PCR test is required 120 hours prior to departure from immediate last departure point. Such rt-PCR test results, along with all other entrance documents, must be supplied to a yacht agent in advance of arrival. No other electronic forms are required for vessel arrival.

If testing was not possible prior to departure from last port, a vessel can enter St. Maarten under quarantine, with testing to be done within 24 hours of arrival. The appointed yacht agent can coordinate testing upon request. Vessel must remain under quarantine until negative results received.

Transit exceptions: A vessel may come to St. Maarten without testing for maximum 48 hours in transit (for fueling, provisioning, etcetera). All on board must remain in quarantine on board.

Visit https://stmaartenehas.com/travel-requirements for lists of high-, moderate- and low-risk countries, and more information.

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• Bonaire. All vessels traveling to Bonaire will need clearance from the Port Authority. The Health Declaration form available at https://bonairepublichealth.org/en/form must be completed at least 48 hours prior to departure for Bonaire by all crewmembers. All yachts must have a marina or boatyard booking before coming. All yachts coming to Bonaire regardless of point of departure must undertake 14 days quarantine an arrival in Bonaire.

• Panama. In addition to the usual ship's papers and crew passports, arrive in Panama with your last port clearance, a list of your last ten ports with departure dates and, in addition to negative PCR tests for everyone 48 hours prior to departure from the last port, a sworn statement signed by the captain that everyone aboard is Covid-free. If obtaining a PCR test within that time frame is impossible (e.g. due to a long passage), enquire of your chosen marina in advance if they will be able to arrange a test for you on arrival. As things are changing rapidly, engaging an agent could be helpful.



CHRIS DOYLE

Salt Whistle Bay update

In our July issue's cover story, we reported on the efforts of residents of the tiny island of Mayreau in the Grenadines to preserve the narrow, fragile isthmus that protects iconic Salt Whistle Bay by creating a barrier of hundreds of conch shells. Apparently this grassroots effort spurred the government of SVG to take action.

According to reports in the local *Searchlight* newspaper, Mayreau residents are satisfied with the temporary emergency coastal protection works, consisting of boulders, completed at Salt Whistle Bay, and are looking forward to the promised permanent solution.

As reported by *Searchlight*, during a sitting of Parliament, in providing an update on the situation at Salt Whistle Bay, Minister of Finance Camillo Gonsalves noted that EC$1.3 million has been allocated to address it. Government's intention is to spend EC$300,000 this year, and EC$1 million in 2021. The Minister said that tidal and bathymetric studies among other things are ongoing so as to devise "an optimal and attractive long term solution to the problem."

There has been no stormy weather recently to see how well the temporary protection works. Storm surges were dreaded before the boulders were put in place, as it was the opinion of some that only one storm was needed for the isthmus to be breached.

Although the Mayreau residents were not consulted before the temporary sea defense began, they are hoping for consultation when the state is ready to put a permanent solution in place.

Channel swimmers update

Last month we reported that Katie Blair would be the first person to attempt to swim from St. Lucia to Martinique and back to St. Lucia. Unfortunately, she was unable to complete the second leg of the swim after being taken off course by strong west-setting currents in the channel.



However, 12-year-old Christophe Maleau completed his swimming challenge on October 10th. It took him nearly 14 hours to swim from St. Lucia to Martinique. In fairly good sea conditions, he swam with ease, taking a break every 20 minutes for nourishment. Support catamarans were on the water.

Christophe took the challenge as part of Pink October, is to support all women with cancer. His first challenge took place in 2017, swimming 6.4 kilometres between Anse Mitan and la Française in Fort-de-France.
The following year he tackled the 26 kilometers between Le Diamant and Schoelcher.

Read the full story at www.en24news.com/2020/10/at-12-years-old-christophe-maleau-succeeded-in-swimming-the-crossing-between-sainte-luc.html

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BUSINESS BRIEFS

Budget Marine looks forward

Budget Marine's Director Robbie Ferron reports: Budget Marine is expecting that, while our customers may experience some challenges crossing borders in the coming season, the attraction of cruising the Caribbean will be greater than ever before.

Being in a relatively safe environment will augment escaping the northern winters, especially when vessels are disconnected from shore and located in far superior, less stressful places than metropolitan areas.

Budget Marine will facilitate the optimization of safety in its network of chandleries by maintaining the best standards and having the finest inventory of chandlery items in the region.

The upcoming season will be the first full season for our Carriacou location. We note the increasing popularity of this island with long boating traditions among cruising sailors.

Visitors to Antigua will find that our English Harbour store will be significantly expanded. A larger range of products is available, which can still be supported by our two other Antigua locations.

During the quiet times in 2020, our staff has continued to develop innovative stock choices like solar navigation lights and solar panels.

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

Budget Marine Curaçao welcomes you

Roeland van Bijnen reports: In Curaçao, we see more yachts arriving in the marinas, the anchorages of safe and well-protected Spanish Waters (see Facebook: Curaçao Cruisers), and the boatyards for storage, repair, or maintenance.



SERGE R.B. DAUVILLIER

Curaçao's airport has various direct flights to different continents. You can check the flight schedules at www.curacao-airport.com.

Generally speaking, Curaçao is a well-stocked country. Due to Covid-19, there might be some delays in supplies. Budget Marine's Curaçao store has an extensive inventory. Duty-free special orders for yachts in transit by air or sea freight can still be handled.

At this moment, borders are open for citizens of selected countries with a "safe" status.

As of July 1st, travel from the Netherlands to Curaçao is possible. Travelers must complete a Public Health Passenger Locator Card and Immigration Card via www.gobiernu.cw prior to travel. Also, a negative result of a Covid-19 PCR test no later than 72 hours before departure must be submitted on arrival. Visitors can enter if they have not been in an area with widespread transmission of the Covid-19 virus in the 14 days prior to the trip and are required to have travel insurance.

For the latest information about your intended visit to Curaçao, please familiarize yourself with the current situation on the website of the Curaçao government, www.gobiernu.cw. If you think about entering the country, please study the website and follow the instructions at www.kgmc.nl/nl. This site is displayed in the Dutch language. Right-click your mouse and you will find "Translate in English." Visit www.dicardcuracao.com for the digital portal for passengers traveling to Curaçao.

We are looking forward to welcoming more yachts. The Curaçao Cruisers Net airs on VHF channel 72, starting at 7:30AM. On Thursdays, from 5:00PM, enjoy Cruisers' Happy Hour and dinner at The Pier restaurant where coronavirus rules are in place.

Sea Hawk and Budget Marine

Budget Marine reports: Being in business for over 40 years in the Caribbean has allowed us to deal with many different suppliers. We have seen some come and go, but we also have had our fair share of long-term suppliers, who show commitment to the Budget Marine Group as well as to the entire region.



Roughly 25 years ago, our founder, Robbie Ferron, started a special relationship with a company called New Nautical Coatings, better known as Sea Hawk Paints. It began like many other success stories you read about in business publications: two brothers taking advantage of a small investment their father made, with the intention of turning it into a success. And that they certainly did.

These days, it is safe to say that you cannot venture into any yard or marina in the Caribbean without Sea Hawk Paints being mentioned. You cannot walk to a chandlery in the region and not be drawn to their attractive marketing and the effort placed in getting the right product to the right customer. The hard work and dedication put in by Sea Hawk Paints has benefited not only Budget Marine, but also the region as a whole. The company has assisted with the growth of the local boating industry and we would like to show utmost appreciation for the work done.

Thank you for putting us on the map!

Stress-Free yacht transport

Laurien Hoving reports: Transporting your yacht to a new location is an incredibly exciting prospect and the business of moving it from one location to another should be as stress-free as relaxing on deck, admiring the view. When you entrust your yacht to Sevenstar or DYT you guarantee exceptionally high standards of care, vast experience from the sales team to the loadmasters, and service of upmost dependability. Check our Caribbean sailing schedules:

SEVENSTAR YACHT TRANSPORT

- *M/V Deltagracht* or substitute: ETA Genoa, 15/20 November. ETA Palma, 19/25 November. Heading to Le Marin, Martinique, and Port Everglades, FL.
- *M/V Saimaagracht*: Southampton, UK, 1 November. Newport, RI, 17 November. Palm Beach, FL, 22 November. St. Thomas, USVI, 25 November. St. John's, Antigua, 27 November.
- Vessel to be nominated: Gdansk, 20 November – 5 December. Eemshaven, 24 November – 9 December. Southampton, 24 November – 9 December. Heading for Palm Beach, FL, and St. Thomas, USVI
- Vessel to be nominated: Southampton, 20 January – 10 February. Heading for Palm Beach, FL, and St. Thomas, USVI.

DYT YACHT TRANSPORT (FLOAT-ON/FLOAT-OFF)

- *Yacht Express*: Genoa, 10 – 20 November. Le Marin, 22 – 27 November. Port Everglades, 28 November – 3 December.

Visit sevenstar-yacht-transport.com and yacht-transport.com (DYT) for more information, and see ad on page 23.

Bocas del Toro facilities update

Ray Jason reports good news from Bocas del Toro, Panama, for all Caribbean cruisers. Both Bocas Marina and the full-service boatyard Bocas Yacht Services have been operating at full strength.

Bocas Marina, a modern, US-run facility, has provided its normal services throughout the pandemic. A few clients flew back to their home countries, but most of the liveaboards stayed, enjoying the hurricane-free climate and local cruising destinations.

All amenities have continued without interruption. This includes floating docks, free water, terrific WiFi, clean showers, on-site laundry, a night-time security guard, a small but well-stocked chandlery, reliable electricity, nearness to town, a friendly bi-lingual staff, and a bar and restaurant on the premises.

The marina also hosts frequent cruiser-friendly events. The local English-speaking vet makes special visits to sailors' pets and there's a free shuttle boat for the five-minute ride to town, several times each day.

Bocas Yacht Services only had to shut for a short period during the pandemic, but has been open again for months. In late August my boat had a quick and excellent haulout, doing some work myself and using the specialists at the yard to perform the trickier projects. The skill sets of these pros include diesel mechanics, welding, fiberglass repair and prepping, and spray-painting.

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CARRIACOU MARINE

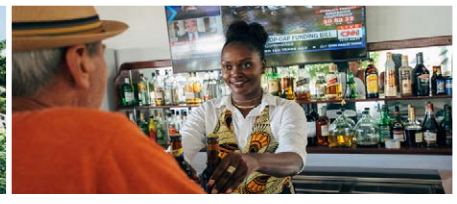
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The travel lift can accommodate boats up to 50 tons and 20 feet wide. The manager, Luzo, is exceptionally helpful. He speaks English, Spanish, and Portuguese.



Bocas del Toro remains a cruising paradise. There are dozens of uncrowded anchorages, sweet beaches, young reefs, great surfing, and fine hiking. Lots of ex-cruisers love it here so much that they swallowed the hook and built homes ashore. The little town of Bocas is deliciously ungentrified and eternally laid back. There are heaps of fun bars and restaurants for food and friendship.

Come on over — it's all downwind!

Covid testing at Isle de Sol marina

With the Caribbean cruising season fast approaching, St. Maarten is making preparations to welcome yachts to the region in a Covid-19 world. In light of the limited laboratory resources in the region, marinas are looking at how they can facilitate Covid-19 testing for arriving crews and guests.

A testing clinic, independent of the government's testing infrastructure, is being planned specifically for the marine industry at the IGY Marina Yacht Club Isle de Sol and is scheduled to be operational by December.

"The goal is to provide additional testing equipment for St. Maarten, so that the marine industry does not become a burden on the island's testing facilities, but is rather adding to the infrastructure," Brian Deher, IGY Regional Director for the Caribbean, told local news outlet *The Daily Herald*.

The clinic is a private initiative and is being worked on in collaboration with the government, which would be able to use the equipment, if needed, for any outbreak situation.

"We will definitely be proactive in assisting the Marine Trades Association and the government with testing centers in other marinas and areas for the coming season," Deher added. "There is high demand from boats to come down and have a cruising bubble between St. Maarten, St. Martin, Anguilla, and St. Barth."

The upcoming Caribbean season certainly has the potential to attract significant yacht traffic, as people consider lower-risk holiday options (in terms of coronavirus transmission) after a long period of limited travel. However, there needs to be more certainty and assurance on whether borders in the region will be open for yachts to cruise between islands before many will commit to visiting.

As such, the St. Maarten Marine Trades Association is talking with local governments about the possibility of establishing cruising bubbles between certain Caribbean islands, which will enable yachts to move around with a certain amount of freedom in the region.

Read the full story at www.superyachtnews.com/crew/caribbean-marinas-prepare-covid-19-testing-capacity.

Marigot Bay Marina is ready for you

Perle Flavien reports: Marigot Bay Marina opened as a port of entry to St. Lucia three months ago and the resort is now also open for land-based guests. Our seaborne guests enjoy all the resort amenities, including the pools, spa, gym, and four restaurants.

We are a full-service marina with in-slip fuel, electricity, and water. We provide petrol and diesel that can be sold duty-free as well as duty paid.

Visit www.marigotbayresort.com/marina for more information.

Mooring upgrade for Prickly Bay, Grenada

Chris Doyle reports: Moorsafe is to take over the main moorings in Prickly Bay. Brett Fairhead from Underwater Solutions has come to an agreement with Prickly Bay Marina to upgrade and maintain the 40 or so moorings that the marina offers for rent. This is expected to happen in the next couple of months. The new system will include re-spacing them, including 40-millimetre chain, and having a chart with the GPS coordinates of each mooring's location. Full mooring specs will be available for insurance purposes, as well as the booking schedule for the moorings, and the ability to reserve one.

The plan is to inspect each mooring every two weeks with the aim of having the safest, most reliable, and most rigorously inspected and maintained moorings in the region. Brett has the tools and divers to accomplish this with Moorsafe, which will be a sister company to Underwater Solutions.

Mooring renters will have use of shoreside parking and washrooms and, hopefully, internet in the mooring field.

Easy, breezy dining in Bequia

Kevin Carr reports: Mac's Pizza & Kitchen, directly on the water in Admiralty Bay, Bequia, is open! We offer a plethora of pizza, lobster, burger, and grilled fish dishes, house-made ice cream, and other desserts.



Enjoy safe, open-air dining on our waterfront patio and in the ocean-view dining room. We've recently reintroduced our friendly table service. The patio bar is open and we offer easy dinghy access via the adjacent dock. We look forward to seeing you!

See ad in Market Place section, pages 28 and 29 for more information on Mac's Pizza & Kitchen.

End of Hurricane Season Party in Grenada

Chrystal Young reports: The Multihull Company and LTD Sailing invite everyone to the annual End of Hurricane Season Party on November 1st at our office in Secret Harbor Marina. There will be a pig roast, West Indies brew, and music and dancing from noon through 6:00PM. Covid-19 precautions will be in place. A donation of EC$20 per person is requested to promote youth sailing in Grenada. We thank Island Water World for their contribution to the party.



While we realize the actual end of hurricane season is November 30th, we had a lot of people miss out on this party last year, because they already left the island. This is our chance to say, "Fair winds and following seas!" to our friends who are sailing into the sunset to follow their dreams.

Contact Chrystal at (473) 406-3017 for more information about the party.
See ad on page 31 for more information on The Multihull Company.

USVI Charter Yacht Show features online segment

The US Virgin Islands reopened to tourism with the restart of day and term yacht charters in September, and has now reintroduced crewed charters, thus increasing the likelihood of a full season in the territory's waters. Plus, it is unlikely that a government shutdown will reoccur in November, due to a successful lockdown and reduction of local cases of Covid-19 in late August and early September.

Hence, the Virgin Islands Professional Charter Association (VIPCA) will host the 2020 USVI Charter Yacht Show from November 11th through 15th and it will do so with rigorous Covid-19 safety protocols.

To accommodate brokers unable to attend in person, organizers are adding a digital element. The online portion of this year's show will offer VIPCA broker members who are attending remotely digital access to yacht tours and crew interviews upon payment of US$50 for individual password access. The fee for non-VIPCA members is $100. Attending in person is free to VIPCA-member brokers and costs $100 for non-members. For registration, physically or virtually, visit https://vipca.org/charter-broker-registration.

At no extra cost to the yachts, VIPCA has arranged for The Pamlico Group LLC to film all registered boats at IGY's Yacht Haven Grande Marina during the show dates.

The show fleet includes sailing monohulls and catamarans up to 80 feet and longer and motoryachts in the 100- to 150-foot range. Over 150 individual charter brokers attended the 2019 USVI Charter Yacht Show. With this year's new online segment, even more are expected to attend. The show will be held on St. Thomas at Yacht Haven Grande Marina, which has recently won the Superyacht Marina of the Year Award for a third time.

Visit https://vipca.org/usvi-charter-yacht-show for more information.

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REGATTA NEWS

Light winds for St. Maarten's Bart's Bash

After being postponed a week due to lack of wind, the St. Maarten Yacht Club sailed the seventh edition of Bart's Bash on September 19th. In first place was Frits Bus, followed by Justin Pieterse and Emma Lennox.

Bart's Bash is the annual international flagship event of the Andrew Simpson Foundation, inspired by Olympic gold and silver medalist Andrew "Bart" Simpson, MBE (Member of the Most Excellent Order of the British Empire), who believed that everyone should have the chance to try sailing and enjoy the benefits that it brings. Bart's Bashes are held worldwide.

Bart's Bash 2020 in St. Maarten saw three classes enjoying light but steady southeasterly breezes in Simpson Bay Lagoon, perfect for sailing skill development, which undoubtedly took place.

The Laser Class had six entries. Frits Bus dominated the fleet. Justin Pieterse (Radial) and Emma Lennox (4.7) sailed with smaller rigs, taking second and third place.

Adriaan Coppelmans grabbed the day's overall win in the Optimist Class, against three other talented sailors. He missed only one bullet in the first race, when Caii Banting took the lead.

The Pico Class was won by Louka Williams. Second place went to Cato de Wilde.

The SMYC raises funds to provide sailing school scholarships to potential sailors, and through this event, the club raised funds to continue providing sailing scholarships to three local kids via the Youth Sailing Program.

Visit www.smyc.com for more information.

ON THE HORIZON

BVI Spring Regatta 2021 is scheduled

The 49th BVI Spring Regatta and Sailing Festival is scheduled for March 29th through April 4th, 2021.



Nanny Cay Marina is ready for the 49th BVI Spring Regatta.

ALASTAIR ABREHART

"What's not to love about the BVI Spring Regatta?" is next year's theme and those words couldn't be more fitting. The event will include more classes and opportunities for sailors from across the Caribbean and the globe to come to the British Virgin Islands and experience fantastic racing in tropical surroundings.

The race week will include a two-day Sailing Festival followed by the Spring Regatta, which begins with the second annual Mount Gay Race Day on April 2nd. The regatta offers racing over multiple courses, expanded classes, and some of the top competitors from the region and around the world.

Each night brings the teams to the Regatta Village, located shoreside of the Outer Marina at Nanny Cay Marina and Resort. Nanny Cay, a long-standing sponsor, has signed on for the next two years to see the event reach its milestone of 50 years of racing in 2022.

Information concerning current protocols from the BVI Government is continually updated.

Visit www.bvispringregatta.org for more information.

Grenada Sailing Week postponed till 2022

In consideration of the current challenges posed by the Covid-19 pandemic, and with travel restrictions currently in place predicted to remain for the coming months, the Board of Directors and Organizing Authority of Grenada Sailing Week have decided to postpone the event scheduled for January 2021 until January 30th through February 4th, 2022. Brian Sylvester, the Chairman of the Board, explains, "There is too much ongoing uncertainty to be able to confidently host the event, which in 2020 attracted 40 participating boats from over 20 different countries."

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

Registration open for Les Voiles de St. Barth

Les Voiles de St. Barth Richard Mille is looking forward to 2021 and preparing its 12th edition, which takes place from April 11th through 17th. The organizers promise to create an event with the same excellence as past years.

To simplify registration for participants while providing as much flexibility as possible, pre-registration is already open for 2021, with no cancellation fees. By pre-registering, sailors benefit from personalized service in terms of logistics via concierge service, without charge.



MICHAEL GRAMM

Organizers promise to create an event with the same excellence as past years.

The organizers offer special thanks to the event's title sponsor, Richard Mille, official sponsor Caisse d'Epargne CEPAC Antilles, the Collectivité de St. Barthélemy, Veuve Clicquot, and Sisley Paris for theirv steadfast support of the regatta.

"Les Voiles de St. Barth Richard Mille is like a big family," explains François Tolède, "and our sponsors, who have been with us for many years, are part of it. After Hurricane Irma hit, they showed us that we could always count on them. This new crisis has only helped solidify our bonds."

Visit www.lesvoilesdesaintbarth.com for more information.

53rd edition of Antigua Sailing Week

The Antigua Sailing Week Team reports: We are hard at work planning ASW 2021. With some modifications to our usual social programs we will be able to conduct safe, competitive racing during the week of April 24th through 30th, 2021. We have 70 entries, which include some rolled over from last year. We are also collaborating with other regional regattas via the Caribbean Sailing Association to discuss viable measures to allow a level of safe enjoyment once daily racing is completed.

The 2021 Notice of Race is now available at https://sailingweek.us7.list-manage.com

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Douglas Yacht Services
La Martinique

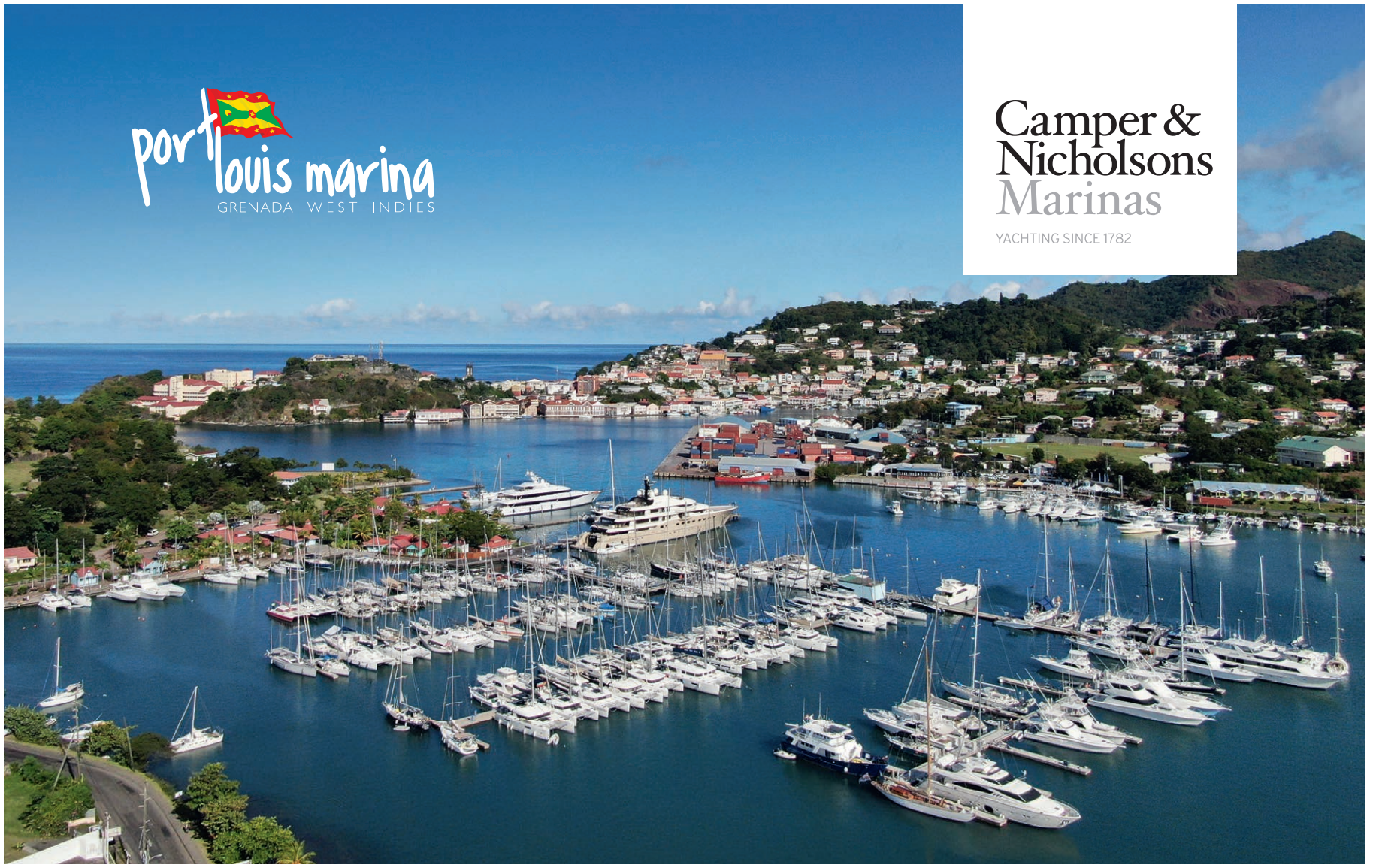


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50	$1.28	$1.15	$1.08	$0.89
60	$1.39	$1.25	$1.18	$0.97
65	$1.54	$1.39	$1.31	$1.08
75	$1.59	$1.43	$1.35	$1.11
80	$1.74	$1.57	$1.48	$1.22
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Insure for Caribbean Cruising... or Not?

by Don Street

Many sailors go uninsured, saying they would rather spend the money installing good equipment, checking it, and replacing it when necessary, thus avoiding breakdowns. They keep a close eye on the weather and stay out of the storm zones.

Some cruisers have done this, spent a lifetime sailing, and never had any problems requiring a large outlay of cash to solve damage or gear failure. The legendary sailing authors Lin and Larry Pardey are prime examples: they sailed twice around the world in two different small engineless boats, with no problems. They were skillful, but also lucky. Sometimes things happen that are simply beyond your control.

Help in unavoidable accidents

On November 8th, 1984, Charlotte Amalie harbor in St. Thomas, USVI, was crowded with yachts assembling for the Charter Boat Show. The wind was blowing hard out of the south. Hurricane Klaus was forming south of Puerto Rico and heading eastward, rather than the normal westerly course of hurricanes that had in the past formed in the Eastern Caribbean.

A cruise ship arrived off St. Thomas, ready to come to the wharf. It was too rough for the pilot boat to come alongside and deliver the harbor pilot on board. The ship requested permission to enter without a pilot. Permission was granted. She entered the harbor and turned to come alongside the West Indian Company dock, only to discover that her thrusters could not overcome the force of the beam wind. She drifted down onto the fleet of anchored yachts before she was able to back down and reverse out of the harbor. A number of yachts were damaged.

The uninsured boats received nothing. The cruise ship and cruise line denied liability. The only recourse for uninsured boats was to hire an Admiralty lawyer and start legal action. However Admiralty lawyers are not allowed to take cases on contingency basis. It is strictly cash.

One boat spent the winter anchored abeam of the cruise ship dock, displaying a sign saying, "Damaged by [name of the cruise ship]. They refused to pay for repairing damage and I have no money."

The insured boats had their damage repaired and were reimbursed by the insurance companies that went after the cruise ship and cruise ship line for repayment. Some underwriters or insurance companies paid the damaged yachts their repair costs in full, others paid costs less the excess/deductible.

Sometimes simply being able to say you are insured is useful. Once while anchored in Cowpet Bay off St. Thomas Yacht Club, my classic engineless yawl, *Iolaire,* was attacked by a Sunfish a tourist had rented from a hotel. The Sunfish dug a gouge a foot long halfway through the inch-and-a-half teak planking.

At first the hotel manager denied liability but when he was informed that he would be hearing from my insurance company's lawyers, and I stated that I would be happy to settle for repairs only, with no loss of use of *Iolaire* while undergoing repairs, he agreed to settle.

I found a local surveyor who was well respected and whose surveys were regularly accepted by Lloyd's underwriters. He inspected the damage, and came up with two solutions, one relatively inexpensive, and the other extremely expensive. I decided on a plan, and we drew up an estimate and gave it to the hotel manager. He paid immediately in cash.

I was again glad we had insurance when *Iolaire* was anchored one night in the corner of the harbor of Puerto La Cruz, Venezuela, out of the traffic lanes and among the small fishing boats. Our 360-degree masthead anchor light was lit.

I was not quite asleep when I heard a noise. Looking out of the aft cabin hatch I saw the bow of the Margarita ferry. This was followed by the noise of a crash as she ran up our starboard side.

I rushed up on deck to discover 23 feet of eight-inch-high teak bulwark gone, the starboard side chainplate gone, the anchor line broken, and the ferry departed. Luckily there was no swell as on the starboard side of the mast all rigging was gone except the forward lower shroud.

We had lost the starboard side anchor and line so we re-anchored with the port side anchor. In the morning we organized a tow to the marina, where we lifted out the mast.

I went to the ferry company to discuss the situation. They denied all liability. I then did some checking and found out the company that insured the ferry company. I also made contact with a surveyor who inspected the damage and we worked out an estimate of repair costs.

I also contacted my insurance company, the venerable D Hudig and Co. They said I should try to organize a settlement locally, but if I couldn't they would take the case up in London in Lloyds' claims court.

I returned to the ferry company's office with the above information and estimate of repair cost. The next day they offered two options: I could have all repairs done, certified by surveyor, bills all paid, present the ferry company with the bills, and they would pay me. Or I could take a cash settlement on the spot in US dollars on the basis of the estimate that I had given them. I took the second option.

What is the insurance situation now?

In the early years of Caribbean cruising many boats were uninsured. Those who had it got policies in the States or with Lloyds in England. There was no one in the Eastern Caribbean who specialized in marine insurance. In 1966, with the help of connections I'd made racing on *Lutine*, the Lloyds Yacht Club boat, I arranged that I could place yacht insurance in Lloyds of London through a well respected London yacht insurance brokerage firm.

Lloyds and other insurance companies that entered the Eastern Caribbean yacht insurance market had few problems with large losses until the middle 1980s, when hurricanes began to cause problems. Klaus in 1984 and Hugo in '89 caused bearable losses. But the catastrophic damage suffered in Hurricane Alley in 1995 with Luis, followed by Marilyn, caused many insurance companies and many Lloyds yacht underwriters to withdraw from the Eastern Caribbean yacht insurance market.

The series of hurricanes that followed (go to www.street-iolaire.com/hurricane for more information) caused Pantaenius and, as far as I can figure out, all Lloyds yacht underwriters to withdraw from the Eastern Caribbean market.

There are, however, companies in the Caribbean that will organize insurance for boats in the Caribbean. Many underwriters are insuring all boats in the whole Eastern Caribbean, all with named-storm damage/hurricane coverage with no reduction in rate if an owner does not want named storm coverage. Boats that are based in Hurricane Alley pay the same rate as boats based in the lower Caribbean.

Below are listed some brokers and companies that have organized insurance for various friends of mine, and a note on insurance for boats departing the Caribbean. Obtain quotes from as many brokers as possible, and ask them to get quotes from all of the companies they represent.

• Jhall@anjoins.ag, Antigua agent for Anjo, a Barbados-based insurance company that has been in business for 90 years. Anjo places its insurance with Massy, a conglomeration of UK insurance companies.

• sharon.mitchell@caribbins.com, represents Carib Insurers, a Tortola-based company in business since 1973 acting as agent for three highly rated UK insurance companies: Guardian General, Massy, United, Royal Star.

• stacey.roberts@nagicobvi.com, a Tortola-based company.

• streetiolaire@hotmail.com, dealing with Lloyds underwriters I cannot organize insurance for boats IN the Caribbean, but I can organize insurance for boats leaving the Caribbean for the Pacific or Europe.

Visit Don Street's website at www.street-iolaire.com

by David H. Lyman

I've owned,or been owned by, four different sailboats, from 34 to 57 feet in length, for 50 years. I've had insurance on all four. Why? The bank financing each boat insisted. Well, I can't blame them. And I did feel better myself, knowing if the boat went missing, sank, or smashed up ashore, that I'd not be paying the mortgage on a yacht I could no longer sail. If I should poke a hole in the hull, or the rig falls down, or the rudder comes adrift, I'm not left with the entire cost of fixing what went wrong. I'd pay a deductible, but that would be a fraction of the actual cost. And, should the damage cost less than the deductible, I'd have to pay that anyway.

So, insurance is good thing. But can I get insurance these days? If so, what are the cost and restrictions?

The yacht-insurance giant Pantaenius announced recently that they are pulling out of the US and Caribbean markets as of December. Why? We already know the answer. The weather! Over the past 25 years hurricanes have wreaked havoc on boating in the Antilles and on the US Gulf and East Coasts. It's getting just too expensive to insure yachts.

Or is it?

Caribbean Compass asked Don Street and I to research the current yacht insurance situation, particularly in the Caribbean. Don's been in the insurance business for decades and he knows a lot. Ask him. He'll tell you.

So I went asking, not Don, he has his own articles in this issue. I asked others, so you'll have other opinions. I sent agents a request to quote (in US dollars) on coverage for a hypothetical yacht. Actually it was for my Lord Nelson 41 that I lost in Hurricane Marilyn in 1995. That size of boat is typical of yachts cruising couples are living on and sailing even these days.

A fiberglass cruising sloop
LOA 41 feet. Draft 6 feet. Beam 13 feet.
Boat's value $150,000
Home port: Maine, USA
Cruising grounds: East Coast of the US, Maine to Florida; offshore to Bermuda; to and through the Caribbean.
Owner's experience: 20 years of boat ownership. US Coast Guard 50 ton, nearshore Master license, with sail and offshore endorsement. No claims the past 5 years.

Yes, insurance is available

Laura Lindstrom-Croop is a floating insurance agent. She and her husband have been living aboard and cruising on *Blue Blaze*, their Ta Shing Panda 38, for the past 16 years. As a former land-based agent, Laura is now with Legacy Underwriters, helping fellow liveaboards insure their boats. (See ad on page 29, laura@legacyunderwriters.com)

"Are you still able to write insurance for yachts in the Caribbean?" I asked on a recent Zoom chat.

"Some," she began. "We had two companies, but recently lost one, Yacht Insure. We now write policies with Concept Special Risk. They are out of the UK. The paper is actually through Great Lakes Southeast, a subsidiary of Munich Re Group, so it is an A-Plus company. Recently, we started writing with Sea Wave, an insurance program underwritten by Lloyds of London. We are excited about this additional option we will have for insureds."

"Will they cover offshore voyages?"

"Yes. They will cover you anywhere in the world, provided you have the experience. They will cover you for an offshore ocean crossing of five days or more, but require résumés from the skipper/owner and each member of the crew. Two crewmembers will need to show offshore experience."

"To get coverage, is a survey required?"

"Yes, except for a new boat. For older yachts, a 'condition and value' survey is needed every three years."

There are two kinds of yacht survey: a buyer's or pre-sale survey (very thorough and expensive) and a survey that assesses the yacht's market value and ensures the yacht can safely to go to sea. A survey may cost $700 to $1,200, more for a larger yacht. A haulout may add another $500 to the survey cost, but Laura tells me that sometimes a company may accept an in-the-water survey if there's a statement from a diver as to the integrity of the hull, prop, shaft, through-hulls. The diver can change a few hundred dollars as well.

"Your boat, a 38-foot Panda," I said, "is a generic cruisers' liveaboard. It's now more than 30 years old. Is your boat insured, and for much?"

"We have an 'agreed value' policy. Replacement for total loss is $120,000."

"Deductible for incidental loss?

"Yes, there's always a deductible. Normally it's a percentage of the hull value. So it might be a two-percent deductible on a standard loss. That would be $2,500 for our boat. But for a loss during a named wind storm, the deductible can be double that."

"Cruising limits? What are the requirements for hurricane season?"

"We have to be south of 12.4 degrees, or be north of Cape Hatteras. If you're not above or below the hurricane belt, you can still get coverage, but you're going to pay for it. If you are in St. Thomas or Puerto Rico, for instance, your insurance premium can double."

"Thirty years ago I was paying around $3,000 a year for insurance on my Lord Nelson 41. Hull value was $150,000. How has that changed?

"Today, your policy would be around $3,500 to $4,500. But if you were in a more hurricane prone area coverage could easily be $6,000."

When I spoke with Bill Coates at Offshore Risk Management in Florida (see ad on page 16), he agreed. "Yes, $3,500 is in the ballpark. But," he said, only half joking, "don't quote me." He went on to say his agency has five different underwriters they work with. "Yes, we are writing coverage for yachts in the Caribbean, and for offshore voyages, but the offshore voyage might add $100 to $150 to the base cost."

I spoke with Suzanne Redden, the Mid-Atlantic

IS YOUR BOAT INSURED?

Branch Manager for the Gowrie Group, a Division of Risk-Strategies Company. I reached her in their Annapolis office through an ad I saw for Jackline Insurance (https://gowrie.com/Marine-Insurance/JacklineProgram).

"Yes, there are still several companies writing insurance for yachts in the Caribbean. The weather catastrophes that have occurred over the last several years have contributed to a very difficult insurance market, especially if you are looking to do Caribbean or worldwide cruising. Gowrie is fortunate in that we are the sole representative for Markel Insurance and their popular Jackline Program for long-term cruisers. If the customer qualifies it is a great option for them.

"An interesting result of Covid-19," Suzanne adds, "is that many folks are looking at safe ways to travel with the family and boating is a popular option. It seems as if everyone is buying a boat this year and looking for insurance. We are extremely busy."

"Hurricane season?"

"Yes. Coverage is available, depending on the company. There are caveats, possible exclusions for tropical storm coverage (you may be able to buy back coverage for a substantial surcharge) — it depends on the company. Deductibles are also apt to be substantially higher as well."

"Offshore coverage?"

"Yes, however, experience is key here. We will ask for résumés for the boat owner and quite possibly the crew; different companies have different requirements."

"When it comes to a particular yacht, what are companies looking for in order to provide a quote?"

"We require that the boater complete our online Quote Request Form. It will give us the necessary information on the boat, its value, condition, the owner/skipper's experience, homeport, intended cruising grounds, safety equipment, etc. If the boat is ten years old or more, a recent survey is needed. Some companies are also requiring a rig inspection. We can generally turn a quote around overnight, but with the number of requests we are receiving, it could be a day to two."

Elizabeth Prescod of Massy United Insurance (www.massyunitedinsurance.com), based in Barbados, also says, "In addition to hull cover, we also provide cover for liabilities to Third Parties, i.e. cover being provided to the Insured for loss, damage or injury to a third party for which the insured is legally liable."

In closing

I'm not an expert in insurance, Don Street is. But I am a consumer. This article only scratches the surface on insurance in the marine field. The companies I spoke with represent only a few of the dozens that cover boats and boaters. You'll have to do your own research, ask questions and become educated in how to minimize any potential risk of loss. Noonsite offers a post by a Pantaenius representative of what to consider when discussing insurance with an agent, and what to look for in the small print (www.noonsite.com/report/buying-boat-insurance-a-brief-guide).

Me, I'd rather be navigating through the shoals of some uncharted section of ocean than the paperwork that is marine insurance!

More Types of Insurance for Sailors

As long as we are on the subject of insurance, I thought I might look into other types that might be of interest to sailors in the Caribbean.

Skipper's liability insurance

If you were the skipper on yacht and you banged into someone else, would the boat's insurance cover the damages and any claim against you?

Last year, I was skippering a delivery from Antigua down to Martinique. My wife insisted I take out a liability policy. I did. Commodore Insurance, through Offshore Risk Management, provided me with a $1 million liability policy to cover my skippering "non-owned vessels," from December 2nd to March 1st. I didn't have cause to file a claim, but the family was relieved knowing that should I run into someone else's boat or damage some dock, I'd be covered.

While talking to Bill Coates at Offshore Risk Management, I learned they are the only agency providing skipper's liability insurance. "We have tens of thousands requests a year and provided thousands of skipper protection policies."

The cost was $100 a month, and could be extended should I get another delivery. The policy did not cover the boat, just should my actions bring harm to someone else and the boat's insurance not provide adequate coverage.

Medical insurance

With only Medicare and the US Veterans Administration providing my medical coverage, I have no medical insurance coverage outside the US mainland, unless there are US military facilities nearby. Puerto Rico does have a VA facility and St. Thomas has had a VA clinic. Being in the tropics, where medical facilities are limited anyway, this may mean getting stateside to a VA hospital. For a serious condition, this might mean medical evacuation.

• DAN (Divers Alert Network)

One such provider is DAN, the Divers Alert Network. Established 30 years ago and with 230,000 members, DAN was established to get scuba divers suffering a dive accident to a medical facility with a decompression chamber — fast! The service has since expanded and now accepts sailors, and soon all travelers. DAN offers a 24/7 emergency hotline, search and rescue coverage, medical evacuation and repatriation, and travel assistance. Cost for membership is $60 for an individual, $100 for a family. When I asked Laura if she knew about DAN, she replied:

"We've had DAN for years. It's very inexpensive coverage." DAN has also announced they will be providing a non-boater travelers coverage plan, soon.

www.DANBoaters.org

• Global Rescue

Global Rescue has been round since 2004. They provide integrated medical, security, and travel risk and crisis management services. They cover the world, via all communication channels, to provide real-time advice from paramedics, physicians, nurses and military special operations veterans. When required, they arrange, and cover, evacuation services back to the States, or your home hospital. Global provides risk insurance for major companies sending their people into remote areas in dangerous situations, such as mountains or the Arctic.

www.globalrescue.com

• You are your own insurance

A medical emergency at sea is a larger issue than one ashore. Distance to medical and ambulance services, and cold, wet, cramped and uncomfortable conditions aboard a vessel at sea in a blow, all complicate even the simplest of injuries or illness. What can we do to save a shipmate or ourselves? EMTs tell us there are six areas we need to work on:

1) Preparation: Prior to tossing the dock lines, each of us needs a full medical and dental work-up. Keep your medical records with you, so when you reach a shoreside medical facility, the medical team there will be better informed and prepared.

2) Education: Learn how to take care of yourself and your crew in an emergency. This may require enrolling in specific courses in offshore medicine. Complete a basic CPR course. Build a medical kit. There are companies who will help you do this.

—Continued on page 15

WHO CLEANS UP THIS MESS?

by David H. Lyman

"Can I see your insurance documents?" A tall, burly West Indian Customs agent asked as I was clearing in at Jolly Harbour, Antigua, last winter. I fished around in the leather case that contained the ship's papers, but no insurance documentation was found.

"Doesn't appear to be here," I said. This was the first time anyone had asked me for proof of insurance upon clearing into a Caribbean island.

"I'll have to ask the owner," I said, hoping that would placate the scowling agent. I wanted to get on with the lengthy process of clearing into Antigua. I'd just left the French island of Guadeloupe with this delivery, and the French process is a breeze. Fill out the form on a computer hiding in the back of the Pelican Boutique in the tiny village of Deshaies and you're on your way.

"Make sure you bring proof with you when you come to clear out," he instructed.

"Yes sir." I was puzzled at the request. As I stepped into the dinghy for the ride out to the boat I asked myself. Why did he ask? Was this a new policy in Antigua? Why would Antigua need to know if the boat I was skippering had insurance? Then it dawned on me.

Hurricane Marilyn came through the Virgin Islands in 1995. She tore up the islands, smashing boats, ripping off roofs. I'd already survived three hurricanes in the islands on my Lord Nelson 41, *Afaran*. The last one, Luis, came through these same islands only two weeks earlier. I rode that one out on board, in Maho Bay on St. John, USVI. Three years before that, I rode out Hurricane Hugo in Coral Bay. (These stories appeared in *Caribbean Compass* May, June and July 2020 issues). I came through of each these hurricanes virtually unscathed, but thousands of boats wound up smashed, beached, or sunk.

After riding out Hurricane Luis in Maho Bay, I motored over to West End on Tortola, BVI, curious to see what was left; then over to Red Hook and Charlotte Amalie on St. Thomas. *Afaran* was the only vessel moving on those waters. The shores were lined with smashed yachts, piled ten deep in places. A catamaran had been blown ashore, wedged into a second floor balcony in a condo on Hassel Island. What a mess. Fiberglass debris was strewn along the streets and waterfront.

Who cleans up all this? I wondered then. I wanted to find out.

I spent a week onboard after Luis, then put my boat back on her mooring in Great Cruz Bay, St. John, and flew home. I'd had my hurricane experience for that year, or so I thought.

"Another hurricane is on the way," a friend told me. "You going back down?"

"It's not supposed to be too bad," I told him. "She can take care of herself on her mooring." I said, confidently.

That's not what happened.

"Marilyn was worse than Hugo," Derek, a marine mechanic I knew from St., John, told me years later. "Tornados spun off the eye as it passed between St. John and St. Thomas, and trashed the fleet." My 41-footer was among them.

The guys from St. John Water Sport, who manage the Hinckley charter feet in Great Cruz, phoned me a day after Marilyn passed to say my boat and a few others were just missing off their moorings. "Perhaps she's just been blown off her mooring and is drifting at sea, someplace south of Hispaniola." So, I sat and waited. Duncan, a young Vermonter who boat-sat various yachts in Great Cruz, called. He needed a letter from me saying he was diving on the wreckage in the bay for the owners. I sent a letter, and a week later he called. He'd found the mast, sections of the stern, the engine and slab of topsides no larger than a refrigerator door. *Afaran* was in pieces.

I had called the insurance company the day I heard *Afaran* was missing. I called back with Duncan's news. They needed a written report from Duncan. Done.

"What will happen?" I asked.

"We need an inventory of personal effects, with values. The hull is covered for total loss as outlined in the agreement. You'll receive a check, less the deductible, shortly. The personal effects need to be inventoried before we can issue that check." I went about preparing a list. My underwater camera housings, lights, dive gear and tanks, sextant, radios, weather fax, SSB, and Loran (this was 25 years ago, remember). I'd lost my collection of John D. MacDonald Travis McGee novels, clothes, and my wine glass collection — priceless, but of no financial value.

"What will happen to the wreckage at the bottom of the bay?" I asked.

The insurance companies would "work with the Territory, hire a salvor with a crane and barge, pick up what's not of value, and dump it far out at sea."

The insurance company paid in full, and a year later, I acquired *Searcher*, a Bowman 57 ketch.

In researching this story for *Caribbean Compass*, I learned many boats in the Caribbean and elsewhere go uninsured. When an owner's boat is wrecked beyond salvage and there is no insurance, who pays for cleanup? Was that why the officer in Antigua was asking for proof of insurance?



DAVID LYMAN

Every insurance policy should have a 'wreck removal' clause. If it doesn't, don't sign it.

Chris Marshall, President of the Sint Maarten Marine Trades Association, answered my inquiry. "After Hurricane Irma (2017) we had 177 wrecks, of which about half were salvaged. That left 82 that were not. One assumes that they weren't because they weren't insured or the owners just decided to abandon them. There are quite a few that still remain from Hurricanes Luis (1995) and Lenny (1999) as well. It will be a welcome sight to have these wrecks out of sight. Not the sort of landmarks that we want to be recognized for!"

Robbie Ferron, Director of the Budget Marine Group, provided the following: "I understood that in the USVI a federal program cleaned up most of the wreckage. Here in St. Maarten things were completely different. There has been a 550-million-Euro grant from the Dutch Government to remove all the wrecks. That was given to the World Bank to supervise, but nothing is happening. Perhaps they are still arguing whether the crane doing the work has the proper snow tires. My experience is that the insurance companies always take their wreck removal commitment seriously."

Chris Marshall went on to express his organization's view: "We would fully endorse the position that any yacht wanting to stay in the Simpson Bay Lagoon or the coastal waters should have the proper insurance in place. It's certainly not fair that the local population assume the burden of another man's waste."

Don Street tells us, "Every insurance policy should have a 'wreck removal' clause. If it doesn't, don't sign it."

When a yacht is damaged, for any reason, the first thing a claims adjuster wants to know is where the boat is and in what condition. Is it salvageable? If they settle your claim for "total loss" they then own what remains. They can sell what's left to a salvor, pay to have what's left removed and sunk or landfilled, or sell it back to you.

A few owners do buy back their boats, pay to have the boat moved to a yard, set up and begin work to repair the damage themselves. Others buy hurricane-wrecked boats, repair and re-sell or "flip" them, as in the real estate market.

A few find the task of rebuilding their hurricane-damaged yacht too time consuming and expensive, and simply walk away, leaving the unfinished project in the hands of the boatyard. There are dozens of boats (I'd not call them yachts at this stage) that have languished for years in yards in my home state of Maine, abandoned. Le Marin Harbor on Martinique has a flotilla of what appear to be abandoned boats, still floating, at anchor, in the harbor, grass growing on the waterline and on their decks.

I asked a few boatyards about this. A few reported they want to see proof of insurance before hauling. As a boatowner, I'd want to see the yard's insurance as well. What happens should something bad happen to my boat while being hauled, moved and stored?

Upon clearing out of Jolly Harbour a few weeks after clearing in, I encountered a friendlier agent in the Customs office.

"Is there a new policy about proof of insurance being required to enter Antigua?" I asked, rather sheepishly. She made a funny face and reached for the phone to call the main Customs office in St. John.

"Not that I know of," she told me, waiting for someone to answer on the other end. She posed my questions, smiled, and hung up the phone. "Nope. No new policy about proof of insurance."

Well, that settled that, I thought, but it still didn't answer my basic question, who cleans up the abandoned hulls we see washed up on the beaches and sunk in coral gardens among these beautiful islands?

Just more jettisoned plastic from a disposable culture.

Now, if all boats were required to be made of wood, the wrecks would resolve themselves in an organic process.



DAVID LYMAN

Not the sort of landmarks that we want to be recognized for.

What About Abandoned Wrecks?

Joe Blow has insured his yacht. Hurricane Horrid comes along and sinks it. But the boat is repairable. The underwriter, at the underwriter's expense, hires a salvor to raise it and organizes the haulout in a yard. At that point Joe takes over, repairs the boat, has the repairs certified, and then the underwriter pays Joe for the repair cost less the excess/deductable. Good brokers, working with good insurance companies usually organize an advance to the owner of 30 to 50 percent of the estimated repair costs.

Sue Sailor doesn't have insurance, and her boat is badly damaged, too. But she has the resources, time and skills to bring it back to life. Bobby Boater doesn't have insurance, his boat is wrecked on the beach, and he just walks away, abandoning it. Unfortunately, there are too many like Bobby.

by Don Street

Abandoned wrecks cannot be blamed on insurance companies, as all good marine insurance policies have a wreck removal clause. If an insured boat is sunk in shoal water or blown ashore, and is repairable, it is the underwriter's responsibility, at the underwriter's expense, to deliver the wreck to a yard. If the boat is sunk or blown ashore, and is deemed a total loss, it is the responsibility of the underwriter to dispose of the wreck at the underwriter's expense.

With total losses the underwriters take a bad licking as they must pay the owner the insured value of the boat plus they must pay the costs to have the wreck disposed of to the satisfaction of the local government. The insurance company sometimes finds the cheapest solution is to remove all fuel, lube oil and other substances that will pollute the ocean, and sink the wreck as a dive site and fish haven.

> *'Unless the owner has business interests on the island, or owns property there, there is little the government can do except bite the bullet and dispose of abandoned boats as cheaply as possible."*

Occasionally the underwriter suspects barratry, the intentional sinking of a vessel by owner or crew. Because of the wreck removal clause, the underwriter must salve the wreck and bring it ashore. But if barratry can be proved, the owner is paid nothing and a long court case follows. If it cannot be proved, the underwriter will say they will pay for repair costs less the excess/deductible when all repairs are finished and approved by underwriter. At that point the owner may walk away and the yard is stuck with the wreck as it is the property of the owner.

Sometimes the owner will decide that with the insurance money received from a total loss, he or she can refloat the boat, move it to a repair yard and rebuild. That is how I re-acquired *Iolaire* in October 1959. Some other sailors have successfully done the same operation. Others have bitten off more than they can chew, get partially through the refit, run out of money or enthusiasm, and walk away from the project. This leaves the yard with a half complete, dead project — a real problem.

The vast majority of abandoned wrecks are uninsured boats that have sunk or been blown out of their chocks ashore in a storm, and the foreign owner just departs. Unless the owner has business interests on the island, or owns property there, there is little the government or boatyard can do except bite the bullet and dispose of the wreck as cheaply as possible.

Often when a boat blows out of chocks or a cradle, the yard charges the owner to lift and re-chock the boat. (It is worthy of note that after Ivan tore up Grenada, Grenada Marine lifted and re-chocked boats their own expense: no charge to owners or insurance companies.) If the boat is insured, no problem, the insurance company adds the cost of lifting and re-chocking to the damage claim. Uninsured boats that blow out of chocks or cradles, if badly damaged, can end up as the yard's problem if the owner walks away.



ROB KUNKEL

Sometimes a boat owner will decide that with the insurance money received from a total loss, he or she can move the boat to a repair yard and rebuild. But if there is no insurance, some owners just walk away.

The problem of abandoned wrecks could be solved if all the island governments got together and required all yachts to have insurance. But that is probably not going to happen. Meanwhile, increasing numbers of marinas and boatyards require their clients to show proof of insurance, especially for hurricane-season storage.

—*Continued from page 13* *...Is Your Boat Insured*

3) Stabilization

First action! Learn how to treat for shock, stop bleeding, restore breathing, suture, bandage and hydrate a patient. Stabilizing the injured crewmate will go a long way to their survival. With the patient comfortable and secure below, there is now time to communicate.

4) Communication

If it's time to call a telemedical organization, do you have a SatPhone, SSB radio, cell phone or satellite text/tracker? Then make the call. Within a minute, you can be listening to a doctor talk you through the patient's stabilization, medication and first aid.

5) Consultation

This consultation goes on until you reach shore, or more serious action is required.

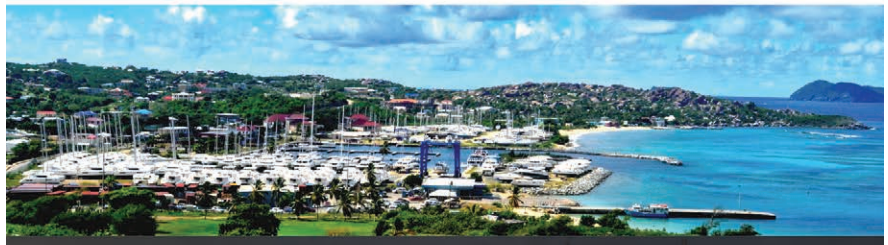
6) Evacuation

DAN and Global Rescue can make arrangements to fly the patient to a suitable medical facility (see above).

Travel insurance

Travel insurance might be worth having when making extensive explorations ashore. This topic is too extensive to address here, but a quick and handy way to get an overview of insurance for travelers outside their home country is at *www.travelinsurance.com.* This website lists the major travel insurance providers with an easy-to-fill-out form so you can compare services and prices.

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STEP UP TO EYEBALL NAVIGATION

by Don Street

When cruising and racing in the Caribbean Sea, the ability to "read" the water's depth by its color and texture is an essential skill. This skill is known as eyeball navigation. You'll quickly learn that dark indigo-blue water is deep, turquoise is shallower, and reefs are brownish, for example.

You need to be able to see into the water when navigating in in reef-encumbered areas, and this is best done with the sun overhead. If you use common sense to avoid reflection and glare off the surface — i.e. not heading west to enter or leave harbors after 1500 hours, or heading east before 1100 — you can cruise the Caribbean relying almost completely on eyeball navigation.

Height of eye is a key factor — the higher your eyeballs are off the deck, the better your view into the water. Eyeball navigation is much better from the bow than from the cockpit. Standing on top of the bow pulpit is much better than standing on deck. And a crewmember piloting from the lower spreaders has an even better view.

Unfortunately, with the almost universal use of GPS and chart plotters, eyeball navigation has largely been forgotten — sometimes with disastrous results.

See the September 2014 issue of *Compass* (www.caribbeancompass.com/online/september14compass_online.pdf, page 27) and note the picture of a Swan 90 hard aground on the western side of Spithead Channel at Antigua's Nonsuch Bay. The skipper was reportedly looking at his chart plotter rather than at the water. The salvage and repair cost ended up in the region of US$800,000.

In contrast, my yawl *Iolaire* once departed Grenada on a one-month charter cruise to St. Thomas. It was the days before electronic navigation, and as we reached the northwest corner of Grenada, I discovered that our charts of the Grenadines had been left in the Grenada Yacht Club bar!

'If someone is on the lower spreaders and the light is good, everything becomes crystal clear. Mast steps make climbing to the lower spreaders easy.'

Neither I nor my 18-year-old crew, Ed Pionkowski, had ever sailed the Grenadines before, but I was not willing to go back to St. George's to pick up the charts. So I told Ed to take two small cockpit cushions and secure one to the top of each lower spreader so an eyeball navigator sitting up there would be comfortable. (We had a flag halyard on the starboard spreader and we rigged another flag halyard on the port spreader so that no matter which tack we were on, the person on the spreader could be supplied with cold Heineken.)

We spent a week cruising the Grenadines using only eyeball navigation. We even entered the Tobago Cays from the southern entrance, an entrance that today some bareboat managers and cruising guide authors claim is too difficult to use. But if you read the sailing instructions in the booklet that accompanies Imray Iolaire chart B31 or B311 (or the piloting directions found in *Street's Guide Martinique to Trinidad*), and if there is good light and an experienced eyeball navigator is in the spreaders or even on the foredeck, the southern entrance is quite do-able.

In my early days of exploring the Eastern Caribbean, often without the aid of a detailed chart, I or one of my crew would spend a lot of time conning *Iolaire* from the lower spreader. Until I reached my middle 70s, with the aid of the external halyards I could still climb *Iolaire's* mast without a bosun's chair. Then I started sailing *Li'l Iolaire*, a 28-foot yawl that had an aluminium mast with internal halyards. Because of the internal halyards, it was almost impossible for me to climb *Li'l Iolaire's* mast, so I installed steps to the lower spreaders. The mast steps made climbing to the lower spreaders easy and I did it regularly when entering harbors and exploring new anchorages.

In some areas, such as parts of the Western Caribbean, electronic charts aren't very accurate. But I think every skipper of every cruising yacht in the Caribbean will realize that now, with internal halyards almost universal, the chances of having a crewmember climb to the lower spreader to con the boat is zero — unless the mast has steps.

So, before the next cruising season starts, check the various catalogues, find mast steps that appeal to you and install them as far as the lower spreaders. Installing mast steps is a job that you can do with the mast in the boat. A tip: run some light line, such as Dyneema, between the outboard ends of the steps to keep halyards from getting fouled.

Whenever there is a tricky pilotage situation, if someone is on the lower spreaders and the light is good, everything becomes crystal clear.

As a bonus, at anchor those crewmembers who are too nervous to go aloft under sail can climb the mast via the steps (plus a bosun's chair for the "belt and suspenders" effect) and obtain wonderful views and photographs that are not available from deck level.

So step on up. The view from the lower spreaders is great!

Throughout this, our Silver Jubilee Year, Caribbean Compass *is proud to share articles from our archives. A version of this article first appeared in November 2016 — and information is just as useful today.*

PRODUCT POSTINGS

Whether you're getting ready for your first or 15th season of Caribbean cruising, there's always something you can get for the boat that can optimize your experience. There are excellent, well-stocked chandleries throughout the Caribbean, such as Island Water World (see page 32) and Budget Marine (see page 2). If you don't find what you're looking for there, see the websites given for more information.

New high-vis man overboard range

Ocean Safety has launched a brand-new range option for its Jon Buoy man overboard collection, the Jon Buoy Glo Lite.

New for 2020, the Jon Buoy range will be further extended to incorporate the inclusion of Glo Lite technology. Glo Lite uses innovative retro-reflective technology that significantly enhances the visibility of the hi-visibility fabric, making it highly reflective and increasing perception during dark conditions. By aiding location, casualty time is reduced before recovery for a more positive rescue outcome.

Representing some of the world's leading manufacturers, Ocean Safety offers branded and own manufacture products including the Jon Buoy Man Overboard recovery range, Ocean & UltraLite Liferafts, fire equipment, EPIRBs and SARTs.

Visit www.oceansafety.com for more information.

State-of-the-art marine-grade epoxy

This state-of-the-art Hawk Epoxy system is for building and repairing boats, planes, surfboards, canoes, and many other substrates. The foundation of the Hawk Epoxy system is Sea Hawk Paints' R1 Epoxy Resin, which fulfills all of the different application needs with its eleven-part catalyst and fairing options. Construction, bonding, fairing, coating, waterproofing and air exchange reduction have never been simpler.

Visit www.seahawkpaints.com for more information.

Rotary polisher for topsides restoration

Whether afloat year-round or stored on the hard, salt spray, wind-blown dirt and UV rays wreak havoc on a hull. Dark colors show it first, but even white gelcoat will turn dull, chalky and pitted. For these boats, a simple wash and wax won't do. They need to be polished — a straightforward DIY project with the right tools.



Consumer-grade polishers typically use an orbital pattern that's safe in inexperienced hands, but slow. The Shurhold Pro Rotary Polisher features axial rotation. Twelve amps and 1,400 watts of power require attention and constant movement to avoid swirling, but nothing removes scratches, oxidation and surface defects faster. With speed adjustments from 600 to 3,200 rpm and a 17.7-centimetre backing plate, it makes short work of a large project.

The first step after putting on eye protection is to clean the polisher pad. Using a Pad Cleaning & Utility Brush, run the machine on a slow setting to ensure the strands are fluffed out and there's no debris in it. It even helps new pads by removing stray fibers.

Paint thin Xs of Shurhold Buff Magic onto the hull in small, easily managed sections. It breaks down into ever-finer abrasives, so it's important to begin on a slow speed setting to avoid overworking the material. Unlike some methods that require multiple products, Buff Magic takes a surface from dull to glossy in one step.

When using a Shurhold Pro Rotary Polisher, it's important to keep the machine moving, hence the small work area. Place the pad on the surface, set the speed to around 1,600 rpm and move it around a bit before turning it on. Work in a left-to-right motion, overlapping each pass, with the weight of the machine providing pressure. Repeat this process in an up-and-down motion, adding a light pressure. Buff until the material disappears and the gloss begins to show.

Depending on the hardness of the gelcoat and the depth of the oxidation, a second application may be needed. The hull should feel smooth to the touch. A video of the entire process is at www.shurhold.com/blogs/all-blogs/learn-how-to-buff-using-a-rotary-polisher.

Visit www.shurhold.com for more information.

Simplify shore power ELCI installation



A faulty connection at the dock could result in stray electrical current leaking into the water, creating a serious safety hazard. That's why Equipment Leakage Circuit Interrupter (ELCI) devices that trip a breaker and stop electricity flow are so important. ELCI Adapter Kits from Hubbell Marine provide a simple and flexible way to integrate sensors and breakers into a boat's shore power design using housings matched to Hubbell inlets.

Each kit begins with either a 30A or 50A Hubbell shore power inlet in a housing, plus one or two blank housings for integrating a variety of third-party ELCI sensors and breakers. This provides a cohesive look and simplifies installation. They are ideal for use as original equipment or as refit upgrades, and come complete with adapter plates and hardware.

Hubbell offers its 30A, 125V shore power kit in a choice of stainless steel or non-metallic construction. The 50A, 125/250V version comes in stainless steel. All Hubbell Marine ELCI Adapter Kits ensure that critical electrical components are well protected from the elements. The attractive and clean-looking housing complements any boat design. Hubbell offers seven different ELCI kits to match specific configurations.

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

Sirocco II Fan Moves Air, Sips Power

Running an air conditioner on a boat typically means either tolerating generator noise and fumes, or being constrained to a power pedestal. Instead, owners can turn to the high-performance Sirocco II fan, from SEEKR by Caframo, to get lots of air movement with very little power draw.



The triple-speed Sirocco II moves a serious amount of air — up to 185 cfm on the high setting — yet uses only 0.35A. On low, it's a mere 0.06A. At any speed, the Sirocco II is whisper quiet. This is due to the commercial-grade motor rated at 5,000 hours and unique, engineered fan blade shape.

What sets the Sirocco II apart from most fans is its gimbaled 360-degree design. It provides almost infinite adjustment and tremendous flexibility in directing airflow, plus it folds flat when not in use. Four timer settings — three, six, nine and 12 hours — ensure comfort when it's needed without wasting power.

Made in Canada, the Sirocco II from SEEKR by Caframo has outstanding build quality. Compact at 9mm L x 241mm W x 305mm H, it weighs only 1.2kg. With versatile 12/24V auto-sensing capability, it's easy to install and wire with the included hardware. Available in black and white, it comes with a two-year warranty.

A video is at bit.ly/Siroccoll.

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

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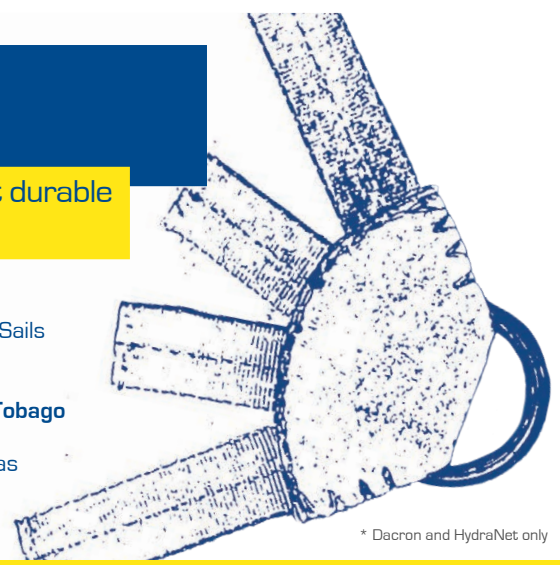
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The Sky from Mid-November to Mid-December

by Jim Ulik

It was known to ancient Greeks that the Earth was a sphere. Technically, the Earth is a spheroid because it is not a perfect sphere. After thousands of years of calculations confirming this fact, 18 to 25 percent of the people surveyed in our modern world still believe Earth is flat. One third of millennials (anyone born between 1981 and 1996) maintain that belief. Geez! Some also do not believe in gravity. A spinning flat Earth gives the illusion of gravity. Does that mean falling stars are literally stars dropping out of the sky?

As it turns out the Earth both rotates east and orbits in an easterly direction. That is, of course, based upon the observations from any given location on Earth. This rotational and orbital momentum plays a part in the speed of meteors reaching Earth. Earth's orbit takes our planet into a few streams of high concentrations of debris left behind from comets and asteroids this period.

Tuesday, November 17th

First observed in 1366 and later "discovered" in 1865, comet 55P/Tempel-Tuttle was found to have an orbital period of 33 years. The last time the comet made a close pass to Earth was in 1998. Earth began its current pass through this comet's debris field on November 6th. The peak stream of debris will be reached overnight. Shooting stars will become observable radiating out of the east after midnight. The Leonids meteor shower may produce up to 20 meteors per hour. The shower will be active through November 30th. The speed of Earth through space plus its rotational speed makes these meteors collide with our atmosphere at a very fast rate of speed.

Wednesday, November 18th – Thursday, November 19th

The Moon is now a waxing crescent or halfway between its new and first quarter phase. Low in the southwestern sky over the next two days the Moon will appear to take up residence near Saturn and Jupiter. On the 18th it will be positioned below Jupiter in Sagittarius. By the 19th the Moon will have exited the half-man, half-horse constellation and be positioned above Saturn.

Saturday, November 21st

Earth has intercepted another debris field, generating another meteor shower. The radiant of the Monocerotids originates from an area in the constellation of Monoceros the unicorn. Petrus Plancius created this constellation around 1612 to fill the gap between Orion and Hydra. Because this constellation is relatively dim, the radiant is easier to locate near Canis Minor. To spot any shooting stars look out just before midnight at least 45 degrees away from the radiant of the shower. This variable shower peaks tonight producing from five to 400 meteors per hour.

The Alpha Monocerotids celebrates some anniversaries today. In 1925 (95th anniversary) and 1935 (85th anniversary) the Alpha Monocerotids produced about 1,000 meteors per hour. In 1985, 700 shooting stars per hour burned up in the atmosphere. During the 1995 shower about 400 meteors per hour radiated through the sky.

Wednesday, November 25th

There are two twosomes overhead in the night sky. The waxing gibbous Moon will rendezvous with Mars throughout the night. Look for the pair to reach their highest point in the sky around 2045 hours. Another pair in apparent close proximity is Jupiter and Saturn. They can be found sinking in the western sky finally setting around 2100.

Saturday, November 28th

As noted in last month's article, it was the beginning of another solar cycle that signifies increased sunspot activity. Sunspots affect many aspects of life on Earth. What would life be like without GPS? Maybe a welcome break in social networking wouldn't be so bad. In the 1850s amateur astronomer Lord Richard Carrington determined the solar rotation rate by watching sunspots. The significance of the sunspot activity became apparent when Lord Carrington witnessed a massive solar flare in 1859. The Carrington Event of 1859 sparked major aurora displays visible as far south as the Caribbean. It also caused severe interruptions in global telegraph communications, even shocking some telegraph operators and sparking fires when discharges from the lines ignited telegraph paper. From being concerned principally with charting the stars to aid navigation, astronomers became increasingly concerned with what the celestial objects were, how they behaved and how they might affect life on Earth. The Sun's rotation has been recorded since 1853. Observing the Sun's surface and rotation can assist in the prediction of severe space weather that can affect Earth. Today marks the beginning of the Carrington Solar Rotation number 2238.

There might be a few sparks flying out of the bronze club of Orion tonight as the November Orionids meteor shower reaches its peak. This minor shower is active November 14th to December 6th. These are slow-traveling meteors so the light trail may be short yet bright.

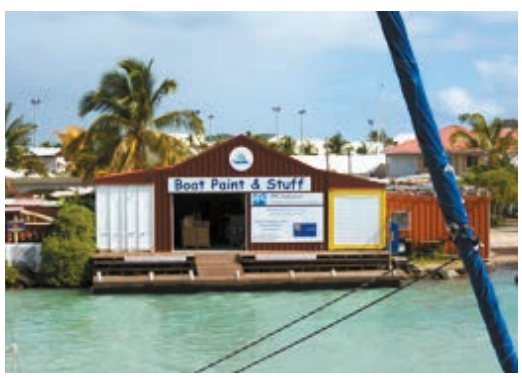
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KARL JAUSLIN AND ADOLF VOLLMY

A 19th century woodcut with an impression of the spectacular November 13th, 1833 Leonid storm.

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—*Continued from previous page*

Monday, November 30th

Full Moon Party tonight! When the Moon rises this evening it will appear full and bright. Actually you will have to stay awake all night until the Full Moon moment. That occurs just before it sets. If you can pull off staying awake you may notice the Moon getting dimmer. That is not your eyes beginning to shut because you're tired. A penumbral lunar eclipse begins around 0330. A penumbral lunar eclipse takes place when the Moon moves through the faint, outer part of Earth's shadow, the penumbra.

Wednesday, December 2nd

There will be a short window to spot any of the 100 potential meteors from the Pheonicid meteor shower. The best viewing is when the radiant reaches its highest point in the sky. Meteors will radiate out of the southern sky between 1900 and 2100 hours.



NASA

Saturday, December 5th

Seven more meteor showers are peaking during the first two weeks of December. High overhead tonight look for meteors from the December Phi Cassiopeiids. The shower is active from December 1st to December 8th. Although it is named after Cassiopeia, the radiant is actually closer to Andromeda.

Monday, December 7th

Just before midnight the now dismantled Argo Navis rises above the southeastern horizon. From Puppis (stern) and Vela (sails) a number of shooting stars are jettisoned towards Earth. This shower is active December 1st through 15th.

Wednesday, December 9th

Another peak round of meteors will radiate out of the Monoceros constellation. They will appear out of an area east of Orion at the foot of Gemini. This shower is active November 27th through December 20th.

Hydra the water snake will appear to spit fire tonight. This is the peak of the Hydrids meteor shower. The head of Hydra is located south of Cancer and east of Orion. This constellation is the largest of all the 88 modern constellations recognized by the International Astronomical Union (IAU).

Saturday, December 12th

The crescent Moon will appear near Venus this morning. The pair, situated in Libra, will be visible low in the eastern sky for about an hour. Moonrise occurs about 0400 hours with Venus trailing behind one half hour later. Sunrise is around 0615.

Monday, December 14th

The Geminids meteor shower peaks tonight. This is a major shower that may begin producing a few meteors as early as 2100 hours. Of course the best viewing would be in another hour or two when Gemini gets higher in the sky. At its peak, the shower is expected to produce a nominal rate of around 150 meteors per hour assuming a very dark sky. To see the most meteors, the best place to look is not directly at the radiant itself, but at any dark patch of sky which is around 30 to 40 degrees away from it.



Above: The November Meteors, from The Trouvelot Astronomical Drawings 1881-1882

Left: Coronal Mass Ejection (CME) impacting Earth as viewed from the International Space Station

There may be generic posts on the internet about the solar eclipse today. Unfortunately it will not be visible in the Caribbean.

Tuesday, December 15th

The last peak shower of this period is the Comae Berenicid meteor shower. This is a minor shower that appears to radiate out of the tail of the constellation Leo. Meteors from this shower are visible for a couple of hours after 0200 hours.

In the News

The asteroid sample return capsule is scheduled to be released from Japan's *Hayabusa 2* spacecraft. Hopefully there will not be a system failure so that the capsule gets jettisoned into Earth's atmosphere only to burn up. After a six year round trip the spacecraft is scheduled to "softly" deliver the extraterrestrial specimens to Earth.

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

Jim Ulik sails on S/V Merengue.

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BOOK REVIEW
BY NICOLA CORNWELL

JUICY SLICES OF ISLAND LIFE



Stories from the Recent Past, a collection of short stories,
by Bob Berlinghof. ©2020.
152 pages. ISBN 9781716662188

Eagle-eyed readers of the regular *Compass* book review column will be familiar with the name Bob Berlinghof. He was for many years the editor's "go to" book reviewer — insightful, fair, and teasing enough to always pique your interest.

Following in the substantial flip-flop footsteps of the big man is somewhat daunting, not just because of his way with words, but because he was my verbal sparring partner, musical mentor and friend.

Bob — writer, musician and maker of ice cream — went to that great gig in the sky on July 14th. He had been receiving medical treatment in the USA but expected to return to his beloved Bequia very soon. His untimely death was a sudden shock to the small community in which he loomed large.

To while away some of the hours in isolation in the US, Bob occupied himself by digging out some unpublished short stories he wrote in the late 1980s. The time on his hands enabled him to refine and re-tune this literary evidence of his love affair with the Southern Caribbean — a place he arrived at over 40 years ago as a wide eyed, Yale graduated, peace lovin' hippie 20-something sailor with big hair and no real plans.

Bob completed the edits of the story collection to his satisfaction just before he passed away. It was his wish that it be published. I designed the book cover utilizing a photo of Bequia street art by LD Lucy, and the book was recently published with the help of his friends.

Stories from the Recent Past contains eight short stories of varying length and even more varied subject matter. The compendium touches on rum shop arguments, regatta racing, mysterious vehicular misadventures, hurricanes, unrequited love, chartering chores, stupid rich people, and catching up at dinner with old friends.

There's also a rather random mixture of writing perspectives too: third person, first person (including that of a woman), even stories re-told within stories. When I was playing guitar with Bob, he taught me about different "voicings" — the musical principle that means the same guitar chord can be played in a number of ways depending on the assembly of the notes it contains, resulting in a divergent feel. He loved the scope you got with choosing the right "voicing" and he plays with that concept in this collection of stories. What is the same chord is the location — the islands of the southern Caribbean; the "voicings" are the different ways the tales play out and sound.

One of the strengths of Berlinghof's writing is his mastery of description. There's a visceral quality that appeals to the senses. You can hear, touch and smell the environments in which his characters exist. Take the start of "Rainy Season Blues" for example:

Twice since dawn it had teemed with rain, and the air reeked of a thousand rotting guavas and the harbor town's effluvia. The trade winds died; by 9:30 steam could be seen rising off the island's main road. An insistent sun poked through high clouds and pushed the temperature into the low nineties. The morning air hummed with hatching mosquitoes, damp, dense, and so close it seemed to congeal; walking felt more like swimming, if you could sweat while you swam.

By the time you settle into the rum shop where that story is set, you too are feeling the weight of the energy-sapping humidity.

Bob felt no qualms in writing about characters from all walks of island life. From charter newbies, to long-time expats with shady pasts, loquacious locals and anything in between. They were all fair game for his pen. As a consequence, in these stories you get a rich tapestry of island voices.

It's well-known local lore that if your "navel string isn't buried" on an island, you'll never be from there. So it's a brave man who uses local patois in his stories, but again, Bob finds no problem with this and rises to the challenge. Some of the stories are so liberally laced with "island speak" that the best way for non-locals to digest them is to pour a shot of rum and read them out loud. Like these two excerpts from "The Race":

"Well, shite," said Bully. "Old Massa's come back to Bequia disguised as white trash."

"Times done change up," said Bacca. "First shall be last, and last shall be first, the good book says," he said, looking at Wilbur.

"That is scripture," said Wilbur. "It don't apply to me. I start believin' scripture, pretty soon I be gwan church."

"Fine day for a race," he said to Johnny.

"Plenty wind," said Johnny without looking up.

"Good luck, you go need it."

Johnny refused to answer. He had a hundred dollars riding on the outcome. He was thinking, why's this guy wishing me luck? He's the one going to need it with crew like that.

"By the way," said Wilbur. "You got a fast boat here. She a bit longer than Lady M., you know. But you didn't get de stern quite right, up here so," he pointed to the shape of the transom. "You nuh get by me once I pass."

"What's that?" said Gumbsy, a crewman.

"He say he go win we," said Johnny.

"Like fock!" said Gumbsy.

"Case of beer," said Wilbur. "Overall I go win you."

"You gone mad and your head bad. You on," said Gumbsy. The king of the bettors had struck again.

"See you on de upwind leg," said Wilbur Grant.

"We ain' lookin' back," Gumbsy retorted.

This ain't your classic Antigua regatta, this is real local — the banter, betting and bravado are as essential as a well-trimmed mainsail. I found myself thinking this story would make a great radio play.

Berlinghof was adamant that the stories were fictional. *"None of the stories are true. Any resemblance to any characters living or dead is therefore complete rubbish. Don't go there,"* he declares in his foreword to the book. But the way I read them, they seem like re-arranged recollections of varying degrees of reality. And that's good. It gives them a sense of vivid reality often lacking in observations written by those who watch from the sidelines but never fully live immersed. Bob considered himself a real Vincy man and was proud of it.



What you get from this collection of short stories are juicy slices of island life. There are occasions where nothing really significant happens, despite all the talk (arguably that in itself is quintessentially Caribbean!). Then some tales give you the sense you've eavesdropped on private moments, where you lean in to catch the gossip, and others where the narrative is more fully formed with meaning and consequence. It's akin to a box of assorted chocolates, all are worth eating, but there's no doubt you'll like some better than others, as did I.

Similar to the feel of the warm tradewinds on your skin, the sounds of the tree frogs chirruping in the dark and the heady scent of jasmine after evening summer rain, Bob Berlinghof's *Stories from the Recent Past* evoke feelings and sensations unique to the Caribbean. Lean back and savour the flavour.

Paperback copies are available via print on demand from lulu.com bookstore and for purchase at the Bequia Tourism Office. All proceeds go to his family.

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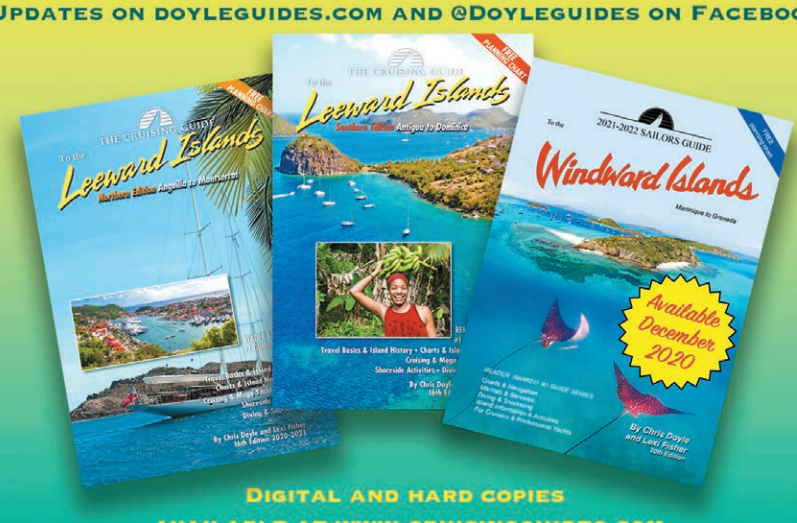
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The Tropical Mockingbird, A Delightful Songster

I'M rather fond of Tropical Mockingbirds. Not only are they impeccably clad in elegant shades of grey and white, but they're bold, perceptive creatures, with intelligent, expressive eyes that look as though they're saying "I'm watching you!"

Yes, make no mistake — they are watching and may even remember you. According to a study carried out in 2009 by biologists at the University of Florida, Mockingbirds can recognize and remember the faces of people perceived as dangerous to their nests. The research describes how student volunteers approached and touched 24 nests for four days in a row, wearing different clothing and approaching from different directions each day. The birds acted more hostile each succeeding day, as they became increasingly familiar with the volunteers, flushing out earlier and attacking, even grazing the intruders' heads at times. However, when different people approached the nest, the birds remained unruffled. A Professor of Biology at University of Florida, Doug Levey, says, "Sixty seconds of exposure was all it took for mockingbirds to learn to identify different individuals and pick them out of all other students on campus." This stands in sharp contrast with laboratory studies in which pigeons recognized human faces only after substantial training.

Tropical Mockingbirds *(Mimus gilvus)* are song virtuosos found from southern Mexico to northern South America and from the eastern coast of Brazil to the southern Lesser Antilles as far north as Antigua. They were introduced to Trinidad and Panama where populations are now well established.

The species favours open habitats, including beaches, grassy wetlands, farmlands, towns, gardens and boatyards. You can spot them perched on exposed shrubs and treetops, telephone lines, fences and laid-up boats. They can be seen hawking swarming termites after the first heavy rains, or on the ground disturbing insects by flashing their wings repeatedly — lifting and spreading them in striking "archangel fashion" while uttering an occasional, almost absent-minded "*tcherk.*"

Tropical Mockingbirds are closely related to the famous Northern Mockingbird *(Mimus polyglottos)*. Although most experts treat them as two separate species, they are sometimes classified as one. They're almost identical, the main difference being that the Tropical Mockingbird has less white on its wings and primary feathers. Otherwise, their behaviour, songs and calls are often undistinguishable and individuals are known to interbreed and produce young in areas where the two species meet. However, unlike their northern counterparts, who are famous for mimicking other species of birds, Tropical Mockingbirds very rarely mimic, though some individuals are known to have accomplished some spectacular mimics, including learning the Brazilian national anthem.

Like their northern relatives, Tropical Mockers have larger-than-life personalities that make them one of the most conspicuous birds in their habitat. They are absolutely fearless, with a fierce spirit that when provoked can inflict dread in the hearts of their bravest foes. Certainly, while other birds give alarm calls in the presence of a predator, this hot-tempered little bundle of feathers will not think twice about confronting a cat, dog or hawk that gets too close to its nest, meeting them head on with a full artillery of beak, feathers and swooping feet.

Yet, for all their displays of temper, Tropical Mockingbirds rarely physically fight among themselves. Instead, they establish territorial boundaries and entice their mates with skill and imagination. Males are territorial all year round and engage in musical battles that can go on for many days and occasionally through the night. Singing at night tells neighbors that there is a sharp, tireless and sleepless dominant male present on the land. The quality of the songs diminishes greatly during territorial disputes, as birds hold back on creativity and instead focus all their energy on unrelenting repetitiveness and volume — qualities much admired by other males. Repetitiveness is a way of asserting male dominance between top-ranking males. Male dominance is determined by how repetitive and consistent their songs are and the older the male, the more consistent the song.

A few months back, I had the opportunity to witness the theatricals of a male mockingbird firsthand, as a top-ranking male selected a perch a few feet from our house from which to assert his dominance. The bird sang non-stop for hours at a time and only stopped singing for short feeding breaks, piping fragmented phrases between mouthfuls, as if survival depended on continuous singing — and to him, it did! Had he shown weakness, the other males would soon start to encroach on his land and losing part of his territory would drastically diminish the chances of finding a mate and rearing a family. So, the impudent fellow kept his song on high volume and his diaphragm working hard, until he was sure he'd won the battle.

Males and females both sing and are very similar in appearance, making it quite difficult to tell them apart. However, males are the more creative singers, with a much greater range of vocalizations and song consistency. The song consists of over one hundred syllables and includes long, clear whistles, trills and phrases with a staccato quality.

Tropical Mockingbirds are socially monogamous, with cooperative breeding recorded in some populations. The breeding season occurs throughout the year, but tends to peak at the onset of the rainy season when there is an increase in the insect population. Females place cleverness above brute strength and are attracted to the males with the largest, most consistent repertoire. Thus, males will sing their most complex songs when courting a potential mate, who, hopefully, will listen in rapturous devotion.

Once paired, a couple will chase each other around uttering soft and harsh sounds, touring the territory while looking for the best spots to build a nest, usually somewhere a couple of metres from the ground. Males sing before and during copulation. Then, the homemaking females help their mates line the inner cup of the nest, while males build the outer foundation with small sticks, leaves and other material.

Tropical Mockingbirds are multi-brooders, raising as many as four broods per season. The females lay two or three eggs, which they alone incubate for 11 to 15 days, while the males defend the nest and territory from potential predators, such as domestic cats, iguanas and mongoose.



They're bold, perceptive creatures, with intelligent, expressive eyes that look as though they're saying 'I'm watching you!'

Both the male and female will defend the nest when faced with a serious threat and if necessary, unrelated mockingbirds will rush in to help a besieged couple. Once the chicks hatch, both parents care for the hatchlings, until eventually the males take over feeding and teaching the fledglings to fly, while the females begin the construction of a new nest and the incubation of a new clutch. The immature birds from earlier clutches may stay and help raise their younger siblings.

Juveniles are not born knowing how to sing. Instead they start out with baby talk and learn to sing by mimicking the adults. Later, they begin to sing "plastic songs" — using adult sounds with well-defined phrases, but with a fair amount of babbling and displaced phrases in the mix. As they get older, their songs become highly consistent and therefore more dominant, leading to successful mating and reproduction.

As you see, contrary to popular belief, mockingbirds don't sing for our pleasure, but rather out of necessity. Nevertheless, by singing their beautiful songs, these popular, delightful songsters unwittingly fill the world with beauty and cheer.

The Silvery Fishes Part1:

Great Barracuda, Southern Sennet, Needlefish and Chub

by Darelle Snyman

When it comes to enjoying the fishy inhabitants of coral reefs, those sporting the most dazzling and sometimes bizarre colors and patterns clearly attract our attention first. They are the ones that captivate and astound us, drawing us back into their underwater home time and again. There are, however, a somewhat overlooked assemblage of reef fishes that are not as flashy-colored as their reef neighbors. These are the silvery fishes. The silvery group includes species that come from a broad range of fish families. Their shiny, silvery color allows them to blend into the open-water areas that they tend to frequent. The anglers among us will be familiar with many of the silvery species, as many of them are popular gamefish.

The Great Barracuda

One of the silver fish species you are unlikely to confuse with any other is the intimidating looking Great Barracuda (*Sphyraena barracuda)*. This sullen-looking



One of the silver fish species you are unlikely to confuse with any other is the intimidating looking Great Barracuda.

fish of the Sphyraenidae family is also known as the Giant Barracuda because this is not a little fish: it can grow up to nearly two metres (six feet) and weigh up to 40 kilos (88 pounds). During the day these solitary predators can be found patrolling the outer reefs and seagrass beds, often displaying their most fearsome feature, a set of overlapping razor-sharp teeth. Their teeth are an orthodontic mess of different sizes and growth angles, allowing them to be ferocious predators of other fish, easily ripping them to shreds. They actually have two rows of teeth, an outer row of small, razor-sharp teeth for tearing and a larger inner set for piercing. They are excellent ambush hunters and their torpedo-shaped bodies have been designed for speed, allowing them to attain bursts of speed of up to 58 kph or 36 mph.

These large fish have few enemies that are capable of catching and eating them. They confuse their prey by means of light reflection, a simple trick that results from the effects of countershading, an adaptation employed by many predatory fish. It is achieved by color variations in the dorsal and ventral surface. In the case of the Great Barracuda their shiny, blue-gray dorsal surface fades into silver and white below. When seen from above they seem to blend into the darkness while seen from below their lighter ventral surface allows them to blend into the light from above.

Encounters with them can be unnerving; they definitely do not have a welcoming look about them. I still approach with caution when trying to photograph them even though seeing them on dives have become commonplace. Attacks by barracudas are rare; even though they are naturally inquisitive they really have a very passive interest in us. Most attacks occur when they are trying to steal fish from the stringers of divers who are spearfishing and are then denied this free tidbit when the divers resist. Even such incidents are uncommon, as are attacks on shiny objects underwater, such as the glint of a stainless steel regulator or a watch, even though they are attracted to objects that resemble their shiny fish prey.

Barracudas like to be treated to a regular cleaning session and use color to advertise to potential cleaner shrimp or fish that they are ready to be cleaned. When being cleaned they attain a darker color, but when done they lighten their color signaling their symbiotic host that they are done.

As a game fish the Great Barracuda is valued by many anglers because of its strength and speed, but they can also be a menace, devouring a prized hooked fish in seconds. The Great Barracuda has little commercial value because larger barracuda have been linked to ciguatera poisoning and should best be avoided.

The shy Southern Sennet

A smaller and less common schooling relative of the Great Barracuda is the Southern Sennet (*Sphyraena picudilla*). Their elongated silvery bodies possess the typical pike-like head of the barracuda family with the lower jaw protruding slightly

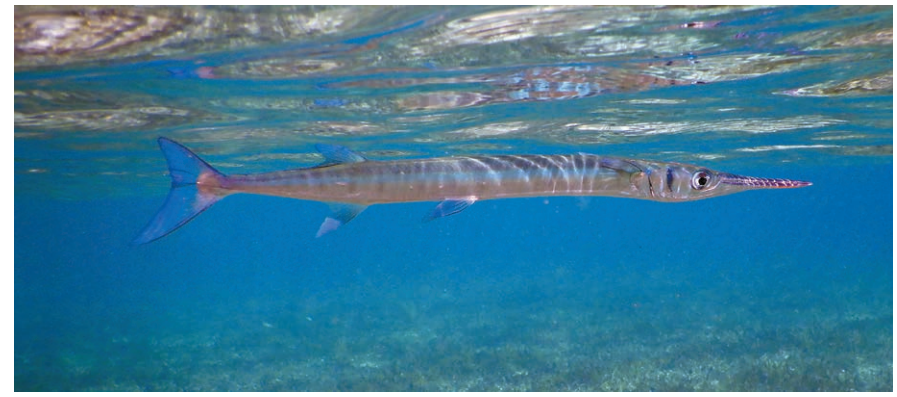


The shy Southern Sennet form tightly packed schools that can number in the hundreds.

in front of the upper jaw. However, they lack the conspicuous body markings and have a forked tail. These shy fish form tightly packed schools that can number in the hundreds and they usually keep their distance, making them very difficult to photograph. I have only encountered them once and was barely able to take a photo before the school disappeared in a blur of silver.

The fast Flat Needlefish

Another surface-hovering silvery fish is the Flat Needlefish (*Ablennes hians*), a member of the large Belonidae family. These beautiful slender fish has a greenish-blue dorsal surface and a silver belly. These contrasting body colors have the same



Flat Needlefish are able to launch themselves out of the water at speeds of up to 37 miles per hour.

function as those of barracudas, helping the fish to be camouflaged in the blue ocean waters. It is another difficult species to photograph as it hovers just inches below the water's surface.

These dagger-shaped fish have been known to cause injury to humans, not because they are aggressive but because they are able to launch themselves out of the water at speeds of up to 37 miles per hour, becoming airborne little missiles that can injure anyone that happens to be in their way.

The Flat Needlefish is considered a gamefish and is frequently caught with help of artificial lights, which it is attracted to. It is not often eaten, however, because of the off-putting green color of its flesh.

Flat needlefish are egg layers; filaments on the surface of each egg attach the eggs to floating debris.

Their relative the redfin needlefish (*Strongylura notata)* are another common needlefish resident in the Caribbean and I love watching them circle our boat at night when on anchor. Their most distinctive feature, as the name indicates, is their reddish-colored fins.

The Bermuda Chub

Less sleek but fast-moving schooling species commonly encountered in the clear water around reefs are the Bermuda Chub (*Kyphosus sectatrix*) and the Gray Chub (*Kyphosus biggibus)*. These members of the Kyphosidae or sea chub family are often referred to in combination as Bermuda/Gray Chub because visually they cannot reliably be distinguished from each other.



Chub are primarily herbivores but have been recorded feeding on the excrement of dolphins.

These oval-shaped fish are generally drab in color and have a small head and mouth equipped with equally small teeth. Faint gold horizontal lines might be visible on the body and a white or silvery streak can frequently be seen below the eye. You are most likely to find them in the shallows around coral reefs and over turtle grass, and sandy and rocky bottoms. These eager eaters are primarily herbivores but are not above feeding on the odd small crab or mollusk.

I have not eaten chub but they do apparently make good table fare, although their flesh spoils quickly, according to those in the know, so they should be eaten soon after capture. They also have a very unappetizing feeding habit that has been recorded by scientists at Noronha Archipelago in the southeast Atlantic, where they feed on the feces and vomit of spinner dolphins.

Young chub can often be seen sheltering among rafts of floating sargassum weed, allowing them to disperse over large distances.

Next month it will be the turn of the jacks, another well-known group of silvery fishes.

LOOK OUT FOR...

Life is Just a Bowl of Barbados Cherries

by Lynn Kaak

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

West Indian cherry, Acerola, Barbados cherry, or whatever you may end up calling it, *Malphigia emarginata* is one to remember. Frequently made into juice, it also is an integral ingredient in local cherry cakes and jams, as well as other delectable delights.

While usually more tart and acidic than its more temperate counterparts, the fruit from this tree is a nutritional power plant. It is extremely rich in vitamin C (one cherry has your daily requirement!), as well as vitamin A, and the B vitamins 1, 2, and 3. Antioxidants abound, and it is also a notable source of manganese. A glass of this juice will do a body good. It also mixes very pleasantly in a fruit punch. The fruit is used commercially for vitamin tablets; however, getting it straight from the source seems so much better!

This tropical evergreen grows as a shrub or a short tree. It doesn't tend to get above heights of about six metres (20 feet), and tends to be closer to about three metres (ten feet) tall. Its dense foliage and crown make for a decent privacy hedge, and the tree can even be sculpted somewhat in the manner of bonsai. This sun-loving tree loves to sink its roots into soil on the sandy side, but since those roots don't go deep, the tree is susceptible to windstorms and is better off in a protected area.

The leaves are somewhat oval and come to a point. They may appear to be a little crinkled, with a look that lends another name: Wild Crepe Myrtle. The leaves have small stems, and tend to grow opposite to one another. They have tiny hairs that might irritate the skin if they are handled too much. They are found on the tree all year around.

The flowers are one to two centimetres in diameter with five fringed petals. They can be a pale pink to a fairly deep red, and grow in clusters of three to five flowers. With the flowers being bisexual, pollination is not difficult for the tree. With the size of the flowers being relatively small, insects and the wind tend to be the main pollinators.

The fruit are small and red, looking very... well, cherry-like, growing in small clumps. The small bright red orbs have three small seeds inside. Trees can bear fruit three times per year, so you don't have to wait too long for the next batch to appear. They can be eaten raw and are pleasant tasting, and the right conditions can make them sweeter. While they don't last long after ripening, they can be kept a little longer with refrigeration or freezing.

These cherries are indigenous to the area from southern Mexico to the northern parts of South America, as well as the Caribbean Basin. The trees can now be found throughout the tropics, and even reach into the subtropics. The trees don't do well if the temperature hits around the freezing point, so care is required in areas like Florida if the temperature drops.

These trees can be seen almost everywhere around the Caribbean where the soil is a little sandier and the elevation isn't too high. While popular for landscaping, they can also be found in areas with no close habitation.









The Food Fair

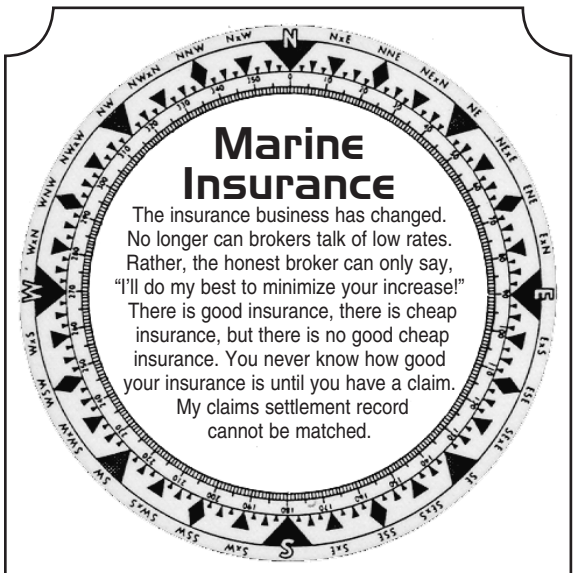
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I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

e-mail: streetiolaire@hotmail.com
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Read in Next Month's *Compass*:

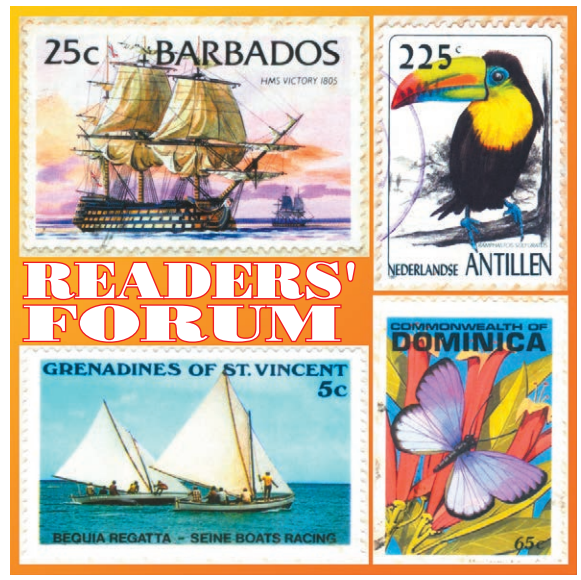
Christmas, Caribbean style

Chris Doyle's Windward Guides celebrate 40 years!

Galley-friendly holiday recipes

...and much more!

Don't Miss It!



A WEALTH OF HURRICANE ADVICE

Dear *Compass*,

I should have read the September issue of *Caribbean Compass* in early September, but I was busy. The end of our racing season was approaching and I was concentrating on *Gypsy*, my 87-year-old Dragon — the oldest Dragon in the world that's still racing.

Bill Woodroffe's article "Where Will My Hurricane Be?" in the September issue (page 18 at www.caribbeancompass.com/online/september20compass_online.pdf) was very informative about where hurricanes are most likely to go, but I can point out exceptions. The old West Indian hurricane rhyme ends with "October, all over," but that is no longer true. In the last 40 years, there have been 26 named hurricanes or storms in November, five in December, and two in January.

Bill studied the last 30 years, noting that hurricanes can be expected to start in the Atlantic and travel generally west or northwest, but NOAA hurricane book tells us that there have been five hurricanes that started in the Caribbean Sea and headed east. In 1954, Juliet (December 3rd through January 5th) formed west of St. Kitts and headed northeast. In early November 1984, my engineless yawl *Iolaire* was caught on the north side of St. Martin by Klaus, which had formed south of Puerto Rico and headed northeast. This turned our anchorage on the north side of St. Martin into a deadly lee shore. We saved *Iolaire* by deploying six of our seven anchors. (To read the story, visit the hurricane section at www.street-iolaire.com.)

Klaus demanded my attention, as I previously had thought that all hurricanes below 19°N continued west, northwest, or north. So, I purchased the NOAA book, *Tropical Cyclones of the Atlantic Ocean*, with data from 1879 to 1983. The study of the hurricane tracks enabled me to write "Reflections on Hugo 1989," which has appeared in all four of my guides and in a few yachting publications. About 15 years ago, I purchased the newer NOAA hurricane book, with tracks of all hurricanes from 1851 to 2006, which I have regularly updated with loose pages.

Everything I have learned about hurricanes is archived in the hurricane section of my website www.street-iolaire.com. If sailors read that section of my website carefully and follow my advice, it would do much to minimize the damage caused by hurricanes.

Don Street
Glandore, Ireland

KUDOS FOR OCTOBER'S *COMPASS*

Dear *Compass*,

I read the October edition and loved the articles on the stars, the identity of fish, and the salty characters.

Damian LaPlaca
Fajardo, Puerto Rico

Dear *Compass*,

You do great work, in spite of all the Covid cancellations!

Stephen Kiesewetter
Germany

MORE CIRCUMNAVIGATORS WHO STOPPED IN BEQUIA

Hi *Compass*,

I wanted to send you the name of my husband, John Freeland, who has circumnavigated and anchored in Admiralty Bay, Bequia.

John left San Diego in February 1997. He reached Turkey in 2000. Together, we sailed from Turkey in 2010, reaching French Polynesia in 2016. Harbor-to-harbor, the circumnavigation started in Hiva Oa in 1997 and ended there in 2016. We sailed three and a half years in the Caribbean and spent a lot of time in Grenada.

We owned a Westsail 32, which is now in Moorea with its new owner.

Julia Freeland
East Yorkshire, UK

Dear *Compass*,

Eric Toyer and I met while working in Tanzania, East Africa, during the 1990s. Eric told me that his dream was to build a yacht and sail around the world. That sounded perfect to me, so I happily accepted his invitation to become his first mate. We took a few years off between 1998 and 2001 to build our 60-foot Crowther catamaran, *Amarula*, on the Clarence River in Australia.

We launched her in July 2001, and in April 2002, we set sail from New South Wales to begin our passage to Tanzania, where we had our marine consultancy business and also offered crewed charters between 2002 and 2007. From 2007 to 2009, we explored the East African coastline; 2010 and 2011 were spent in South Africa.

In 2012, we sailed up to Namibia and then across the South Atlantic, stopping in St. Helena and northern Brazil, before arriving in Grenada in late April, just in time for the Inter-Caribbean Hash and hurricane season.

The next four years, we sailed between the various islands of the Eastern Caribbean. In May 2013, we had the chance to anchor in Admiralty Bay, Bequia, which so many people had told us about.

Import papers for our two dogs allowed us to visit Bequia with them for a few days before heading south to Grenada. Unfortunately, our time in Bequia was cut short when we discovered that our dinghy went missing from the back of our friends' boat while we enjoyed dinner with them! We don't know whether it was an accident or deliberate. After an extensive search with torches around the anchorage and out to sea produced no results, we needed to get to Grenada as soon as possible and find a replacement dinghy.

In late 2015, after our fourth hurricane season in the Caribbean, we decided it was time to start making our way back towards Australia and family. [*Editor's note: Lynne and Eric were attacked aboard* Amarula *by armed thieves in Taganga, Colombia, in November 2015. See her report on page 46 at www.caribbeancompass.com/online/january16compass_online.pdf.*]

On June 18th, 2019, we finally crossed our path and completed our circumnavigation at the northern tip of Australia, as we sailed past Cape York on our passage between Papua New Guinea and Indonesia. Our furry crew, Chui and Scrumpy, are African-born dogs. They are now 13 and 12 years old and our plan is to see out their days in Southeast Asia, unless plans change again, which — as global cruisers — we know is almost a certainty!

Lynne Dorning Sands
S/V Amarula
www.amarulasail.com

Dear *Compass*,

Regarding circumnavigators who stopped in Bequia:

First, let's not overlook Tom Hopman and Sally Erdle's six-year circumnavigation aboard the vintage Rhodes 41 *So Long*, Bequia-to-Bequia, 1989-1994, before starting *Caribbean Compass*.

Nick Skeets aboard *Wylo II* (his own 32-foot design) was at a Poona Yacht Club rendezvous in Admiralty Bay in 2006. At least two of the Poona attendees departed Bequia for the Panama Canal and beyond. Before that, in about 1996, Nick passed through Admiralty Bay on a circumnavigation.

Also at the 2006 Poona event aboard a Wylo design (35-foot *Iron Bark*, currently for sale in Carriacou) was Trevor Robertson, who is familiar with the Grenadines, the Antarctic (where he wintered to study birds), Cape Horn, Greenland (where he and Annie Hill iced in for a winter), Newfoundland, and Labrador. Read more on Trevor in "A Tale of Two Old Salts" in the September 2020 issue of *Compass*.

By the way, the Poona Yacht Club is a spoof YC with dedicated members. The supposed criterion is that they built their own boat. They invited me in on the grounds that I'd designed and built my own sailing dinghy. Their burgee looks like a slice of pizza, a yellow wedge with three pieces of pepperoni.

Stenella, a big, steel, homebuilt staysail schooner out of Namibia, was the home of Heiko and Diane Metzger and their sons Stefan and Oliver. They paused for a couple of years in the Grenadines and Grenada. I met them in 1999 and had illustrator Guy Dean include Stefan and Oliver sailing their dinghy (steered with an oar over the transom) in a cartoon he did for my "Dinghy Games" in *Compass*, in October 2002.

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, to buy *So Long* for the two of them to cruise together. Then they went back to their old ways: separate boats. When they passed through the Grenadines in 2006, I wrote a story for *Latitudes and Attitudes* about their adventures up to that point.

Sinbad, small-ship sized with an impressive shop in the hold, belonged to Doug and Beth Anne, and their kids, Antares and Azurra. Azurra's dinghy was a dugout canoe they'd picked up on their circumnavigation. The kids spent a year in French schools, when they paused in the Med (having chosen the Suez Canal route instead of Good Hope).

—Continued on next page

—*Continued from previous page* ***...Forum***
They were regular visitors to Bequia over several years in the early 2000s.

There are also Harold and Kwailan LaBorde, the first Trinidadian circumnavigators, aboard *Hummingbird*.

Charles and Cornelia Brewer, now residing on Bequia at Moonhole, did a circumnavigation aboard their *Rhinoceros*. They first sailed into Admiralty Bay in 1971.

Surely there are countless circumnavigators who stopped in Bequia without our awareness.

I know of one sailor who is crossing the Pacific on her way to circling the globe. Shirley Carter, out of South Africa, is a single-hander aboard the 25-foot *Speedwell of Hong Kong*.

And there must be a number of tall ships that called in at Bequia on a voyage around the world.

One Love,
Hutch
S/V Ambia

PS: I'll bet "Speedy" John Everton has met as many circumnavigators as anyone.

Add your name or the names of others who have sailed around the world and anchored at some point in Bequia by writing to sally@caribbeancompass.com.

INSURANCE ARTICLE, PLEASE
Hi there, *Compass*,

We would be interested in an article about procuring sailboat insurance. We have spent many winters in the Caribbean and our insurance company, Pantaenius, has now stopped selling coverage for that area due to the last hurricane. It is now hard to find any affordable, if any, insurance. There must be other sailors in the same "boat" so to speak. Could you please do an article on this in your next issue. We are so distressed at the possibility of not sailing there this winter.

Sally and Tom Schubert
S/V Azzurra

Dear Sally and Tom,

Your wish is our command! See articles beginning on page 12.

CC

WE WANT TO HEAR FROM YOU!

Dear *Compass* Readers,

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

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

We do not publish individual consumer complaints.

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

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

Send your letters to sally@caribbeancompass.com

LETTER OF THE MONTH

UPDATES ON CARIBBEAN-BOUND SAILING DIRECTIONS

Dear *Compass* readers,

For Caribbean-bound sailors, I'd like to offer some updates and add a few items not mentioned in my articles "Heading South from the US, Sanely" and "Westward Across the Atlantic," which were published in last month's *Compass*.

Seasickness when island-hopping along the Eastern Caribbean island chain is seldom a serious problem, as before it really takes hold you are under the lee of the next island and can recover. However, when en route south from the States, if a long period of heavy weather is encountered, some of the crew might become so seasick for so long that serious dehydration may occur. One solution: Promethegan Suppositories up the backside. They work wonders. I have had over the years cases of seasick crew who couldn't even keep water down and became dangerously dehydrated. The suppositories had them functional in four hours, and back on watch and eating in six hours. *NOTE: Very young children and people with certain common conditions (asthma, glaucoma, high blood pressure, and more) should NOT use this remedy. Consult your doctor.*

South from the East Coast

If departing from the mouth of the Chesapeake, rather than waiting in Little Creek where it may be difficult to find a berth, go Cape Charles Harbor Marina (www.capecharlesharbor.com/marina) on the west side of the Delmarva Peninsula, 13 nautical miles north of the entrance of the Chesapeake. Rent a car, drive across the bridge to the nearest supermarket and stock for your trip south.

As to picking a time, if you are planning to leave in the beginning of November, consider taking part in the Salty Dawg Rally from Hampton, Virginia (saltydawgsailing.org/salty-dawg-fall-rally-to-caribbean). The departure date is picked after consulting with good weather routers. Or wait until Salty Dawg Rally leaves and leave the same time. If you are too late for the Rally (*the Salty Dawg Rally 2020 is scheduled to depart on November 2nd)*, make contact with a weather router, and leave when they feel you have a good weather window.

Westward across the Atlantic

In the Canary Islands, the commercial port of Naos, on the northeast corner of Lanzarote, has been taken over and redeveloped by Puerto Calero. Naos is now called Marina Arrecife and has 380 berths. The six marinas in Lanzarorte provide a total of 1,950 berths. New marinas have been built in other islands to the point that difficulty in finding a berth in the Canaries is a thing in the past.

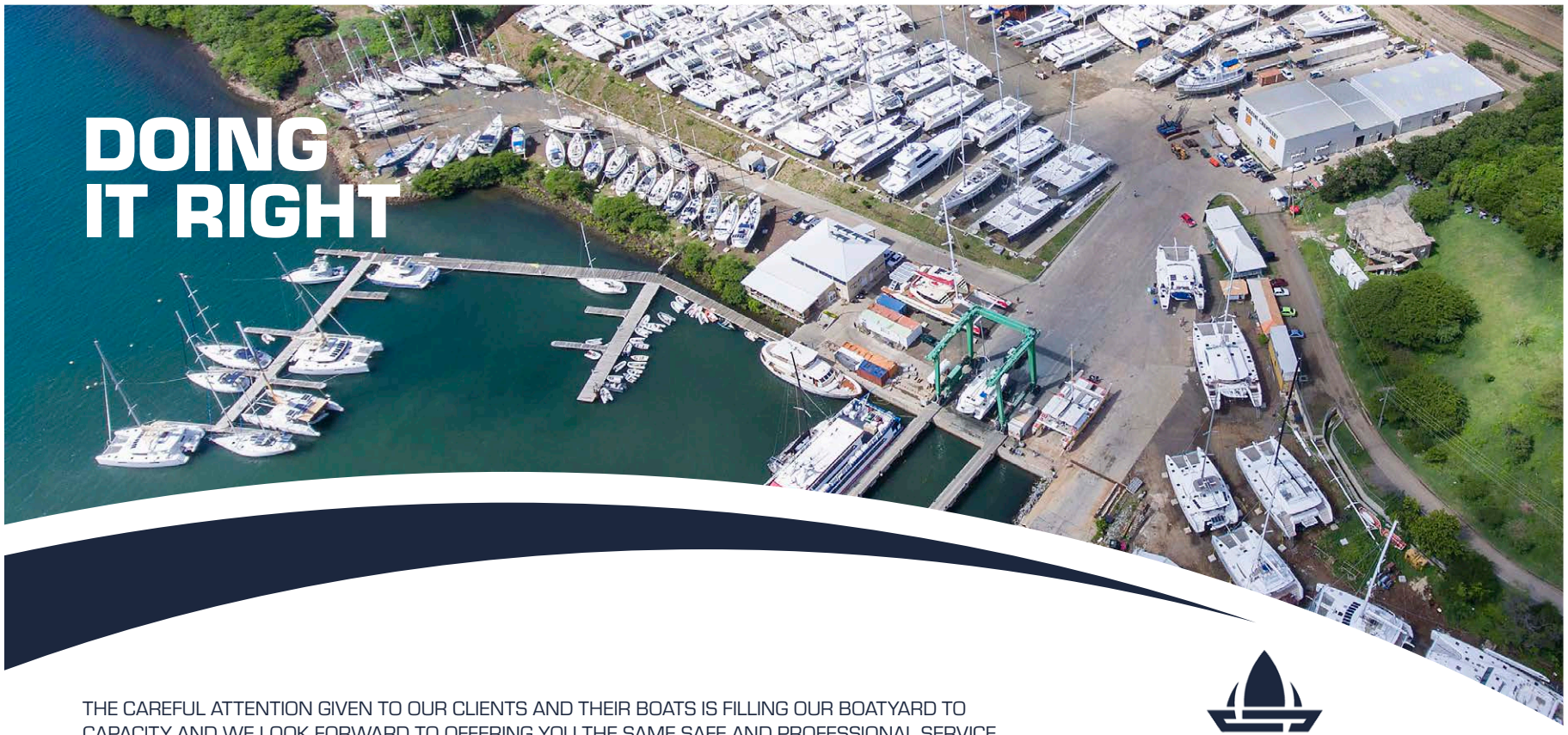
In Marina Arrecife, Puerto Calero and Bahia Redonda are yards with good hauling and repair facilities. In Puerto Calero there is a magnificent machine and welding shop that can repair or fabricate anything a yacht may want or need.

The island of Lanzarote is dry and windswept. If you do not need repairs, bypass the other Canary islands and make your landfall in Tenerife. This is the best island to restock for onward passage to the Cape Verdes or on across the Atlantic. Allow two days to visit, explore and stock up in the fantastic African market. The marine supply situation in Tenerife is the best in the Canaries, with three excellent well-stocked marine supply stores within walking distance of the marina.

In the Cape Verdes the port captain of Brava — the westernmost of the Cape Verdes, which should not be missed — will not give clearance for yachts to sail directly to the Caribbean. He insists yachts must beat 80 miles to windward to Santiago, Praia, to obtain clearance. However, since 2005 I have checked fairly regularly with Customs and Immigration in both Antigua and Grenada, and both have told me it's no problem arriving from the Cape Verdes with no clearance.

Even if you do not plan to stop in the Cape Verdes, it is well worthwhile buying my *Street's Pilot/Guide to the Cape Verdes* and studying Chapter 10, "Setting up for the Trade Wind Passage." Anyone planning to sail from the Eastern Caribbean to Panama and on across the Pacific should also buy the book and consult this chapter.

Don Street
Glandore, Ireland



THE CAREFUL ATTENTION GIVEN TO OUR CLIENTS AND THEIR BOATS IS FILLING OUR BOATYARD TO CAPACITY AND WE LOOK FORWARD TO OFFERING YOU THE SAME SAFE AND PROFESSIONAL SERVICE.

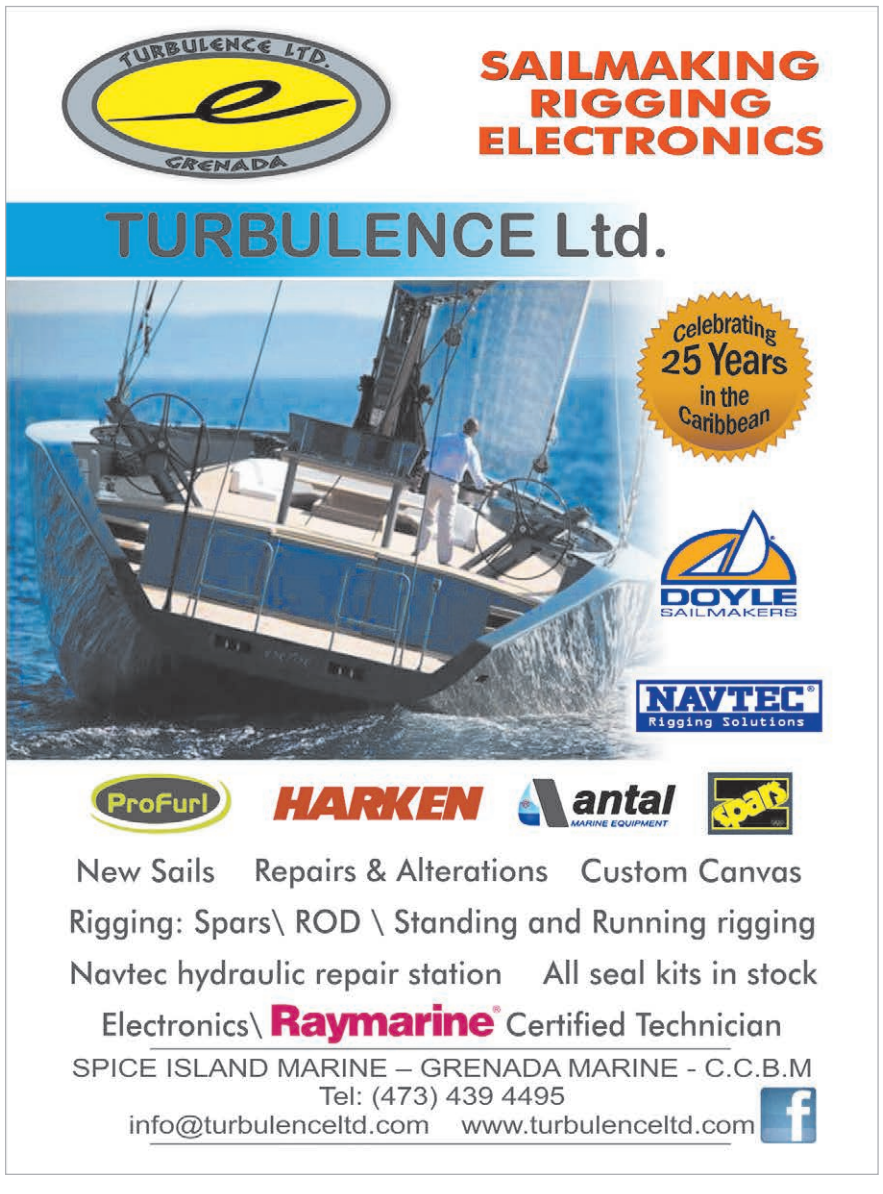
CREW FACILITIES
• Restaurant, Bar & Luxury Apartments • Laundry, Hot Showers • Taxi & Shopping Bus Services available from the yard
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ONCE UPON A TIME IN VENEZUELA

Or, In Every Dark Cloud There's a Silver Lining

by John Everton

Back in 1989 my wife Roni and I were lucky enough to spend eight months in Venezuela with our kids, Kylie and Iain, aboard our 50-foot Manuel Campos ketch, *Gaucho*, launched in Argentina in 1943. What turned out to be our best travel experience in the country was precipitated by what we originally viewed as a misfortune.

We left Prickly Bay on the south coast of Grenada at 4:00PM bound for a morning landfall at Los Testigos. After checking in with the Guardacostas, who also sold us cold beer, we climbed and played in the soft hundred-foot sand dunes, accepting the kids' challenge of rolling down without rolling into the prickly vines — we made it! We then discovered there was a fiesta happening with fishing boat races, food and more ice-cold Polar beer — more fun!



Breakthrough Bay, Los Testigos

The next morning we departed for Pampatar on Isla Margarita, a few hours' sail to the west. We arrived in Pampatar, a small fishing harbour that could accommodate a few yachts, in time to clear in with the authorities and then meet friends for lunch, the first of many memorable meals in charming little restaurants during our stay.

As we were walking down a shady street after lunch I remarked to Roni what a peaceful little town it was when I felt something bump my arm. I turned to say, "excuse me," and then I noticed a moped with two well-dressed juvenile delinquents speeding away with my bag containing our passports and ship's papers. After a few hours of futile searching alongside the road we went to the police station to report the theft. I doubted little would be done to apprehend the *banditos* but the good part was that we received a very official-looking typewritten document with its half a dozen stamps, stating what had happened and serving as our travel permit within the country. Having this form actually expedited checking in at ports on our journey to obtain new passports at our consulates in Caracas. Maybe they felt sorry for us.

And so it was we cruised the coast and offshore islands until we reached Carenero, a well-protected harbour with an adjacent mangrove lagoon just to the east of Cabo Codera. Every evening before sunset we would dinghy into the lagoon down to a certain group of trees where the birds flew in to roost for the night: first the scarlet Ibis, next the white egrets and third the green and yellow mangrove parrots chattering away, each species to its own tree. The cluster of tree branches sporting different colours evoked a Christmas mood.

It was easy to spend time in Carenero, which we used as a staging area for a couple of bus trips to Caracas from Higuerote, the nearest town with a bus terminal.

On the first trip we took up the long winding mountain road to the capital, the bus was full and I just managed to squeeze onto the last seat next to a large lady — Arminda. Although she spoke not a word of English and my Spanish wasn't much better, after a three-and-a-half-hour ride listening to her non-stop chatter I started to comprehend most of what she was saying and was able to communicate back to her.

When we arrived at the Caracas terminal Arminda made a point of stopping people on the street and asking directions on our behalf — the first being a restroom, then the Mariner outboard outlet — even though she had a full day of shopping and a dental visit scheduled.

At the US Consulate the children and I were able to procure new passports over the lunch hour. At the British Consulate Roni was told to return two weeks later for hers. Boarding the return bus that afternoon there was one empty seat next to me. As we readied to pull out of the station Arminda showed up with her arms loaded with shopping bags and her face all puffed up from her dental visit. And so it was I was able to hone my Spanish language skills to another degree on the hair-raising ride down the mountain. It was good to have someone to talk to and to keep my hair from rising too much, and Arminda was as voluble as ever despite her swolen jaw.

Arriving in Higuerote she gave us directions to her boyfriend's restaurant and told us to come visit there and enjoy a meal, which we did the following day. After a delicious and very reasonable beefsteak lunch with all the beers on the house and more lively conversation we invited them to visit us on our boat the next day. They happily did and we polished off a bottle of rum while divining more mysteries of the Spanish language. As if that weren't enough socializing, Arminda invited us to their apartment the following evening to share a typical Venezuelan meal of *arepas* with several different fillings. The other couple present also spoke no English and so after dinner we played cards and dominoes, drank rum and tried to converse in Spanish, sharing many jokes amidst much laughter. It felt like a festive occasion — Venezuelans are known to party any time friends get together.

After meeting mostly European and American yachtspeople in many ports it was refreshing to meet such welcoming local people and we remember that as the highlight of our Venezuelan visit. This of course would never have transpired if the passports hadn't been stolen, nor would we have gotten to see Caracas with its modern clean and efficient subway, designed and built by the French, or enjoyed watching the birds roosting, or visited Isla Tortuga where we caught a surfeit of dorado, among other things.

And so we ended up being thankful to those well-dressed juvenile delinquents who snatched our bag.

CALENDAR

NOVEMBER

1	Public holiday in Antigua (Independence Day) and some other places (All Saints' Day)
1 – 3	Haiti Sailing Cup Race, Cap Haitien, Haiti. www.facebook.com/htsailingcup
2	Start of Salty Dawg Fall Rally, Chesapeake Bay to Antigua. www.saltydawgsailing.org/salty-dawg-fall-rally-to-caribbean
3	Public holiday in Dominica (Independence Day)
8	Start of ARC+Cape Verdes from Canary Islands to St. Lucia. www.worldcruising.com
8 - 11	BVI Charter Yacht Show, Tortola. www.crewedyachtsbvi.com
11 - 15	St. Barth Gourmet Festival. http://saintbarthgourmetfestival.com/en/us
12 – 15	USVI Charter Show, St. Thomas. www.vipca.org
14	Nanny Cay Round Tortola Race, BVI. www.royalbviyc.org
21 - 22	Jolly Harbour Yacht Club Annual Regatta, Antigua. www.jhycantigua.com
22	Start of ARC from Canary Islands to St. Lucia. www.worldcruising.com
27 – 29 (TBC)	Mango Bowl Regatta, St. Lucia. www.facebook.com/MangoBowl
30	Public holiday in Barbados (Independence Day)
30	FULL MOON



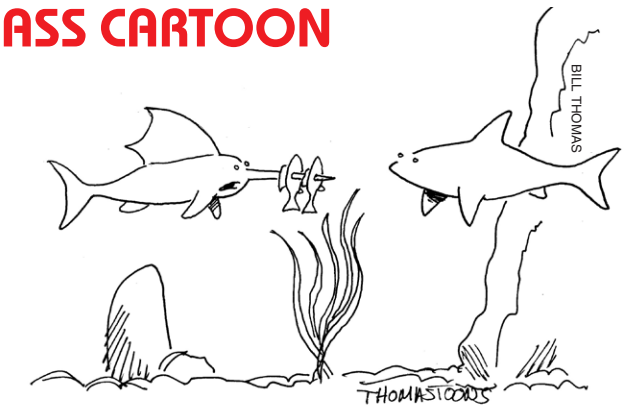
DAVON BAKER

DECEMBER

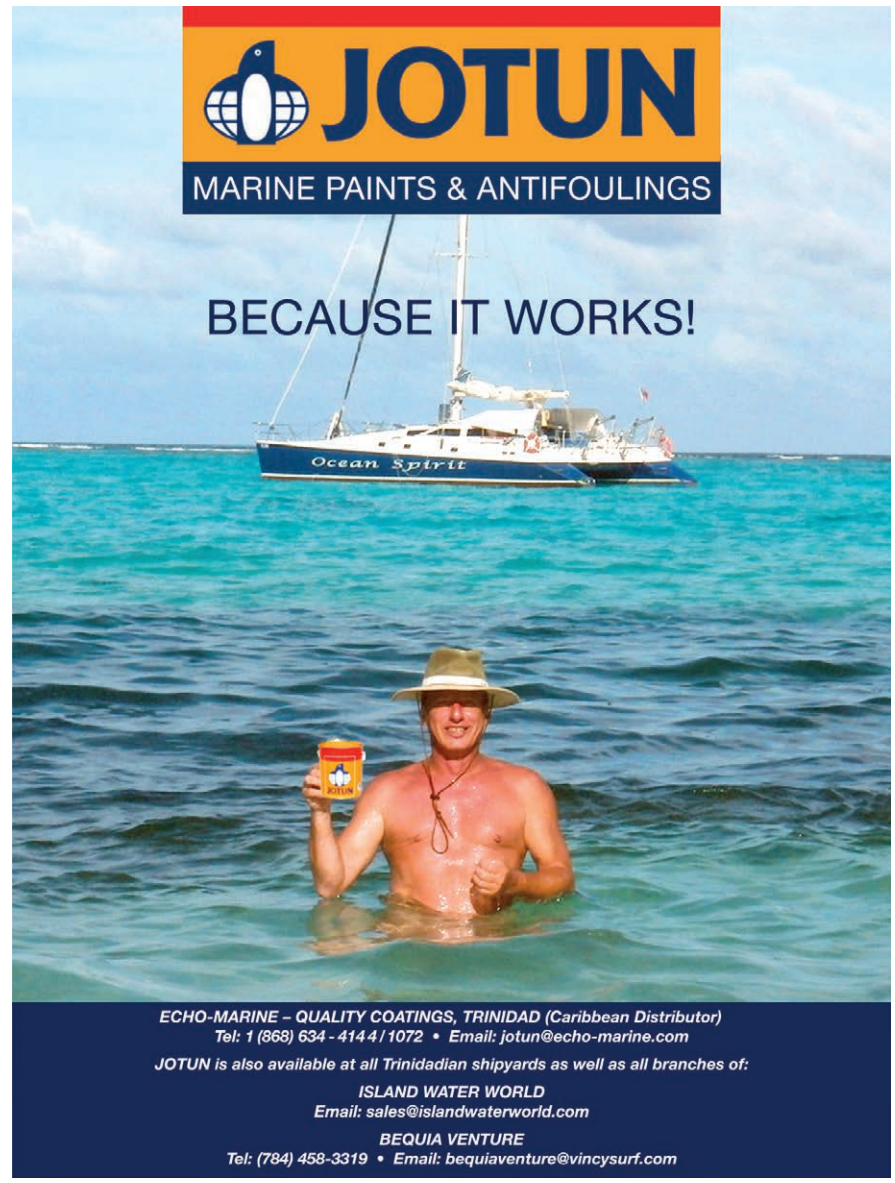
4 - 6	Course de L'Alliance, St. Maarten, St. Barts, Anguilla. www.smyc.com /coursedelalliance
11 – 13	Carriacou Parang Festival. www.puregrenada.com
13	Public holiday in St. Lucia (National Day)
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
22	Winter Solstice
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day)
29	FULL MOON
30	Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
31	Nelson's Pursuit Race, Antigua. www.antiguayachtclub.com
31	New Year's Eve/Old Year's Night: Fireworks in many places, including Trellis Bay, Tortola; Clifton, Union Island; Kralendijk, Bonaire. Public holiday in Cuba (Year End Celebration).
TBA	O'Neal & Mundy Commodore's Race, BVI. www.royalbviyc.org
TBA	Carlos Aguilar Match Race, St. Thomas, USVI. http://carlosmatchrace.com
TBA	Commodore's Challenge, St. Thomas, USVI. stthomasyachtclub.org

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

COMPASS CARTOON



"I'm having Shish Kebab."



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PORT OF REGISTRY: KINGSTOWN
CALL SIGN: JBPE9
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BUILT: 1962
BUILDER: J. SAMUEL WHITE & CO LTD
COWES ISLE OF WIGHT
BUILDING #2012

MAIN PARTICULARS:

LENGTH OVERALL	29.38 M 96' .4"
LBP:	27.43 M 90' .0"
BREADTH:	5.79 M 19' .0"
DEPTH:	2.44 M 8' .05"
DRAFT:	3.6 M 12' .0"

TONNAGE (TONS)

DWCC	95
GROSS TONS	99.9
NETS TONS	63.4

MACHINERY
MAIN ENGINE: KELVIN DIESEL
MODEL: TA8-HP 280
ENGINE NO: 36989
1 MERMAID FORD
DRIVING HYP PUMP TO CRANE
CONSUMPTION: 12US GAL/HR

FUEL TANKS CAPACITY (IMP GALS)

PORT	320
STAB	320
CENTRE	290

CARGO GEAR
1 HYDRAULIC CRANE
SWL 3 TONS

COMMUNICATION
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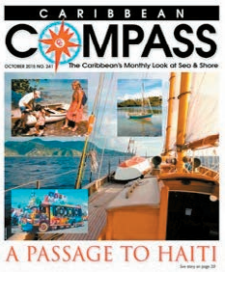
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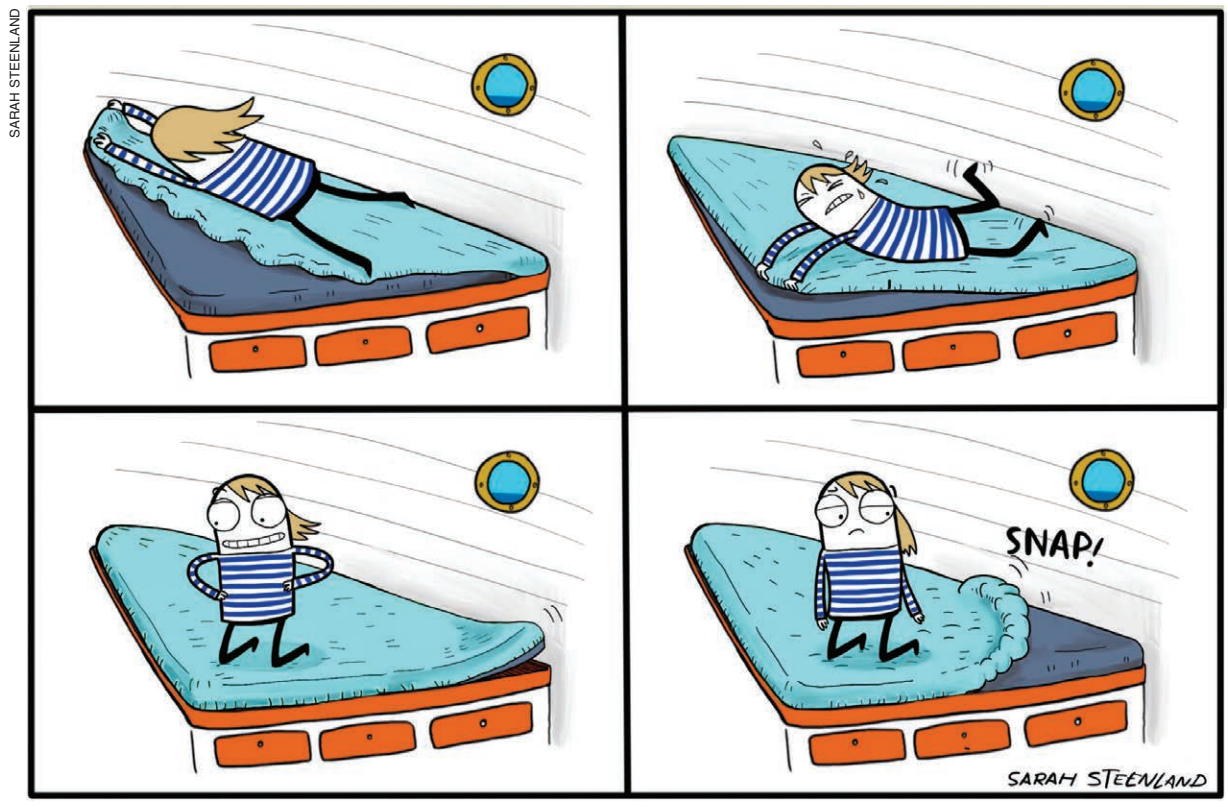
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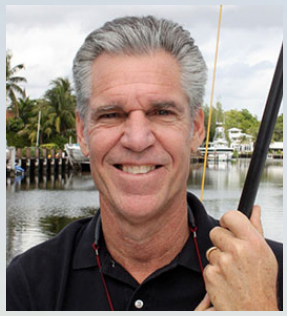
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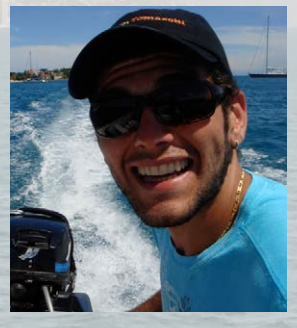
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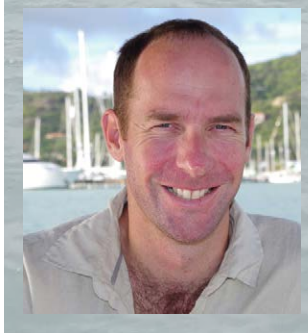
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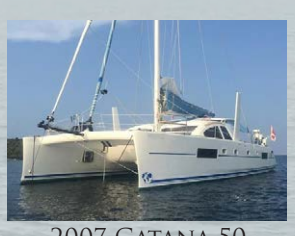
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