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NOVEMBER 2021 NO. 314
The Caribbean's Monthly Look at Sea & Shore

PASSAGES TO THE LESSER ANTILLES

Stories on page 15, 18 and 20

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The Caribbean's Monthly Look at Sea & Shore

NOVEMBER 2021 • ISSUE 314



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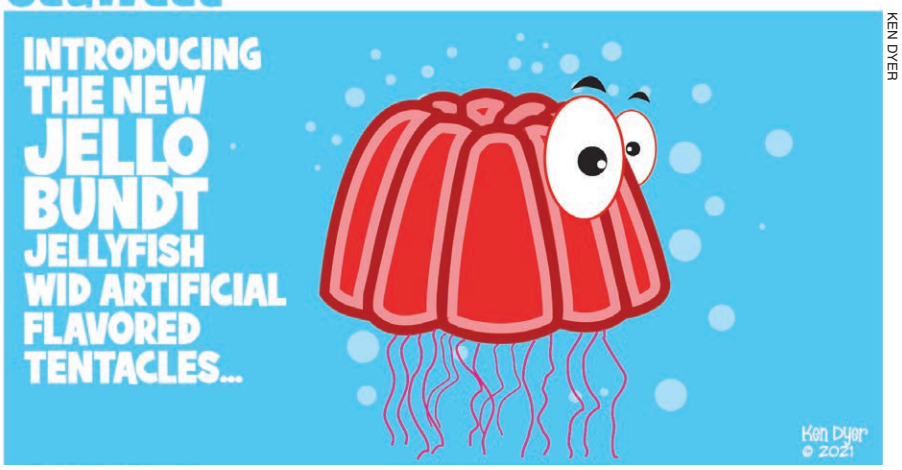


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ON THE COVER:
In this issue, sailing directions guru Don Street looks at voyaging to the Lesser Antilles three ways — from Panama, from the US East Coast and transatlantic.
See stories on pages 15, 18 and 20. Photo of sailing off St. Lucia by Hauke Dressler.

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



'A very good source of Caribbean information and services; interesting and fun to read!'
— Readers Survey respondent

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Tel: (784) 457-3409, www.caribbeancompass.com

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

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Info & Updates

Restoring Travelers' Confidence in the Eastern Caribbean

The Caribbean Public Health Agency (CARPHA), through its Regional Tourism and Health Program and the Organisation of Eastern Caribbean States (OECS) Commission, is seeking to restore travelers' confidence in the Eastern Caribbean.

The Tourism and Health Programme (THP) aims to support a travel and tourism product that is safe and secure, and provides an authentic and meaningful experience to travelers to the region while protecting the health and wellbeing of local communities. The programme is expected to align the private sector to common standards to ensure the safety of its workforce and travelers, making the sector more responsive to the new "Covid-19 normal," as well as emerging health threats. This includes:

- Enhanced capacity in food safety, health and environment sanitation.
- Industry-wide, real-time tourism early warning and response surveillance system (THiS) to avoid and reduce illness spread and negative publicity.
- Increase in the reputation, comparative advantage, hence marketability of travel and tourism in the OECS.

Across the OECS Member States, THP now has over 670 tourism facilities registered on THiS, 6,662 tourism sector workers have been trained in CARPHA's Covid-19 Guidelines for Reopening of Caribbean Tourism and Travel, and 59 facilities have been awarded the Health Safer Tourism (HST) Stamp.

New Rules

This information was correct to the best of our knowledge as this issue of *Compass* went to press. But rules are always changing, so check with Noonsite.com and individual island sources for the latest updates.

• DOMINICAN REPUBLIC

Cruisers who are not fully vaccinated against Covid-19 can only enter the DR at marinas that are considered "all inclusive," such as Ocean World Marina and Puerto Bahía Marina on the north coast. Contact other marinas regarding their status. All-inclusive marinas can advise on PCR testing.

To enter public places outsideall-inclusives, visitors and Dominicans alike must present an identity document and a vaccination card or proof of a negative PCR test taken within seven days. Any unvaccinated or partially vaccinated visitors already in the country must carry a valid PCR negative test at all times in public places.

• BRITISH VIRGIN ISLANDS

As of October 1st, fully vaccinated persons from overseas entering the British Virgin Islands will no longer be required to apply for entry using the BVI Gateway Portal entry system. For vaccinated crews, the BVI Customs Department is now using SailClear as its pre-arrival registration portal. Captains planning to visit should register at the SailClear website and then complete the required arrival notification.

Premier of the Virgin Islands, Honorable Andrew Fahie, said that the government made this exemption to address some of the travel concerns attached to the entry process. However, the Premier stated that entry is dependent on the following:

- Proof of vaccination with a vaccine approved by the World Health Organization must be shown, with the second dose administered no less than two weeks before entry into the territory.
- Upon entry into the BVI each traveler must provide the results of a negative PCR or Rapid Antigen test, no older than five days.
- Travelers will be subjected to a Rapid Antigen test upon arrival. (Positive cases will be quarantined as per local protocols.)

Children 17 and under will also bypass the BVI Portal entry process. However, each minor must provide the results of a negative PCR or Rapid Antigen test no older than five days.

• ANTIGUA & BARBUDA

From October 1st, all incoming visitors to Antigua & Barbuda must be vaccinated. The advisory also changes testing requirements to a Covid-19 RT-PCR test taken within four days of their flight or from their date of setting sail. Ports of entry for yachts are English Harbour and Jolly Harbour.

Also beginning October 1st, front-line workers in Antigua must also be vaccinated. Those exempted for medical or religious reasons are required to provide a negative Covid-19 test to the Ministry of Health once in every 14-day period.

• MONTSERRAT

Montserrat's borders were re-opened to fully vaccinated visitors only from October 1st. Visitors must produce a vaccination card which states that they have been fully vaccinated at least 14 days prior to travel, and have a negative Covid-19 PCR or RNA test taken no earlier than five days prior to traveling.

An online Access Declaration Form available at www.gov.ms must be filed at least 72 hours before travel.

Arriving vaccinated passengers must remain in quarantine for five days at their place of accommodation. On the fourth day an exit PCR test will be taken and once negative, visitors would be released from quarantine.

Visit www.visitmontserrat.com/travel-advisory for more information.

• STATIA

All persons, except non-vaccinated visitors from high- and very high-risk countries, are allowed to enter St. Eustatius (Statia). However, the requirements described below must be fulfilled. This is applicable for people entering by boat and people entering by plane.

Those wishing to enter Statia must register and can only enter after having received a pre-approval in the EHAS system — see www.statiagovernment.com/key-topics/covid-19/electronic-health-authorization-system-ehas

In addition, the captain/owner of a vessel must ask for permission to enter Statia harbor through info.covid19@statiagov.com

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The request for entrance can be done within 72 hours before the planned date of arrival. Approval will be within 12 hours after receiving the request.

You need to be fully vaccinated: this implies two weeks after the second shot of a two-dose vaccine (Moderna, Astra Zeneca, Pfizer) and four weeks after vaccination with Johnson & Johnson vaccine.

Testing and quarantine requirements are based on the risk of the country of origin. Fully vaccinated persons coming from low-risk countries will be exempted from quarantine. However, they must have been in a low-risk country for 14 consecutive calendar days (not including the day of travel).

Persons coming from high-risk countries will be exempted from quarantine if they are fully vaccinated at least two weeks before entering. After five days they will be tested by the Public Health Department; during that time they must adhere to the monitoring protocol, are not permitted to attend events, and visiting bars and restaurants is limited to outdoor seating.

The country lists for the risk levels of Covid-19 can be found at www.statiagovernment.com/key-topics/covid-19/documents/regulations/2021/05/31/country-list

• ST. VINCENT & THE GRENADINES

Yachts on passage are permitted to stop in SVG waters for up to 24 hours without clearing in in and without going ashore.

Email svgarrivals@gmail.com (in English or French) a few days in advance of your arrival and wait for a reply. Stop only in the designated quarantine areas of St. Vincent (Young Island Cut), Bequia (north side of Admiralty Bay), Canouan (marina dock), or Union Island (west side of Clifton Harbour).

Eight Bells



• PETER TATZEL

Peter Tatzel passed away aboard *SeaWytch* in Tyrrel Bay, Carriacou, on September 6th.

He was born in Bad Oldesloe (Hamburg), Germany. In July Peter spent his 80th birthday onboard his 33-foot Brit Chance cruiser/racer, tucked into the mangrove in preparation for the passage of Hurricane Elsa. Once the threat of the storm had passed, he celebrated ashore in Tyrrel Bay, surrounded by a few close friends who reminisced about Peter's many voyages, a few harried yacht deliveries and countless (30 or 31?) ocean crossings.

An expert sailmaker, Peter will be remembered in sail lofts around the world and missed by many friends and fellow yachties.

Predeceased by his parents, he is survived by a sister.

• LUIZ KAHL

Luiz Eduardo Kahl, an innovative software developer, passionate sailor, and founder/owner of Yacht Scoring, passed away on September 25th in Detroit, Michigan, USA. He was 60.



Born in Texas while his father was in graduate school there, Luiz and his family returned to their native Brazil when he was an infant. There he took up sailing, a passion that eventually would translate to his hobby, lifestyle, and professional career.

Luiz started college in Brazil as an engineering student and moved with his family to Buffalo, New York, in 1981. He graduated from Canisius College in Buffalo with a Bachelor of Science degree in marketing in 1986. His family owned a boat and sailed on Lake Ontario.

After college, Luiz taught himself coding. He launched his own company, Interactive Creations, in 1995. His work won awards for interactive software and website development.

In 1995 he joined Bayview Yacht Club in Detroit and became an active racer and invaluable volunteer. He was the 2005 and 2022 Bayview Mackinac Race Chair, the 2017 chair of the club's nominating committee and chair of the 2007 National Offshore One Design regatta. He was also a member of the Storm Trysail Club in Larchmont, New York, where he served on the board of governors from 2008-2009, and the Royal Ocean Racing Club, in London. He was the executive director of the US-IRC Foundation from 2008-2011 and served as the director of the Southern Ocean Racing Conference beginning in 2007.

Combining his yacht racing experience, software coding skills and event management work, in 2019 Luiz launched Yacht Scoring, a regatta management platform that grew to include some 400 events around the world. The company became the leader in online, real-time sailing event management for scoring, registration and communication.

Luiz was a well-known face in the Caribbean, being the official scorer for the Antigua Classic Yacht Regatta, Antigua Sailing Week, Grenada Sailing Week and more. Over the years he became a good friend of many Caribbean sailors and will be sorely missed.

In 2011 Luiz reconnected with his college sweetheart Claudia Mori with whom he has shared the last several years. He is survived by his mother, sister, brother and sister-in-law, and nephews.

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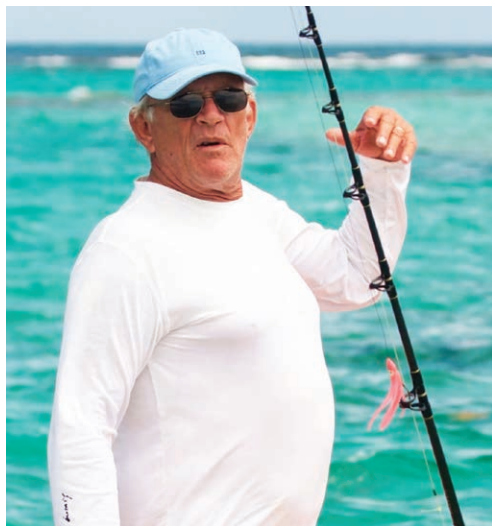
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• JOHN FULLER

Prominent environmentalist John Fuller died on September 27th at his home in Hodges Bay, Antigua. Although he was a well-known lawyer, his son Eli told a local newspaper that, outside of the courtroom, his father had a love for nature and his native Antigua. "He grew up spending a lot of time on the water and I think first and foremost he was into nature and conservation and the environment."



Eli posted on Facebook: "John Fuller was a fisherman, a sailor and an ocean explorer. He grew up on a beach and as a teenager he worked on wooden freighters sailing between the islands. He raised his children with a love for the sea and he spread that love for the sea far and wide with his efforts in whale and sea turtle conservation. He was a dedicated member of the sports fishing community of Antigua & Barbuda and for decades he and his crew spent almost every Sunday out in the deep. He was a man of the sea."

John's fellow environmentalist Lesley Sutty wrote, "John was the one who discovered the large number of nesting hawksbill turtles on Pasture Bay beach and was key in getting the University of Georgia to document this; from this the Jumby Bay Hawksbill Turtle Project was born. It is the longest-running hawksbill turtle project in the world."

John was an author of the UNEP CEP SPAW Protocol, a regional agreement for the protection and sustainable use of coastal and marine biodiversity in the Wider Caribbean Region. He served as Antigua & Barbuda's representative to the International Whaling Commission, and successfully fought against captive "swim with dolphins" project proposals.

John's father, Nicholas, came to Antigua in 1941 as US Vice Consul. He and his wife remained in Antigua after the war and raised seven children there. He built the Lord Nelson Beach Hotel in the late 1940s. In 1960, he bought the Tobago Cays in St. Vincent & the Grenadines from the local Eustace family. In 1999 the St. Vincent & the Grenadines government bought the Cays from him at a price drastically below market value, with the agreement that henceforth the Tobago Cays would be dedicated to use in perpetuity as a National Park. The Tobago Cays National Marine Park is now known worldwide.

John, after finishing secondary school in Antigua, went to the UK where he studied law. After passing the bar exams he returned to Antigua to start a family. He is survived by his wife, children, grandchildren and extended family.

• JANE FINCH



Jane Finch was killed during a break-in at her home in Antigua on October 4th. The police detained a 21-year-old mentally challenged woman in connection with the break-in.

Born in Canada and raised in Victoria, BC, Jane was introduced to sailing in the mid-1970s in Malta, and she sailed throughout the Mediterranean on the 1936 Fife ketch *Eilean*. She then crossed the Atlantic and chartered throughout the Caribbean island chain as first mate and chef on board *Eilean* for eight years. She moved ashore in Antigua in 1982 and worked at the Antigua Yacht Club as restaurant manager until the birth of her son in 1986.

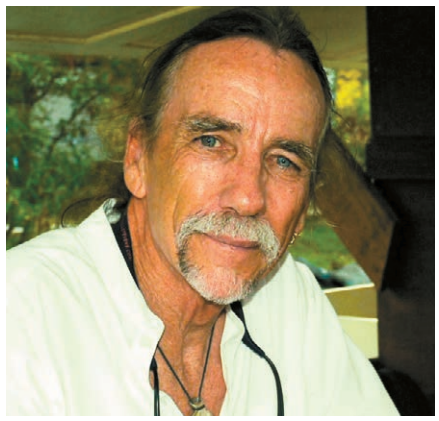
Jane made significant contributions to events such as the Antigua Charter Yacht Show, the RORC 600 Race, the Antigua Classic Yacht Regatta, Antigua Sailing Week and the Talisker Whisky Transatlantic Challenge. She was highly recommended for island tours in both French and English. She wrote and researched for the annual *Superyacht Services Guide's* Antigua & Barbuda chapters.

She is survived her son Jareese, family in Canada and many friends in Antigua.

• GARY E. BROWN

Long-time St. Maarten resident Gary E. Brown died on October 7th.

Born in the West Riding of Yorkshire, UK, Gary attended Eastwood Secondary Modern School where he earned adequate grades to obtain CSEs in History and Geography. Hating school with a passion, he never returned to pick up his diplomas.



A life spent traveling, much of it under sail, brought him to St. Maarten. After a stint as assistant editor of a small magazine, he formed his own publishing company and printed weekly and bi-weekly newspapers for the sailing and tourist industry. He contributed several articles to *Compass* in the early 2000s. Moving into broadcasting, he produced and hosted a series of popular maritime radio shows along with a prime-time daily music/news/chat show that earned him the name "The Voice of the Caribbean." He was part of the St. Maarten Heineken Regatta's media team "for as long as any of us can remember." He was editorial director of *All At Sea* magazine for ten years, and wrote sailing adventure novels including *Caribbean High* and *Caribbean Deep*, and several children's books.

He is survived by Jan, his wife of 40 years, and many friends.

See a story by Gary on page 23 of this issue of Compass.







BUSINESS BRIEFS

Boating Industry Thrives on St. Thomas and St. John

As Amy H. Roberts reported in the *St. Thomas Source*, there has been a recent resurgence of the recreational boating industry in the US Virgin Islands of St. Thomas and St. John.

The growth of recreational boating contrasts sharply with the slowdown of other sectors in the territory's tourist economy. Several major hotels have not reopened since the hurricanes of 2017 and the cruise ship industry, halted by the Covid pandemic in March 2020, is just starting back up.

Governor Albert Bryan Jr. recognized an opportunity to regrow the marine sector of the economy by keeping ports open throughout the pandemic and the Department of Tourism has committed to strengthening its partnerships with marine tourism organizations.

People eager for a vacation quickly realized that chartering a boat was an easy way to leave home while maintaining social distancing. Oriel Blake, Executive Director of the Virgin Islands Professional Charter Association (VIPCA), explained to Roberts, "You're in your own little bubble, with a crew tested, vaccinated, and being careful about not letting guests mix with people ashore to eliminate the risk," she said.

The VIPCA has seen a growth in membership as well. Its more than 520 members include brokers, vendors, vessels, and crewmembers for term and day charters, which also have accelerated, according to Blake. Day charter boats generally don't leave during hurricane season, so many were lost during hurricanes Irma and Maria in 2017. Now, the industry has bounced back. In the summer of 2020, there were about 100 charter boats operating; this past summer, the number had doubled.

The number of boats available for bareboat charters has risen as well. With the expansion of Dream Yacht Charters and the establishment of a new USVI base of operations for The Moorings at Yacht Haven Grande, the bareboat fleet has grown from about 60 boats to around 100 boats, Blake estimates.

Ian Pedersen, Senior Marketing Manager for The Moorings and Sunsail Yacht Charters, said, "There are now 26 additional charter yachts in the USVI, each capable of carrying an average of eight charter guests per week. That adds up to 10,000 potential new visitors to the islands a year. Those guests will take taxis to and from the airport, provision their yachts at local grocery stores, and pay for fuel at local fuel pumps. They will contribute mooring ball fees and frequent local bars and restaurants. Staff will be employed at our marina offices, cleaning and operations staff will be needed, and captains and permanent crews will be hired to skipper our yachts — all of which benefits the USVI."

The increase in demand for charter yacht cruising has led to a shortage of skilled crew and personnel to provide marine maintenance and technical services, according to Blake. To help fill this gap, the Charter Association has partnered with the Labor Department to offer a fully funded marine apprenticeship program. This past July, 11 young Virgin Islanders completed five weeks of training in swimming, scuba diving, dock management, and other subjects to qualify for additional instruction in Standards for Training, Certification, and Watchkeeping, a certification program for crewmembers.

Read the full story at https://stthomassource.com/content/2021/10/07/boating-in-the-usvi-recreational-boating-industry-thrives-on-st-thomas-and-st-john

Peters & May Sees Busy Caribbean Season

Leading global yacht transport and logistics provider Peters & May has ramped up its sailings to Florida and the Caribbean ahead of what is expected to be a busy period for yachting enthusiasts moving their yachts to the waters of the Caribbean.

Bookings are rapidly picking up for the company's sailings to Antigua, St. Thomas, and Tortola. Although many of the enquiries are from customers who are regulars to the islands as part of their traditional annual migration from Europe and the Mediterranean, Peters & May shared that many newcomers are choosing the Caribbean as their winter cruising destination for the first time.



Peters & May loading 52 yachts in Antigua.

Matt Penfold, Managing Director of Peters & May USA said, "Since the further relaxation of Covid restrictions in these areas, yacht owners have a clearer idea of where they can and cannot sail and are feeling more confident of an uninterrupted season. After a prolonged period of indecision and lockdowns, they want to spread their wings, relax, and have some fun. In our experience, Antigua and St. Thomas are the perfect destinations for yachts arriving by cargo vessel. In these ports, we have experienced agents who can assist locally with any customs clearance formalities, so customers can set off with peace of mind."

Upcoming departures to the Caribbean and Florida include:

• From Europe:

Destination Fort Lauderdale and St. Thomas, loading window November 1st – 15th, loading in Malta and sailing via Genoa and Lanzarote.

Destination Antigua, St. Thomas, and Fort Lauderdale; loading window November 5th – 25th, loading in Southampton and sailing via a French Atlantic port.

Destination Antigua, St. Thomas, and Fort Lauderdale; loading window December 1st – 15th, loading in Genoa and sailing via the Balearics.

• From USA:

Destination Antigua and St. Thomas, loading window November 1st – 15th, loading in Newport and sailing via Freeport and Fort Lauderdale.

As one of the world's longest established and most experienced yacht transport providers, Peters & May offers a full transportation schedule from the Caribbean to Europe via the United States, supported by a dedicated US-based team that delivers professional advice on every aspect of the yacht's journey, from due diligence to customs documentation.

Visit www.petersandmay.com/en/contact-us/usa, call (754) 263-3001, email florida@petersandmay.com, and see ad on page 20 for more information.

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USVI Charter Yacht Show This Month

Carol Bareuther reports: The 2021 USVI Charter Yacht Show is set for November 7th though 10th, at IGY's Yacht Haven Grande on St. Thomas. Organized by the Virgin Islands Professional Charter Association, the show offers in-person and virtual elements with Covid-19 safety protocols designed to assure the wellbeing of attendees and island residents alike.

The USVI Charter Yacht Show will be a fully vaccinated event. At the heart of any yacht show is the opportunity for charter brokers to speak directly to the yacht crews and making this as safe as possible is the organizer's priority. Last year much of the show was converted into virtual forums. But this year, with attendees being vaccinated, organizers are pleased to return to hosting in-person networking events to capitalize on the opportunity for charter brokers to meet the crews personally.

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

2022 *Guide to the Virgin Islands*

Updated for 2022, *The Cruising Guide to the Virgin Islands* is now available.



This 2022 edition marks Cruising Guide Publications' 40th year covering the waters of both the British and US Virgin Islands. This edition is packed with the latest information on navigation (including key GPS coordinates), Customs and Immigration regulations, weather, communications, marinas, haulout facilities, chandleries, dive services, shoreside services, shopping and a wealth of other information. It includes Covid-19 protocols, quarantine anchorages and testing facilities.

Included are detailed charts of the various anchorages supported with aerial photography, in addition to piloting, anchoring and shoreside information. The Island Connections sections provide telephone, email and website information to make finding island businesses, services and restaurants effortless. Additionally, the guide includes a free, foldout color 27" x 17" planning chart covering the British and US Virgins. There is also a section on passages from the Virgins to the Leeward Islands.

Available from www.CruisingGuides.com

Antigua Charter Yacht Show Next Month

The 60th annual Antigua Charter Yacht Show will take place from December 4th through 9th at Nelson's Dockyard Marina in English Harbour and at Falmouth Harbour Marina and Antigua Yacht Club Marina in Falmouth Harbour.

After cancellation last year due to the global pandemic, organizers promise that this year's show will be better than ever. Brokers are invited to cruise Antigua's stunning coastal waters and islands aboard a choice of the world's finest charter yachts. Expect some of the top charter yachts on the market, exclusive events, and a thriving island atmosphere.

Visit www.antiguayachtshow.com for more information.

Course Open for Tall Ship Sailmaking

The non-profit organization Caribbean Sail Training in St. Martin/St. Maarten has announced that the Bosun School of the sail-training vessel *Picton Castle* in Lunenburg, Nova Scotia, Canada, is organizing a course for students interested in learning sailmaking on tall ships and traditional vessels. The Bosun School is open to anyone who already has sailing or boating experience and wants to advance their skills.

This is a hands-on, physical program that requires students to be in good health and capable of participating fully. Students are expected to be completely vaccinated against Covid-19. Applications are welcome from people of all nationalities and ages. Students will narrow in on sailmaking skills from February 14th to April 1st, 2022. Enrollment is limited.



The sailmaking course will be taught by Capt. Daniel Moreland of the sail-training vessel Picton Castle.

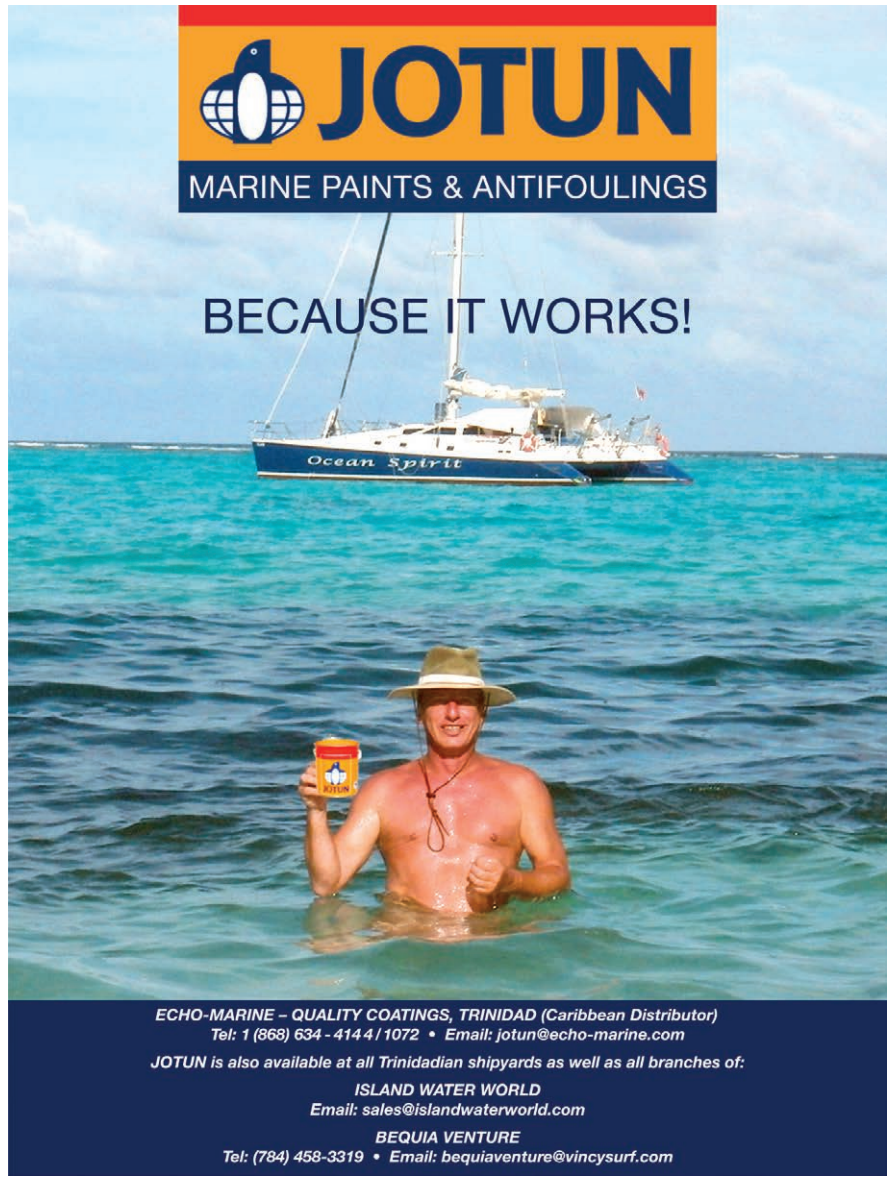
The full cost is about US$3,600 for the sailmaking 2022 Bosun School. The fee includes accommodations (approximately eight weeks for the course), food, instruction, and all course materials. A 15-percent discount is offered to members of Caribbean Sail Training and students of the Maritime School of the West Indies.

The Bosun School sailmaking session will look at both new sail construction and sail repair. Students will learn a variety of stitching techniques, both by hand and by machine, using a variety of materials, both natural and synthetic. They will practice sail repair, from quick and dirty to loft-quality, and learn the right approaches. They will learn how to read diagrams and actually lay out new sails, and get hands-on practice with making grommets, roping, sewing tabling and corner patches, and with the various knots, splices, and seizings used in sailmaking.

The Bosun School will be instructed by Captain Daniel Moreland. Later next spring *STV Picton Castle* is scheduled to set sail with Captain Daniel on his eighth world circumnavigation.

To apply to the Bosun School sail training course, candidates should email their resume/CV, including sailing experience, and a cover letter that explains more about them and why they want to join this particular session of Bosun School to info@caribbeansailtraining.com.







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32	$0.92	$0.83	$0.49	$0.44
40	$1.17	$1.06	$0.58	$0.53
50	$1.28	$1.15	$0.63	$0.58
60	$1.39	$1.25	$0.69	$0.64
65	$1.54	$1.39	$0.77	$0.71
75	$1.59	$1.43	$0.78	$0.72
80	$1.74	$1.57	$0.94	$0.89
100	$1.80	$1.62	$0.96	$0.91

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- Deposits are refundable up to 30 days prior to the booked arrival date.
- All rates subject to change.



Respect for the Reef: New Dive Moorings in Bequia

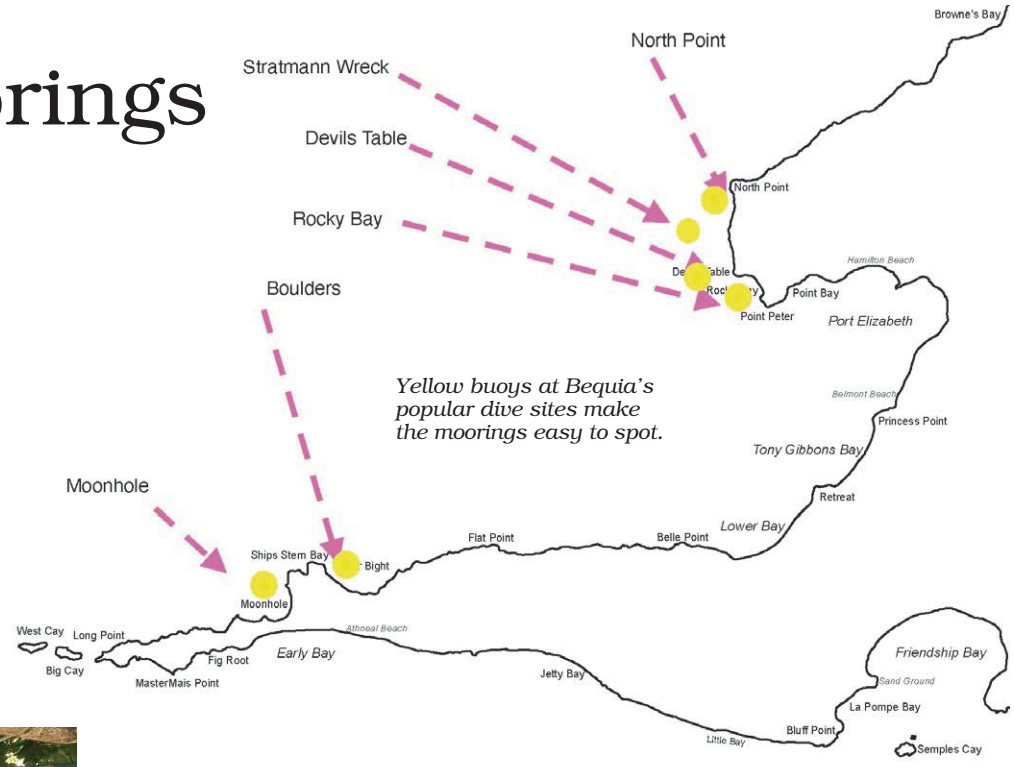
by Cathy Sachs

Prior to the pandemic Bequia was having a bumper season in 2019 and early 2020. But with increased arrivals of yachts, cruise ships and land-based visitors there is an inevitable cost to the environment.

Bequia has a number of projects dedicated to the environment including beach clean-ups and recycling of glass, aluminum cans and plastic bottles, but until now there hasn't been a focus on the underwater world. When an anchor is dropped and comes into contact with living organisms on the seabed, it usually results in some kind of physical damage, dislodgement or an increase in sedimentation.

Recognizing that there is an urgent need to preserve the reefs in busier areas and to stop anchor damage, the owners of the island's two local dive shops, Bequia Dive Adventures and Dive Bequia, developed an idea to place moorings at the most popular dive and snorkel areas of Bequia for yachts to access without anchoring.

Working with the NGO Action Bequia, a plan was drawn up to place moorings at six sites. The sites were planned to include the most popular areas and, in the case of Devil's Table, to offer multiple moorings allowing divers and snorkelers to enjoy different areas of the reef including the wreck of the tug *Stratmann*.



Yellow buoys at Bequia's popular dive sites make the moorings easy to spot.



The project team, left to right: Cathy, Stuart, Max, Fitzy and Lamont. Ron wasn't available for the photo.

The project was completely funded by Action Bequia, whose board members also sourced the supplies needed and fabricated the blocks. During the fabrication of the blocks crushed glass was used from another Action Bequia project, one that recycles glass bottles. (For more information on projects undertaken by Action Bequia or to make a donation visit www.actionbequia.org)

Once the blocks were completed they were transported to the reefs by a local team made up of staff from both dive shops and Fitzy of *Phat Shag* water taxi. Fitzy's experience with moving and placing moorings was invaluable.

The moorings are now in place and easy to recognize, as each one has a large yellow buoy. They are capable of holding typical day and term charter yachts, as well as private yachts, while crews are diving and snorkeling. Large yachts should contact Bequia Dive Adventures [(784) 458-3826] or Dive Bequia [(784) 495-9929] before using the moorings to see if they are suitable.

The moorings are free for anyone to use while diving and snorkeling, but are not intended for long stays: please do not overnight in these areas.

Approximate coordinates of the moorings:

Rocky Bay 13°00'44N, 61°14'54W

Devil's Table 13°00'44N, 61°14'58W



Stratmann wreck 13°00'53N, 61°14'53W

Northwest Point 13°00'59N, 61°14'56W

Boulders (Upper Bight) 12°59'40N, 61°16'15W

Moonhole 12°59'29N, 61°16'11W

Note that under the Fisheries Regulations of 1987 the area on the northwestern coast of Bequia, including Devil's Table, between latitudes 13°00.5'N and 13°00.9'N and longitudes 61°15.37'W and 61°13.9'W, is designated as a Marine Conservation Area wherein spearfishing is prohibited.

Happy diving and snorkeling in Bequia!

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REGATTA NEWS

Regatta Directors Eye Coming Season

On the weekend of October 9th the Caribbean Sailing Association (CSA) hosted its annual conference digitally, allowing regatta directors and sailing program managers around the Caribbean to discuss opportunities for the upcoming season. It brought renewed energy through innovative ideas and the sharing of knowledge.

After the Annual General Meeting on the 8th, the conference continued with a discussion on trends and developments in regattas. This included a "sailor's hour," allowing international and regional sailors to learn about the status of the international regattas and Covid protocols, and provide input from their own experiences after attending events in the USA and Europe.

Saturday included a session on sailing development, including such topics as training, inclusion, new initiatives, and the promotion of sailing in the region.

During the AGM, the season's CSA board was established, including new president Michele Korteweg. Director of the St. Maarten Heineken Regatta and manager of St. Maarten Yacht Club, Michele, at age 34, is the youngest person to hold the role in the organization. Joining her as new to the board this year are Steven Kern from Barbados, director of the New Windward 500 race, and Nicholas Dupre of St. Kitts & Nevis, who is owner and manager at Beach Addition St. Kitts.

They join existing board members Jaime Torres from Puerto Rico, Tamsin Rand of the BVI, Brian Sylvester of Grenada, Pat Bailey of St. Thomas and Alison Sly-Adams of Antigua.

Bastien Pouthier was re-elected as Chief Measurer by the measurement team.

Southern Grenadines Sail Camp Held

The St. Vincent & the Grenadines Sailing Association (SVGSA) completed sail camps in the Southern Grenadines in August. The tour included visits to Canouan, Mayreau, and Union Island. One of the highlights was a chance for the Canouan junior sailors to sail at Sandy Lane Yacht Club. The "learn to sail" camps also offered 15 new sailors in Canouan and Union Island a visit to Mayreau that coincided with a sailing coaches' course.



Canouan's new sailors.

This inaugural tour was part of a program to teach sailing for fun or a future job, or even to uncover Olympic talent. It is hoped that inter-island competition will bring the islands closer together from a sailing perspective.

The training boats were transported from St. Vincent on a yacht provided by Barefoot Yacht Charters. Given the success of the tour, the SVGSA is working with its sponsors to have a permanent fleet of training boats based on the islands, along with the newly trained coaches.

SVGSA president Jenny Trumble said, "The SVGSA exists to promote sailing throughout St. Vincent & the Grenadines. Over the past few years, the 'learn to sail' program has created over 70 new sailors on St. Vincent and we wanted to expand this program to the other islands."

Albert Ollivierre, a keen supporter of sailing in Canouan, said, "These islands have a great nautical heritage and it's fantastic to see young children learning to sail."

"We have to continue this tradition to give hope to our youths and their families," said Wayne Regis of Union Island, who took the opportunity to jump in a boat with his son and pass on his sailing knowledge.

Joseph Scott-Lennon, Resort Manager at the Sandy Lane Yacht Club, added, "The SLYC, as a strong supporter of both grassroots sailing and the local community, was more than happy to welcome the junior sailors."

Visit www.facebook.com/SVGSailingAssociation for more information.

St. Kitts & Nevis Dinghy Champs

Bill Lumsdon reports: The St. Kitts & Nevis National Dinghy Championship Regatta was hosted by the Nevis Aquatic and Sailing Center on August 28th and 29th. The races took place in The Narrows between St. Kitts and Nevis off Oualie Bay. This year, regatta participants were limited to residents due to Covid travel restrictions.



Twenty-three sailors competed in four classes in the St. Kitts & Nevis National Dinghy Championship.

Conditions on the first day were frisky: 20- to 25-knot winds and a steep two-foot chop. But the following day was perfect: 15-knot winds and smooth water.

Twenty-three sailors completed in five races for each class: Optimist, Laser Radial, RS Feva, and Hobie Wave.

The Opti races were closely contested with Abhijith Srinivasan squeaking out a series victory by a one-point margin. Nick Dupre dominated the Laser Radial class with five bullets. Melroy Henry and Anester Sadam took top honors in the RS Feva class. It is noteworthy that each Feva entry included female and male crews, one crewmember from Nevis and one from St. Kitts. Peter and Jessica Dupre won the Hobie Wave class.

The event's success was due to the support of volunteers and Nevis Aquatic and Sailing Center, St. Kitts Yacht Club, SKN Sailing Association, and the SKN Olympic Committee. Will Guy of SurfNTurf Adventures donated *Island Girl* to be Committee Boat and Mark Theron's Caribbean Canvas Co Ltd played a key role in preparing the boats.

We look forward to seeing regional sailors in 2022!

Visit www.nevisaquaticandsailingcenter.com/sknnationaldinghychampionships for full results.

Sint Maarten YC Joined Bart's Bash

Bart's Bash is a global sailing race that also functions as an annual fundraiser. Sailing groups around the world race on the same weekend, making this the largest sailboat race in the world. The Sint Maarten Yacht Club hosted the event on September 11th and saw 24 teams compete, divided over four classes.

The Laser Pico class had four participants. Param Jessani, Rio Stomp, and Massimo LaPierre offered Melina de Vries, second-place Laser Pico winner of last season, strong competition. Param won, after breaking a tie with Rio. Melina came in third place.

In the Optimist class, five competitors from Friar's Bay Sailing Club battled it out. Paul Berlande Pages finished third, with Sarah Michaux arriving in second place. The class was won by Emilien le Normand with three points difference.

There were three RS Quests: Robbie Ferron and his wife Cary Byerley, John Darling and his son Henry, and Liz and Nigel, all the way from the Hong Kong Yacht Club. Liz and Nigel consistently came in second place until the final race when they grabbed a first from Robbie and Cary, who collected three straight bullets to win the class with a two-point difference.

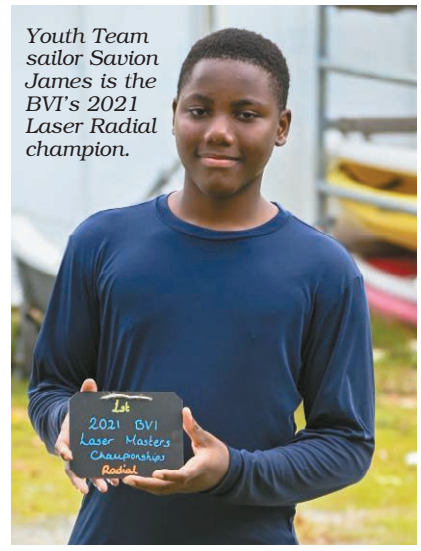
The Laser class saw 12 competitors, many from the Youth Sailing Program. Emma Lennox sailed well, with one first place. She ended fourth, only one point behind third-place winner Justin Pieterse. Jolyon Ferron grabbed second and Benoit Meesemacker convincingly finished first, winning three out of four races.

Full results of SMYC's Bart's Bash and Bart's Bash worldwide are at smyc.com/bartsbash. Find out how your favorites did, compared to all the other racers in the world! There is also a special Caribbean Leaderboard to see inter-island results.

BVI Laser Champs & Back to School Regatta

The Royal British Virgin Islands Yacht Club reports: Despite thunder, lightning, and rain that scattered the fleet and then sucked out the breeze, master Laser sailors enjoyed a six-race series and close competition in the Sir Francis Drake Channel on September 12th.

The BVI Laser Masters Championship was born in 2018 and since then only one name had appeared on the trophy. Christian Thompson won in 2018 and 2019, while Covid put a stop to the 2020 edition. Could he do it again in 2021?



Youth Team sailor Savion James is the BVI's 2021 Laser Radial champion.

Thompson won the first race, ahead of 2021 BVI Dinghy Champion Colin Rathbun and Chris Haycraft. In race two, Mike Hirst grabbed the bullet with Thompson in second place. The remaining four races had Rathbun secure three out of four wins to win the title from Thompson by one point. Haycraft sailed a consistent regatta and finished third.

In the Laser Radial class duel, BVI Youth Team sailor Savion James took a string of bullets, competing in his first regatta in the class. Marentia de Villiers, the only female Laser skipper, came in second, showing true grit and determination and always with a smile!

In the Optimist class, Harry Dixon and William Sanders went head-to-head for the Back to School title. In the end, Dixon won with two firsts and a second. Both sailors put in a good performance and are eager to keep training with the BVI Youth Sailing Team.

In the two-boat RS Feva class, Samuel Allen and Ethan George shared helming duties throughout the day and took first overall. Mixing it up with the Lasers, they put in a great performance, demonstrating the skills learned during the Feva Team Racing training with the BVI Youth Team. Cate Armstrong skippered the second Feva, sailing with daughters Mia and Ellie in their first ever BVI regatta. We look forward to seeing them all back again.

These results will be entered into the 2021 Bart's Bash and we look forward to seeing how everyone shapes up against other sailors in the Caribbean Sailing Association League.

A Special SMYC Sailing Day

On September 18th, Sint Maarten Yacht Club (SMYC) hosted its postponed Sailing Day for a local foster home, as part of SXM DOET. SXM DOET is an initiative from the Be The Change Foundation in cooperation with Oranje Fonds. It is the largest volunteer event in the Dutch Kingdom. Twenty youngsters between the ages of 12 and 18 were introduced to sailing and enjoyed beach games at Kim Sha Beach. For this initiative, SMYC cooperated with the All About A Smile Foundation. Mama Webster, better known as Grandma, is an iconic figure in the Orleans District. This beach day was organized together with her daughter Crystal.

Three sailing boats (the larger RS Quests) were used to take the children sailing in small groups, right from the beach. When they weren't sailing, the kids played on a floating dock and raced with Solstice paddleboards. The afternoon ended with an exciting relay race.

"Some of the kids were nervous about the sailing in the beginning, but it was great to see their progress during the day. We provided them with lifejackets and explained a lot about the wind. Therefore, we were able to teach them the basics of sailing step by step in a controlled and safe way. We saw big smiles all around.

—Continued on next page

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Some kids were even brave enough to take the rudder and steer the boat," states Saskia Revelman, head sailing instructor at the Sint Maarten Yacht Club.

A big thank you goes out to the volunteers who helped during the day, including four young sailors from the SMYC Youth Sailing Program who took the children out in the RS Quests.

ON THE HORIZON

Here Come *Three* ARCs!

Sarah Collins reports: For thousands of amateur sailors from across the world, the annual Atlantic Rally for Cruisers (ARC) has made the dream of sailing 2,700 nautical miles across the Atlantic a reality. Throughout its 36-year history, sailing as an organized fleet has provided mutual support and an element of fun for boats crossing the Atlantic, while the experienced rally organizer World Cruising Club offers a safety net to these adventurous sailors.

During the spread of the global pandemic in 2020, World Cruising Club delivered a Covid-secure ARC rally, working closely with our host port colleagues to offer a safe experience for sailors determined to reach the Caribbean.



Arriving ARC crews receive baskets of local produce from the St. Lucia Tourist Board.

JOAO BURACA

In 2021, increased demand has led to three routes to the Caribbean under the ARC banner, with the adapted rally experience providing camaraderie and support for crews.

Each fleet for the three departures features the classic ARC mix of old hands and new ocean sailors. Cruising couples, hardy racers, family boats, and crews of friends all participate, with international flavors of multiple nations. The atmosphere of excitement before the start in Las Palmas and the warm welcome in the Caribbean will be as electric as ever!

• About ARC+ 2021

ARC+ 2021 is scheduled to set sail from Gran Canaria on November 7th, with the entire rally running for five weeks, including two ocean passages and three ports. The route includes a four- to six-day stopover in Mindelo, Cape Verde, from where the fleet will restart towards the new destination of Grenada on November 19th. On the other side of the Atlantic, participants will be met with a warm welcome and an ice-cold rum punch. Boats will make landfall at Camper & Nicholson's Port Louis Marina from December 1st through 6th. The rally will conclude with the prizegiving ceremony on December 9th.

We anticipate a fleet of 75 to 80 yachts sailing on the two-stage ARC+ route, with approximately 400 crewmembers. As per Grenada's arrival protocols, every participant will be vaccinated and Covid testing will take place in Mindelo prior to the second leg. Yachts in the fleet range from classic ocean-crossing Swans from the 1970s to brand-new multihulls, and sailors originate from over 20 different nations. A big hit with families, more than 40 children are set to sail on this route.

• About ARC 2021

Featuring the traditional direct route of 2,700 nautical miles of ocean sailing from Las Palmas de Gran Canaria to the shores of St. Lucia, the 36th edition of the ARC will set sail on November 21th.

A two-week pre-departure program led by the World Cruising Club team prepares the cruising crews for spending an anticipated 18 to 21 days on the open ocean. Hoping to reach the rum punch sooner will be yachts in the competitive Racing Division and the mighty multihulls that have claimed line honors in recent editions of the rally.

Our hosts at IGY Rodney Bay Marina will provide a warm St. Lucian welcome, with the majority of the fleet arriving between December 9th and 14th and the final prizegiving ceremony on December 18th.

Over 150 yachts are following this route, with 700 to 800 sailors on board. As in 2020, PCR testing will take place in Las Palmas for all crews, with a negative result required to depart.

This year's ARC edition features 40-footers with cruising couples, state-of-the-art vessels sailed by pro-racers, and a fully crewed 125-foot schooner run by Sail Training Association Finland.

• New: ARC January 2022

In response to unprecedented demand to sail the Atlantic with World Cruising Club, a new option has been launched for this winter. ARC January will set sail from Las Palmas de Gran Canaria on January 9th, 2022, allowing crews to enjoy Christmas and New Year in Europe before setting off on that Atlantic adventure. The new ARC rally will follow the classic tradewind route, direct from Gran Canaria to St. Lucia, and boats can expect a fast passage in well-established tradewinds, with less risk of calms during the crossing. ARC January will be limited to 75 cruising boats and run in the usual ARC spirit. On this event, there will be no competitive racing; only fun results calculated for those who'd like to join in.

Visit www.worldcruising.com for more information.

St. Lucia's Mango Bowl this Month

St. Lucia's signature Mango Bowl regatta, hosted by the St. Lucia Yacht Club, will take place from November 26th through 28th. Launching the racing season, there will be classes for Racing, Cruising, J/24s, and Surprises. Covid protocols must be observed.

Contact mangobowlslyc@gmail.com for more information.

Pre-Register for Foiling Championships

Pre-registration for the second Caribbean Foiling Championships, set for December 10th through 12th, has officially opened.

Pre-registration means that participants can sign up without an upfront payment of the registration fee. The event has only 60 spots available, and competitors will be assured of a place by pre-registering.

Sacha van der Wouden, organizer of the Caribbean Foiling Championships, says, "We have decided to open up a pre-registration instead of full registration to be as flexible as possible. Right now, Covid-19 shows ups and downs in the entire Caribbean and we understand that participants from neighboring islands can't make a monetary commitment without knowing what their island's Covid restrictions will be in December. As the event is here to promote foiling in the Caribbean, we want everybody to get a fair chance on securing a spot."



Getting ready! Pre-register now for the Caribbean Foiling Championships.

The Championships will feature three days of racing: two days of course racing and a long-distance race around the island on the final day. Professional and amateur classes will make the event competitive, challenging, and fun for everyone.

Pre-register at https://caribbeanfoiling.com/register.

RORC Caribbean 600 Back in Action

Louay Habib reports: The RORC Caribbean 600 is back and set to start in Antigua on February 21st, 2022. Early entries include teams representing a dozen different countries.

The RORC Caribbean 600 is a race for all, enticing the fastest boats on the planet and passionate Corinthians racing performance racer/cruisers and classics. A full house is expected for the 600-mile jaunt around eleven Caribbean islands.

Based on the interest so far, favorite for monohull line honors is the 100-foot Supermaxi *Comanche*, with a triple-A crew skippered by Australian Mitch Booth. The VPLP-Verdier 100 last competed in this race in 2016, finishing in just over 40 hours. Given solid tradewinds, *Comanche* is capable of beating the monohull race record, set by George David's American *Rambler 88* in 2018 (37 hours 41 minutes and 45 seconds). Of the current entries, the biggest threat to *Comanche* will be the boat that established the original record, the Farr 100 *Leopard 3*.

Ross Applebey will be taking part in his ninth race, skippering the Oyster 48 *Scarlet Oyster*, which has won its class on seven occasions. *Scarlet Oyster's* long, friendly rivalry will continue with Andy Middleton's First 47.7, *EH01*. Two First 40s will add a chapter to their long history in the RORC Caribbean 600. Susan Glenny, partaking in her fifth race, will sail on *Olympia's Tigress* with a Californian crew. Yuri Fadeev, on his sixth race, will compete on *Optimus Prime* with a crew from St. Petersburg, Russia.

Visit http://caribbean600.rorc.org for more information.

48th St. Thomas International in 2022

Carol Bareuther reports: Registration is now open for the 2022 St. Thomas International Regatta (STIR), running from March 25th through 27th. This is the place to be for world-class racing and the chance to trade tacks and tactics with America's Cup, Volvo Ocean, and Olympic crews as well as with weekend warriors who have sailed year-round in anticipation of besting fellow competitors.

Register too for the Round the Rocks Race, which navigates the neighboring island of St. John on March 24th, as a great tune-up and extra day of racing.

Add the one-stop venue at the St. Thomas Yacht Club, the beachfront Caribbean vibe, and the organizers' "can do" attitude, and it's easy to see how STIR earned its motto "We Love It Here"!

STIR 2022 invites CSA racing, cruising, and bareboat classes; ORC; Multihull; PHRF racing, cruising, and Jib & Main classes; Hobie Waves and other one-design classes with a minimum length of 20 feet. Five one-design entries are required to make up a class.

Bring your own boat or charter. Chartering makes it easy to fly in, jump on a race-ready yacht, and set sail. Over half a dozen outfits are offering vessels to charter either by boat or crew spot.

Register now to compete. Pay 50 percent off the regular entry fee between now and January 31st.

Travelers to the USVI must comply with any travel restrictions listed on https://usvitravelportal.com. Please plan your travel accordingly and check the travel portal for updates regularly as requirements may change. All competitors, crews, and guests must adhere to the USVI and St. Thomas Yacht Club Covid guidelines at the time of the event. These will be updated on the regatta website.

Visit www.stthomasinternationalregatta.com for more information.

Return of les Voiles de St. Barth

The 11th edition of les Voiles de St. Barth Richard Mille is ready to set sail from April 17th through 23th. After two years in dry dock, the regatta is raising its sails in a big way for 2022.

Register now and take advantage of a free concierge service: help with housing and car rentals, as well as professional advice to make your visit to St. Barth as perfect as possible.

The staff at Sevenstar Racing Yacht works closely with the event organizers to offer competitors at Les Voiles de St. Barth professional assistance in transporting their boats from the United States, Europe, Australia, or Asia to the Caribbean. Sevenstar also finds personalized solutions to obtaining spare parts, maritime containers, or shipping packages by airfreight.

St. Barth is currently open to all travelers who are vaccinated. Proof of vaccination and a negative PCR or antigen test are required for entry. Once on the island, no quarantine is needed and everything is accessible with a sanitary pass.

The Notice of Race is available at www.lesvoilesdestbarthrichardmille.com.

Email contact@lesvoilesdestbarthrichardmille.com for more information.

—*Continued on next page*

2021 Rallies to the Caribbean: Who's Who and Going Where

by Joan Conover

Several rally organizations are now planning routes to the Caribbean. This month, hundreds of boats will be leaving, weather permitting, from the US East Coast and Europe. It's a busy time for transiting the Atlantic between the most active part of hurricane season and the onset of winter gales.

"Snowbirds" who transit the US Intracoastal Waterway are already in motion. These cruisers usually meander south, jumping from port to port, and are different travelers than the offshore cruisers who sail direct from the East Coast to the Virgin Islands, St. Maarten or Antigua (sometimes via Bermuda), or make the transatlantic crossing from the Canary Islands to the Eastern Caribbean (sometimes via the Cape Verdes).

It is the offshore cruisers, the ones facing longer passages and perhaps a Gulf Stream crossing, who usually join rallies for the services they offer. Each rally has unique concepts and features.

The following is not a comprehensive list of 2021 offshore rallies that are heading to the Caribbean but aims to give an overview of some of the longest-running and most popular rallies.

I'll outline the groups we know are transiting this year; be sure to check with each individual rally for specifics as details change.

The ARC Caribbean 1500

North America's longest-running sailing rally is scheduled to start from the Chesapeake Bay at Spring Cove Marina, Solomons, Maryland, on November 2nd, weather permitting. Its destination is Nanny Cay Marina, Tortola. BVI. Nanny Cay Marina has excellent services, marina slips and wonderful shops located walking distance of your boat.



WORLD CRUISING CLUB

World Cruising Club's transatlantic ARC rallies attract sailors from all over the world.

This year, the ARC Caribbean 1500, after a year's hiatus due to Covid, has a double-digit number of entries. The rally is open to yachts 35 feet long and up with a crew of at least two.

Says rally manager Jake, "The rally supports crews with their pre-departure preparations and holds a series of seminars and social activities at Spring Cove Marina. Speakers such as Matt Rutherford and John Kretschmer will help get participants in the mindset of sailing and refresh their skills on heavy weather tactics. Technical speakers will help ralliers analyze their boats with topics including rigging, sailing, diesel engine maintenance, and basic electrical troubleshooting."

On-site vessel inspections conducted by rally veteran Peter Burch are a real safety feature of this rally. These vessel inspections and the rally's additional safety requirements ensure that fleet is well equipped for the 1,500-nautical mile sail and for crossing the Gulf Stream.

For routing and weather services the Caribbean 1500 utilizes Weather Routing Inc (WRI), and the tracking system uses the separate contained system YellowBrick (www.ybtracking.com).

For more information on the Caribbean 1500, contact Jake at Jake@bluewaterregattas.com and see the World Cruising Club event site for details at www.worldcruising.com/Carib1500/event.aspx

The Salty Dawg Fall Rally

Salty Dawg Sailing Association's (SDSA) Fall Rally runs from Hampton, Virginia, to two possible destinations, the Bahamas and Antigua. This group was formed in 2011 by Bill and Linda Knowles, longtime Caribbean 1500 members and Seven Seas Cruising Association Commodores. Preparation seminars were held during the last week of October. This year's rally has approximately 80 vessels scheduled to leave on November 1st.

Daily weather forecasts are provided by Predictwind (www.predictwind.com), which also supports the rally with a tracking Fleet Map, shared with a team monitoring the progress of the fleet.

"Human in the loop" weather routing is provided by Chris Parker of the Marine Weather Center (www.mwxc.com) staying in contact daily with a combination of email, text, web sessions and single side band radio broadcasts. The rally organizers require participating boats to have certain satellite communication devices.

Antigua, one arrival location, has put into place Covid protocols. Full vaccination is required for entry, plus a negative PCR test result. Incoming crew must also follow protocols or the boat's entire crew can face quarantine for 14 days on board.

Visit www.saltydawysailingassociation.com for more information.

The North Atlantic Rally for Cruisers

The North Atlantic Rally for Cruisers, better known as the NARC, started in 2000 when organizer Hank Schmitt was moving a fleet of Swans from Newport, Rhode Island, to St. Maarten. Hank was in charge of providing ten skippers and crew to move the fleet and decided to invite other boats to join in an organized rally in the fall.

A no-fee rally, the NARC is the only rally stopping in Bermuda. The NARC arranges discounts for all rally ports for its members.

Although the NARC is usually an annual event, rally organizer and participant Hank Schmitt says, "While we are not organizing an official 2021 NARC Rally this season, we will be running our Swan Program from Newport to St. Maarten with a planned stop in Bermuda. We will allow other boats to join us as long as they know we are not responsible if countries close because of a second wave of infections in the United States. But expect to see restrictions to join as crew on any boat; it is the responsibility of the skipper to make sure crewmembers comply with entry requirements that may be fluid this season."



JOAN CONOVER

The author, at left, chats with potential East Coast rally-goers at the Seven Seas Cruising Association booth at this year's Annapolis Boat Show.

With 18 boats this year, the NARC's goal is to keep a smaller than usual group. Of these boats, over half are new to the rally. Organizers hope Covid will finally be controlled next year, and plan to invite more boats.

The organizers believe St. Maarten is a good landfall because of all the services available and ease of travel flying in and out. St. Maarten is pulling out all the stops for the "Start of the Season Party" upon the rally's arrival

Visit www.sailopo.com/NARC_Rally_NARC_Rally_Overview.aspx for more information.

The Atlantic Rally for Cruisers

A different and longer passage is faced by the Atlantic Rally for Cruisers (ARC) boats leaving from the Canary Islands on November 21st to arrive in St. Lucia in December.

This is the largest and most prestigious, and one of the longest running, transatlantic events, and is organized by World Cruising Club. Its exceptional history of leaders includes Jimmy Cornell and many other cruising professionals. Started in 1986, this is a professionally operated rally with vessel inspections, tracking, weather routing services and equipment requirements.

—Continued on page 34



Antigua Week 2022: 'We are confident that the racing will be remarkable!'

—Continued from previous page

...Regatta News

Get Ready for Antigua Week 2022

The Antigua Sailing Week Committee invites you to compete in the 53rd edition of Antigua Sailing Week (ASW) with the release of its official Notice of Race. ASW, considered one of the Caribbean's most prestigious regattas, is held annually at the end of April. This edition will commence with the Peters & May Round Antigua Race on April 30th, 2022. Following that will be five days of competitive racing off the south coast of Antigua, which will wrap up on May 6th.

Plans are in progress as organizers work to host an exciting and responsible regatta that will adhere to global guidance on staging events in a post-Covid era. ASW President Alison Sly-Adams confirms, "The Race Committee has taken advantage of this period to review participant feedback and update courses. While we are confident that the racing will be remarkable, we continue to review and examine how we can efficiently and safely conduct our shoreside offerings, taking cues from similar events executed in the United Kingdom, North America, and the Mediterranean this past summer season."

With over 40 early entries, interest in the regatta is on par with previous years. In anticipation of significant demand for the upcoming event, participants and spectators who have already decided to attend are advised to book their Covid-19 certified accommodation early. Most hotels and villas are less than 30 minutes away from the racing venues off Falmouth and English Harbour, but availability for the closest, most convenient locations will go fast. The Ministry of Tourism has listed the properties that meet the safety and protocol requirements at https://visitantiguabarbuda.com/antigua-and-barbuda-is-open/

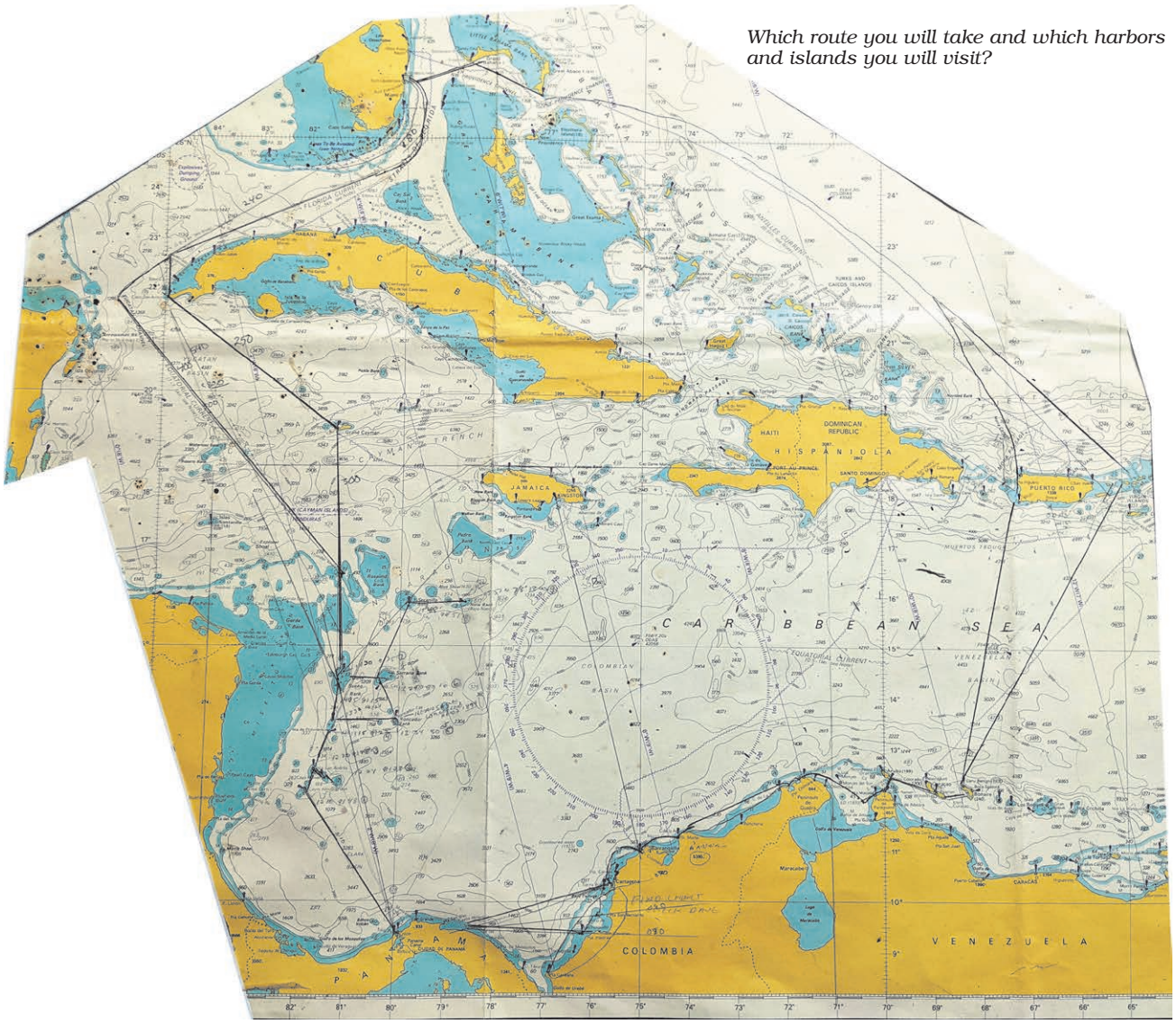
Visit www.sailingweek.com for more information.

Part One:

Eastward from Panama

In this article, I'll outline two useful routes to fight your way from Panama to the Virgin Islands. One is clockwise, heading north, then east, and then south. The other is counter-clockwise heading eastward first, and then north. I'll call them the northern and southern routes.

A third route — via Jamaica and the south coasts of Haiti, the Dominican Republic and Puerto Rico — is currently not advised due to instability in Haiti. (Another consideration is the hassle of getting a Navy-issued *despacho* every time you move from harbor to harbor in the Dominican Republic.) A fourth route — all offshore, and not for the faint of heart or boat — is described in the article "1,200 Nautical Miles to Windward: Panama to Antigua on a 37-Foot Sloop" by Michael Sanderson. See page 16 of the August 2015 issue of *Compass* at www.caribbeancompass.com/online/august15compass_online.pdf



Which route you will take and which harbors and islands you will visit?

The southern route at a glance

Heading eastward from Panama along the Colombian coast to the ABC islands (Aruba, Bonaire and Curaçao) can be done at any time of the year, as this leg of the route is south of the hurricane area. But you should not take off from the ABCs to the Virgin Islands until the beginning of December because of the risk of November hurricanes.

Head eastward from Panama to Cartagena, then proceed along the Colombian coast to Bahia Honda. Stops along the way include marinas at Cartagena, Puerto Velero and Santa Marta.

From Bahia Honda it is a dead beat to windward against a strong westward-flowing current until you reach Bonaire via Aruba and Curaçao.

Due to ongoing piracy off Venezuela's Paria Peninsula and the Isla Margarita area, it is not recommended to proceed directly from Bonaire to Trinidad or Grenada. From Bonaire stand north across the Caribbean Sea, close reaching on starboard tack and ending up somewhere between St. Thomas and western Puerto Rico depending on how well you and your boat sail to windward, and on the kindliness of the sea gods.

The straight-line distance on this route is roughly 1,200 miles; I would estimate the sailing distance as 1,600 to 1,700 miles.

Northern route details

Many thanks for input on this route to sailors Pedro Rodriguez and Lee Miles in Cartagena, Colombia, and John Halley and Dave Fernending, all of whom are familiar with the islands, cays and banks of the Western Caribbean.

Head north from Panama, stopping at the various Colombian islands and at the banks that have small cays that provide tolerable anchorages while the crew enjoys fantastic diving.

Your first stop can be Cayos Albuquerque (Colombian HO chart 203). There are two cays 350 yards apart and easily spotted by tall palms. The northern island is occupied by the military. The southern cay is used by the fishermen who camp on the beach. The diving in the area is said to be superb. Pedro and Lee feel that the best anchorage is at 12°09.7N, 81°50.4W in 30 feet of water.

Twenty-eight miles north of Cayos Albuquerque is San Andrés (Colombian HO chart 201), with an excellent harbor on the windward side of the island protected by the reef to eastward. The entrance channel is well buoyed. To get into the inner anchorage, head for Cayo Santander then north.

From San Andrés to Isla Providencia is about 60 miles (Colombian HO chart 218; the DMA chart 26083 is wrong). The southwest approach is no longer buoyed, so pass west of the island and approach Catalina Harbor from the northwest. This route puts Lawrence Reef to starboard. Other reefs and coral heads can be avoided by using the 17th century range/transit which is still valid: Morgan's Head and Fairway Hill in line. Backed up by eyeball navigation, this range will lead you into the anchorage. The channel is not marked but clear water and eyeball navigation make it easy to find and follow. (Colombian HO chart 885.) The *Colombian Cruising Guide* recommends anchoring at 13°22'40.81"N, 81°23'05.55"W and 13°23'02.6"N, 81°22'10.99"W.

The next likely stop north of Providencia is Quita Sueño Bank, but if you want to take a detour, 75 miles east of Providencia is Roncador Bank (Colombian HO detailed chart 211, and general chart 420). Approach from the north, noting the strong currents, and anchor on the west side of the cay 200 yards off at 13°45.3N, 80°05.6W. There is a military presence on the island and you are not allowed ashore, but this should be a diver's paradise. On its windward reef is the wreck of the US Civil War era *USS Kearsarge*, the federal cruiser that sank the Confederate raider *Alabama* in a duel off the coast of France.

From Isla Providencia it is about 50 miles to Quita Sueño Bank (Colombian HO chart 416), which extends north and south for 37 miles with lights on both the north and south ends, at 14°29.2N, 81°08.1W and 14°04.3N, 81°08.8W respectively. Time your departure from Providencia so you arrive at Quita Sueño Bank about noon and can eyeball your way through the coral heads and find an anchorage tucked up behind the windward reef. The whole eastern side of the bank is protected by a barrier reef that bares at low water. This provides a breakwater so that no heavy sea comes across the reef. This is an area to explore by eyeball navigation with one crewmember sitting on the lower spreaders.

From Quita Sueño, if you want to explore more banks, sail 45 miles east to Serrana Bank, or 120 miles northeast to Serranilla Bank and then east 70 miles to Bajo Nuevo. These banks plus Roncador are way out to windward of the straight line north from San Andrés. For that reason, some boats sail direct to Cartagena then head north to visit and dive on these cays.

Serrana Bank (Colombian HO chart 213) has an anchorage at 14°17.3N, 80°22W, which is 1.9 miles east of where it shows on the Garmin electronic chart. There is military presence on the north cay, so no going ashore. The anchorage off the south cay is sometimes rocky and rolly. Anchor bow and stern to minimize rock 'n' roll.

Serranilla Bank (Colombian detailed HO chart 208, general chart 419) has a light on Beacon Cay at 15°47.8N, 79°50.8W. Approach from the south and anchor about one mile northwest of the light in 35 feet of water. From here you can jump 480 miles northwest to the western end of Cuba.

Bajo Nuevo (Colombian HO chart CO400418). Bajo Nuevo, a.k.a. the Petrel Islands, is actually two different reefs. The northeastern reef is semicircular, three miles in diameter. The southwestern reef extends south two miles and then curves west-southwest for five miles.

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CHART NOTE: The British Admiralty (BA) charts of the Western Caribbean are based on 19th century surveys. The Colombian coast and offshore islands have been much more recently charted by the Colombian Hydrographic Service, based on based on excellent surveys. Although obtaining Colombian HO charts is said to be difficult outside of Cartagena, try https://shop.geospatial.com/product/02-COAJ-Colombia-Nautical-Charts-All-Scales. Or, before you leave Panama, check the boats in Shelter Bay Marina and put a call out on social media in the hope that you'll find someone who has no more need for their Colombian charts. You can keep these charts up to date by consulting the Notices to Mariners at www.cioh.org.co

The Colombian Hydrographic Service has also produced a *Cruising Guide to Colombia* specifically for cruising yachtsmen, with excellent charts, available free at https://drive.google.com/file/d/1sxXWQjJ_f8kPg_t8FL9Nl2Ff0cu2hXBF/view

[Editor's note: While every effort has been made to ensure the accuracy of the information in this article, it is not to be used for navigation. Be sure to check for the latest pandemic-based restrictions in all countries on the route you choose.]

The northern route at a glance

This route should not be taken until the beginning of December, as the Western Caribbean and the Gulf of Mexico have had dozens of hurricanes in November.

It heads northward from Panama, island-hopping on the way, through the Yucatán channel, then eastwards past Cuba's north coast and past the Florida Keys to the Miami, Fort Lauderdale and Grand Bahama area. (For advice onward via the Old Bahama Channel refer to Bruce Van Sant's book *Gentleman's Guide to Passages South*, available at online booksellers.) Once there, wait for a norther and take off on its face, riding it southeastward for St. Thomas. You should leave by the middle of March, as after that time northers seldom appear. See article on page 18 of this issue about sailing from the US East Coast to the Lesser Antilles.

The straight-line distance on this route is roughly 1,800 miles. Unless you are very unlucky there will be very little beating to windward. Thus the total sailing distance will be around 2,000 to 2,100 miles.

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On its northern point is a small bare island with a light at 15°53.1N, 78°38.6W. The southwestern reef is open to the west, over a three- to five-mile flat that may present coral heads.

Between the two reefs is a deep (minimum 100-foot-deep) channel that is one nautical mile wide at its narrowest part. This channel extends from 15°55.0N, 78°40.0W to 15°52.0N, 78°36.0W. The current in the channel is strong and runs northwest. If approaching from the north, coming due south along 78°39.75W will keep you clear of the western ends of both reefs until you reach 15°52.8 N, where you can tuck in to a safe anchorage 300 yards from the island, due south of the light, in ten to 30 feet of water. Lee Miles with wife Maria Román and son Sebastian anchored there (at 15°52.8N, 78°38.8W) in their Passport 42, *Garabato,* in June 2007. The wind was brisk from north and northwest but the anchorage is very protected from all wave action. Because they were traveling alone and conditions were squally at the moment of arrival, they chose not to enter the southeast end of the channel between reefs, choosing instead to proceed up the windward side to the reefs to 15°56.0N and then west to 78°39.75W where they turned due south until passing the light on the northern end of the southwest reef.



CARLOS DEL CASTILLO

With English spoken and an active tradition of small boat sailing, Providencia will give you a preview of the Grenadines.

Alternately, from Quita Sueño, you can sail 300 miles north to Grand Cayman then 250 miles northwest to the western end of Cuba. (If you are interested in stopping in Cuba, a good up-to-date resource is the "Cuba Land and Sea" Facebook group.)

Or from Quita Sueño sail north for 120 miles to keep clear of Nicaragua's Mosquito Coast, the Nicaragua Bank, fishermen's nets and reported piracy, and thence approximately northwest 420 miles to the center of the Yucatán Channel. This route gives you a chance to duck into Isla Mujeres or Cozumel if there's a chance of getting caught in a norther in the Yucatán Channel with its strong north-flowing current. The marinas in Cozumel and Isla Mujeres do not look like they give really good protection from the northwest, but are probably better than fighting a norther in the channel.

Continue northward, swept along by the Yucatán Current, until you pick up the Gulf Stream heading east along the north coast of Cuba. Skirt the Florida Keys, and head north to the Miami-Fort Lauderdale area or to Grand Bahama — about 960 miles so far. Unless you are unlucky, it will be eased sheets for most of this route. For about 700 miles you will have the Yucatán Current and the Gulf Stream boosting you along at one-and-a-half to three knots, making 200 miles per day easy.

Once in the Miami-Fort Lauderdale area or Grand Bahama wait for a good norther to come through and jump on it. The next 120 miles will be a fast broad reach in smooth water. Once you exit Northeast Providence Channel sail as close to east as you can while still making good speed.

With luck you will reach St. Thomas — about 860 miles on port tack — or if you are unlucky 760 miles to western Puerto Rico.

If you end up at the western end of Puerto Rico, ten miles north of Cabo Rojo is the friendly Marina Pescaderia. A nine-foot buoyed channel leads to the end of their dock. They can organize clearance into US waters and your Puerto Rican cruising permit.

Then see "Sailing Eastward Along Puerto Rico's South Coast" on page 20 of the July 2021 issue of *Compass* at www.caribbeancompass.com/online/july21compass_online.pdf

Southern route details

Before embarking on this route, make sure your engine is in top shape and you have plenty of spares including fuel filters — you'll probably be motor-sailing a lot along the Colombian coast. You can refuel at Cartagena, Puerto Velero and Santa Marta.

Sail coastwise in Panama to the San Blas Islands if they are currently open to visitors. These islands are well covered in great detail by Nancy and Tom Zydler's *The Panama Guide* (second edition 2019). Eric Bauhaus has also published an excellent guide to this area, *The Panama Cruising Guide* (fifth edition 2014). I recommend buying both guides and cross-referencing them.

From the San Blas you can sail direct to Cartagena on a course of roughly 070 degrees for about 250 or 300 miles, depending on departure point. The sea tends to be lumpy as there is an easterly countercurrent fighting the tradewinds-produced westerly swell. Or from the San Blas you can cruise coastwise to Cartagena. See the *Cruising Guide to Colombia* and the sidebar for details on coastal cruising routes.

Alternatively, take off from the San Blas directly to Isla Fuerte, 130 miles, course 090 degrees. From there it is 30 miles to San Bernardo (Colombian HO chart 626) on a course of 038 degrees, then on to Islas Rosario (Colombian chart HO 255) on a course of course 015 degrees for another 30 miles. From there it is only 20 miles to Cartagena.

Reaching Cartagena (Colombian HO chart 262) the Boca Chica channel, nine miles from the entrance to the city, is well buoyed and well lit. Call harbor control on VHF Ch16 announcing your arrival and contact Club de Pesca and ask for a berth (www.clubdepescamarina.com or contact@clubdepescamarina.com). At the club they will point you in the correct direction to organize Customs and Immigration, and your *zarpe* for onward travel to Santa Marta.

After clearing in, hop in a taxicab to visit the Colombian hydrographic office, DIMAR. My Colombian contacts recommend you purchase the general charts covering Isla Fuerte to the eastern end of Colombia (025/226), plus the detailed charts for Punta Morro Hermoso/Puerto Velero (822), Santa Marta, Five Bays and Cabo de la Vela (236), Puerto Bolivar/Bahia Portete (229) and Ensenada Honda (227). Allow a few days to explore the old city inside the fortress walls. The area is a UNESCO World Heritage site, reportedly the best-preserved Spanish colonial city in all of North and South America.

From Cartagena head eastwards to the anchorage behind Punta Morro Hermoso. The recommended anchorage is at 10°56.6N, 25°02.4W. With a good breeze and a wide area of flat water, this is a great spot for windsurfers and kiteboarders. There is a small marina here, Puerto Velero, with a pier where fuel and water are available.

Plan your departure so that you pass the mouth of the Magdalena River in the middle of the day so you can see and avoid all the debris and trees that float out of it. The Magdalena River, 1,200 miles long, is fed by dozens of other rivers.

From Punta Morro Hermoso to Santa Marta is roughly 50 miles. In Santa Marta there is a big modern marina with all facilities including a haulout. It is a regular stop in January for the annual World ARC rally and people in the office speak English. The city of Santa Marta boasts a Spanish colonial quarter that, founded in 1525, predates Cartagena's but is not inundated with cruise ship tourists. The marina is a popular place for cruisers to leave their boats for inland explorations, especially during hurricane season. Anchoring off the marina is possible, but not recommended due to frequent heavy gusts in the bay. The anchorage becomes untenable in strong winds from the west.

If you would, however, rather swing at anchor rather than be in a marina, a few miles east there are two places, Taganga and Rodadero, that are sheltered and provide good anchorages. Both cities have beautiful beaches populated by people that enjoy kayaking, paddleboarding and swimming — you will probably be pestered by curious visitors. [*Editor's note: In 2012 and 2015, violent armed robbers boarded yachts anchored at Taganga, giving it a bad reputation. No incidents have been reported since then.*]

When departing Marina Santa Marta pass inside Isla El Morro. It is probably best to motor-sail through as you may encounter a strong foul current. You will pass Five Bays, part of Tayrona National Park; these bear investigating if you have time. Before leaving the marina ask if anchoring in the park is currently allowed.

Then it is about 120 miles to Cabo de la Vela. The old BA charts show heavy surf the entire length of this coast. Sailing to windward, you'll probably discover on starboard tack you're heading into the swell and going slow, and on port tack you're making much better progress. Also check your GPS carefully as you may discover that inshore you will pick up a countercurrent. Current against the wind will make the inshore conditions lumpy, but although offshore may be smoother you may be losing there because of the west-flowing current.

The best anchorage in Cabo de la Vela said to be the northeast corner but it will be windy. Advice is to spend only the day then continue east, passing inside the island to Puerto Bolívar/Bahia Portete (Colombian HO chart 227).

Puerto Bolívar is a major commercial harbor through which Colombia exports its coal. The harbor is well buoyed and the best yacht anchorage is at 12°09.9N, 71°58.9W off the small village of Pueblo Nuevo where supplies are available. This is a good spot to wait for a break in the weather before fighting your way to Aruba. If you like peace and quiet, before jumping off for Aruba stop at Bahia Honda



The full-service marina at Santa Marta is a good place to gear up for the challenging next leg to Aruba.

(Colombian HO chart 227) 20 miles to the east. No habitation at all. The best anchorage is at 12°11.6N, 71°59.5W. The northeast part of the harbor is shoal.

From either harbor it is a tough 120-mile beat to windward against a strong westerly flowing current to Aruba. Shorten sails and run your engine at about 1200 RPM. Then sail the boat as if you are sailing without the engine on — but with the engine on, if the helmsman hits a wave wrong the boat won't stop: the engine will push it through. To get out the westerly flowing current tack into the Gulf of Maracaibo, stand over to the Guiria Peninsula, and tack along the shore past Punta Mocalla. If possible continue to tack along the coast close to shore and hope that you can get out of the current until Punta San Roman, before doing your final 25 or 30 miles to Aruba. If you are not laying Aruba do not tack to the east until you're up behind Aruba where you should find some shelter from the current and sea. [*Editor's note: Although there have been no reports of piracy in this part of Venezuela, the political situation in the country is unstable, the economy is in crisis and citizens continue to flee into neighboring Colombia. Sail near the Venezuelan coast at your own risk.*]

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After you clear into Aruba and rest up a bit, visit Budget Marine and buy Imray Iolaire charts D231 and 232 of the ABC islands, chart A of the entire Eastern Caribbean, A1 of Puerto Rico and the Spanish and western US Virgin Islands. Also get A11, 12, 13 and 131 — these are the west and south coasts of Puerto Rico plus the Spanish Virgin Islands. On the backs of the charts you will find sailing and piloting directions and guide information, thus you have charts and a guides all in one.

From Aruba proceed to Curaçao where you will find an excellent shipyard, supermarkets, etcetera, then onward to Bonaire. All three ABC islands have Budget Marine chandleries.

From Bonaire, take off heading north as close to east as the wind will allow and still give you good speed. Pray to the gods of wind as depending on their mood you'll end up somewhere between St. Thomas and western Puerto Rico. If you end up at the western end of Puerto Rico, ten miles north of Cabo Rojo is the friendly Marina Pescaderia. A nine-foot buoyed channel leads to the end of their dock. They can organize clearance into US waters and your Puerto Rican cruising permit.

Then see "Sailing Eastward Along Puerto Rico's South Coast" on page 20 of the July 2021 issue of *Compass* at www.caribbeancompass.com/online/july21compass_online.pdf

Summary

With the details above and the resources listed in the sidebar, you now have plenty of information. So get a copy of US DMA chart 4400, which covers the entire Caribbean from Central America to the Eastern Caribbean, look at it, and decide which route you will take and which harbors, islands, cays and banks you will visit. Fair winds!

Don Street spent 62 years cruising, racing, exploring, charting and writing about the Caribbean. Visit his website at www.street-iolaire.com

Resources and Ramblings

NOTE: Some of the information in these resources and Compass *articles will be out of date. Check marinas, www.noonsite.com and individual destinations' Facebook groups for the latest information.*

Along the northern route

Cruising Ports: The Central American Route by Patricia Rains

Cruising Guide to Belize and Mexico's Caribbean Coast, by Freya Rauscher (third edition)

"Panama to Honduras, Ducking Northers," by Steve Jost, page 14 at www.caribbeancompass.com/online/junecompass_online.pdf

"Panama to Grand Cayman Passage," by JoAnne and Bill Harris, page 16 at www.caribbeancompass.com/online/october19compass_online.pdf

"Colombia's Trio of Gems" (Providencia, Santa Catalina and San Andrés) by Bill and JoAnne Harris, page 16 at www.caribbeancompass.com/online/august14compass_online.pdf

"Grand Cayman," by Bill and JoAnne Harris, page 22 at www.caribbeancompass.com/online/july20compass_online.pdf

Along the southern route

Nancy and Tom Zydler's *The Panama Guide* (second edition 2019)

Eric Bauhaus's *The Panama Cruising Guide* (fifth edition 2014)

"Sailing the Caribbean Coast of Colombia," by Constance Elson, in three parts: page 14 at www.caribbeancompass.com/online/october11compass_online.pdf, page 22 at www.caribbeancompass.com/online/november11compass_online.pdf, and page 18 at www.caribbeancompass.com/online/december11compass_online.pdf

"Practical Tips and Responsible Cruising in Panama's Kuna Yala," by Nadine Slavinski, page 18 at www.caribbeancompass.com/online/february12compass_online.pdf

"Cartagena for Cruisers," by Pedro Rodriguez, page 32 at www.caribbeancompass.com/online/january20compass_online.pdf

"Colombia's Perfect Pit Stop" (Santa Marta) by Brenda Webb, page 18 at www.caribbeancompass.com/online/october13compass_online.pdf

"Santa Marta, Colombia: The Newest 'St. Somewhere'", page 22 at www.caribbeancompass.com/online/march14compass_online.pdf

"Aruba — the Perfect Place to Pause," by Mira Nencheva, page 20 at www.caribbeancompass.com/online/august15compass_online.pdf

"Learning Our ABCs, Part Two: Curaçao," by Priscilla Packer, page32 at www.caribbeancompass.com/online/june16compass_online.pdf

"Learning Our ABCs, Part One: Bonaire," by Priscilla Packer, page 26 at www.caribbeancompass.com/online/may16compass_online.pdf

"Bonaire to St. Croix," by Tricia Chapman, page 32 at www.caribbeancompass.com/online/april08compass_online.pdf



PROCOLOMBIA

Cartagena Bay. Club Naútico is in the foreground and Club de Pesca marina, with the red roof, is at center left.



Part Two:
Heading South from the US, Sanely

For the past five decades I have listened to stories of boats heading south from the East Coast of the United States to the Caribbean. Some were such idyllic trips that the crew never once put on their foul weather gear. Some trips were a bit bouncy. And other times, boats ran into major storms. Some of these latter trips resulted in damage or disaster, losing boats or even crews. Many years ago I quit counting when my 39th friend or acquaintance was lost while doing this trip.

This is not a passage to be underestimated. Your boat and crew must be prepared to face heavy weather. Before you go out and put your boat to the test, make some practice runs. In your home waters when a good hard blow comes through, take your boat out and "put the bricks to her." Ascertain any deficiencies in both boat and crew. Take your boat back in, rectify the deficiencies, then go out in a second blow. This time you will be much better prepared than you were the first time. Then go home again and rectify any deficiencies that are still not corrected. And so forth. Then, when you eventually head offshore and run into a bad blow, both the crew and boat will have been through similar experiences before, so no major problems should be experienced.



Don Street's Iolaire *in 1990.*

Unfortunately, many recreational sailors fail to follow this advice; instead, they take off from the East Coast and run into their first truly bad weather at sea. The crew becomes petrified. When and if they arrive in the Caribbean, the boat is put on the market — and there ends their dream of an idyllic winter cruise.

Also, be prepared for cold weather at the start of the trip. Make sure you have enough sleeping bags or blankets to keep the crew warm, and insist that every crewmember has plenty of really warm clothing (not just jeans and sweatshirts), including hats, good foul weather gear and seaboots. Being cold is fatiguing, and as the late Jim Crawford, a seaman par excellence, stated, "Fatigue is the rust that destroys boats." Every time in my seven-decade sailing career I have gotten my tail in a wringer, it has been because I allowed myself to get too tired and made poor decisions. A cold, wet, tired crew is a crew that makes mistakes. Keep your crew dry, warm, well rested and well fed, and the chances of them making mistakes are minimized.

This subject is covered in more detail in my book *Street's Transatlantic Crossing Guide*.

JUMPING-OFF POINTS

Points from Newport to New York

I strongly advise NOT heading directly offshore from this area. It's much better to go coastwise down to Little Creek, Virginia, near Norfolk at the mouth of the Chesapeake Bay, or, if your boat will pass under the 65-foot bridge south of Norfolk on the ICW, farther on to Morehead City/Beaufort, in North Carolina.

I say this because the autumn weather window for heading south is very small. If you leave in early November, there is too much danger of encountering a late-season hurricane. Data from NOAA shows that in the last 20 years or so there have been more hurricanes in late October and early November than there have been in the previous hundred years.

Unfortunately, as each week goes by in November the weather on the East Coast of the States becomes increasingly unstable, to the point that by the end of November the weather forecasts are only good for 24 to 36 hours. Boats can take off from the northeast coast of the States in the face of a northwester, with glorious sailing, clear visibility and the wind aft of the beam, but all too often the northwester then turns, swinging around to north and finally northeast. A 25- to 30-knot (and sometimes more) northeaster blowing against a two- or three-knot current in the Gulf Stream produces sea conditions varying from dangerous to disastrous.

Unless you have a boat that can continually knock off nine knots or more, your chances are minimal of leaving the northeast coast of the United States and getting across the Gulf Stream on a weather window, since the weather predictions are only good for 24 to 48 hours.

Thus, if you are departing from Newport, I recommend heading down the coast, through Long Island Sound. If a blow comes through, there are plenty of places to stop. If you pick up the beginning of the fair tide at South Norwalk, Connecticut, and maintain a six-knot speed through the water, you can carry that tide all the way down Long Island Sound through Hell Gate, New York Harbor, out through Sandy Hook and on down the New Jersey shore. This is where a northwester coming offshore gives a glorious sail with smooth water; it will really blow you on your way.

A good eye must be kept on the weather, because from the mouth of New York Harbor to the mouth of the Delaware River there are really no reliable harbors. Similarly from the mouth of the Delaware to the Chesapeake Bay there are no harbors. However, if you have maintained your six knots over the bottom as you approach the mouth of the Delaware, take a look. If the weather is going around to the south and you don't like the look of it, you can head up the Delaware on a fair tide, pass through the Chesapeake & Delaware Canal, and still pick up a fair tide at the northern end of the Chesapeake.

Once in the Chesapeake you can push on south to Little Creek, Virginia, at the mouth of the bay, or stop in Annapolis or one of the wonderful little harbors in the Chesapeake and enjoy oysters, crab and other wonderful seafood.

If the weather permits, however, when you reach the mouth of the Delaware you can continue offshore to Little Creek.

If you can fit under the bridge south of Norfolk, there is only one way to go south. You should continue through the ICW to the Morehead City/Beaufort area. This is a trip of three days, but if you have the time you can easily spend a week to ten days doing some wonderful cruising, either going up the various rivers visiting the beautiful antebellum towns that have hardly changed in the last 150 years or, if you have a shoal-draft boat, going out to the outer banks in Kitty Hawk, where flying started.

Morehead City/Beaufort

At Morehead City/Beaufort you can sit and wait for a good clear northwester to blow through. You are far enough south so that although it may be cold, you will not have to contend with ice, sleet or snow. If you leave at the top of the tide, carry the tide down to Cape Lookout. A couple of hours after you leave Cape Lookout you will be in the Gulf Stream, the northwester will blast you across, and by the time the northwester swings around to the north you will be clear of the Stream. You can then set a course east-southeast and sail that course "until the butter melts." The northwester will swing north, then to northeast. If you are lucky the northeaster will continue right on down to where you pick up the Trades. Many boats in the 40-foot size range have done this route from Morehead City/Beaufort to St. Thomas in seven days.

Work your way east-southeast, until you reach the longitude of 68° to 70°W, as it must be remembered that in November and early December the tradewinds are still likely to be southeast or east-southeast, rather than east or northeast. This means if you have not worked your way well east, you will end up hard on the wind for the last few days of your trip if you are heading for St. Thomas.

With a favorable weather forecast, you can leave from Morehead City/Beaufort at any time from early November right up until about December first. However, if you have not left by the beginning of December, you should either delay your trip until the following year, or follow the ICW all the way down to Jacksonville or Fort Lauderdale, Florida.

With a favorable weather forecast, you can leave from Morehead City/Beaufort at any time from early November right up until about December first.

In December it is not advisable to try to depart for the Caribbean from Charleston or the ports south of Charleston, as in that area the Gulf Stream is well off shore. The problem of getting across the Stream here is roughly the same as trying to get across the Stream from the northeast coast of the States.

Little Creek

If your boat will not fit under the 65-foot bridge on the waterway near Norfolk, wait in Little Creek until you obtain a favorable weather report. Then head east-southeast and try to get across the Gulf Stream as fast as you possibly can. If the wind goes light, turn on the mill and motor or motorsail. Don't worry about running out of fuel — once you are across the Stream and south of the gale area, if you are out of fuel and get becalmed it is just a pain in the neck and a delay. But if you don't make it across the Stream within your weather window, you can end up in disastrous circumstances. There is not enough space here to list the horror stories. Again, your course is east-southeast until the butter melts. Work your way eastward to longitude 68° to 70°W, before heading directly to St. Thomas.

The weather window from Little Creek is basically the month of November. Come December, forget about it and wait until next year.

Miami/Fort Lauderdale

If you don't pick your weather carefully when sailing from the Miami/Fort Lauderdale area to the Caribbean, you face a dead beat to windward for 1,200 miles — a miserable trip. I have done it a couple of times, having to deliver bareboats on a schedule. We were locked into it and all we could do was put our heads down and bang away.

The proper way for the cruising yachtsman to get from the Miami/Fort Lauderdale area to St. Thomas is to go over to Grand Bahama and wait there until a norther — i.e. a northwest front — is predicted. You can take off on the face of a northwest front: it may blow hard, but the wind will be coming off the land and you will have a smooth sea. Leave the northeast Providence Channel and head east for as long as you can.

Once the norther dies out and the tradewinds fill in, fall off on port tack and see where you end up. Some boats have been very lucky and have laid St. Thomas in one tack. Others have fetched the eastern end of Puerto Rico, and some have only laid the western end of Puerto Rico. If you do this you can duck into Marina Pescaderia, take a rest, recuperate and restock, then head south and east along the south coast of Puerto Rico. Make sure you have on board a copy of *Street's Guide: Puerto Rico, Spanish, US and British Virgin Islands*, which describes this area in detail, complete with sailing instructions, and read the updated article "Sailing Eastward Along Puerto Rico's South Coast" on page 20 of the July 2021 issue of *Compass* at www.caribbeancompass.com/online/july21compass_online.pdf

The one problem with taking this route is that you may enjoy the south coast of Puerto Rico and the Spanish Virgin Islands so much you never get to the Eastern Caribbean!

If hopping along the numerous stepping stones on Bruce Van Sant's *Gentleman's Guide to the Thornless Path to Windward* from Florida to the Virgins, you must have unlimited time and patience to wait for all those individual weather windows. You may spend so much time waiting for weather that by the time you arrive in St. Thomas, the hurricane season is approaching again and it will be a case of either returning to the States, or quickly getting south of the hurricane zone.

I advise using the US NOAA charts appropriate to your routing, and Imray-Iolaire charts of the Caribbean depending on your landfall. (Check Imray-Iolaire chart catalogue at any major US chart supplier.) If you are going via Bermuda, use Imray-Iolaire chart E5: Bermuda; plans St. George's, Hamilton, dockyard marina.

Once in the Virgins, see Simon Scott's *The Cruising Guide to the Virgin Islands*, newly updated for 2022, available at www.CruisingGuides.com.

This article is updated from a version that appeared in the October 2020 issue of Compass.

Visit Noonsite.com for the latest Covid-related yacht entry regulations regarding your intended Caribbean landfall destination.

Visit Don Street's website, www.street-iolaire.com, for more information.



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Part Three:

Westward Across the Atlantic

A passage across the Atlantic Ocean is not a trip to be lightly undertaken.

Your boat and crew must be prepared to face heavy weather. If this will be the first ocean passage for you or your boat, do some rehearsals. While still in your home waters, when a good hard blow comes through, take your boat out for a sail and ascertain any deficiencies in either boat or crew. Take your boat back in and rectify the deficiencies. Then go out in a second blow, which you will be much better prepared for. Go home again and rectify any deficiencies that are still not corrected from the first trial. Etcetera.

The hardest part of sailing westward across the Atlantic is getting from Europe to the Canaries or Madeira. Once there it is basically all downhill and easy sailing to the Caribbean.

Take a look at the weather charts on the back of the Imray-Iolaire North Atlantic Passage Chart 100. These will show why you should have gotten out of Northern Europe by September, as the gale frequencies there increase drastically after mid-September, through October and November.

If you are leaving from Gibraltar, carefully check your weather report — in November you can run into some bad southwest blows, and the northwest coast of Africa has virtually no harbours of refuge. Take off on a good weather report from Gibraltar, and work your way well to the west to give yourself plenty of sea room before heading southwestward to Madeira or the Canaries.

Across the pond

I am strongly of the opinion that when crossing the Atlantic you should go from the Canaries down to the Cape Verdes, enjoy the cruising there, and then cross from the Cape Verdes to the Eastern Caribbean. I say this is because the Great Circle route from the Canaries is 2,535 miles, but this route can really only be sailed by boats that have plenty of fuel and/or are lightweight fliers with a crew that is willing to do a lot of sail changing, setting spinnakers and the like. The more traditional route is to head southwest from the Canaries, at least down to 20°N, and then across — about 2,615 miles. This route brings you quite close to the Cape Verdes, so why not stop? It is only 780 miles, with guaranteed tradewinds down the African coast.

While there are several good harbors with interesting towns and villages ashore, the Cape Verdes are not the Virgin Islands. The coastlines are unreliably charted and underdeveloped, but they do offer the yachtsman who is skilled in coastal piloting and eyeball navigation a wonderful opportunity to wander off the beaten track. You can enjoy the Cape Verdes and then take off from Brava, a wonderful little island where the Yankee whalers used to pick up crew.

From there to Antigua (2,175 miles) you are down in the deep tradewinds and will have some glorious sailing as the course is a little bit north of west and the tradewinds are a little bit north of east. You can rig your spinnaker pole semi-permanently out to starboard, to be used to wing out the jib if it is blowing hard, or for your spinnaker if the wind goes light.

Iolaire, 46 feet on deck, has sailed three times from the Cape Verdes to the islands of the Eastern Caribbean — in 14 days and some hours in 1949, under gaff rig when owned by RH "Bobby" Sommerset; then in 1985 and 1989 under my command as a double-headsail Marconi yawl. On all three trips the spinnaker pole was rigged to starboard and left up there for the entire trip. No gybing!

'From Brava to Antigua you are down in the deep tradewinds and will have some glorious sailing'

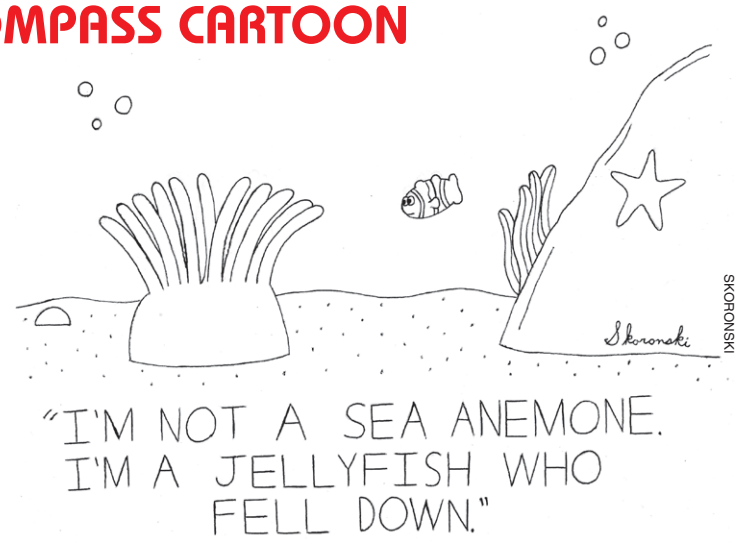
Southwest winds

If you look at the weather charts, you will note that in November in the Canaries, there is a southwest arrow. If the wind goes round to the southwest, you should sit in the Canaries and wait until it goes back around to the easterly quadrant. It can blow southwest for two or three days and blow hard. The ARC fleet has discovered this occasionally, when participants were discouraged to discover they were beating to windward in heavy weather for the first three or four days of their transatlantic crossing, rather than having a delightful sleigh ride all the way.

It should be noted that a southwester could settle in for even longer periods. In 2002 dozens of boats that left the Canaries were driven all the way down to the Cape Verdes, where they stopped to pick up fuel and/or wait for the wind to go around to the east.

This article is updated from a version that appeared in the October 2020 issue of Compass.

COMPASS CARTOON



RESOURCES

Covid regulations

As this issue of *Compass* goes to press, yacht entry regulations regarding the Covid pandemic are evolving. Check Noonsite.com for the latest updates.

- Canary Islands: www.noonsite.com/place/canary-islands/formalities/#biosecurity-section
- Madeira: www.noonsite.com/place/madeira/formalities/#biosecurity-section
- Cape Verdes: www.noonsite.com/place/cape-verdes/formalities/#biosecurity-section
- Caribbean: See Noonsite also regarding your intended Caribbean landfall destination.

Boat preparation andsailing directions

Boat preparation and sailing directions westward across the Atlantic are covered in more detail in Don Street's *Transatlantic Crossing Guide.* The comprehensive *Street's Guide to the Cape Verde Islands* was published in 2011. Both are available at online booksellers.

Even if you do not plan to stop in the Cape Verdes, it is well worthwhile buying *Street's Guide to the Cape Verdes* and studying Chapter 10, "Setting up for the Trade Wind Passage."

Charts

Don Street recommends the following charts for a westward transatlantic crossing:

- Imray C20: Gibraltar to Azores and Canaries
- Imray-Iolaire E2: Islas Canarias. Plans: Pto de la Luz, Pto de los Marmoles and Pto de Naos, Pto de San Sebastian, Pto de Santa Cruz, Darsena Pesquera (Santa Cruz de Tenerife), Morro Jable, Pto de la Estaca
- Imray-Iolaire E3: Arquipelago da Madeira. Plans: Pto Santo, Pto do Funchal
- Imray-Iolaire E4: Arquipelago de Cabo Verde. Plans: Pto da Furna, Pto Grande, Pto de Sal-Rei, Pto Novo, Pto da Praia, Cavaleiras, Pto Velho, Bahia da Palmeira.




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SAILING AGAINST CONVENTIONAL WISDOM

by John Everton

Most boats come to Carriacou for hurricane season. Not us.

Even with the 2021 hurricane season heating up, after a year and a half in Carriacou it was finally time for us to go sailing. My wife Roni and I had been through a long Covid lockdown aboard, during which I had time to re-launch my writing career, we relearned to live for the moment and appreciate all aspects of life to the fullest, and we had plenty of time on our hands to work on the boat when the mood struck.

The mood struck more and more the longer we were there. We had a special interest in preparing *Second Star* for a northbound Caribbean passage: we had a new grandson in the States to meet and another one to become re-acquainted with. We also had business to take care of in the USVI and it would be easier to fly to the US mainland from there.



When a wave hit us Roni was thrown onto the pump handle. The resultant black eye must have raised a few eyebrows when we went ashore.

Once we began on maintenance it seemed never ending for a while; in the end we covered a lot of ground. *Second Star* is a Warrior 35 designed by Angus Primrose and John Illingworth (designers of *Gypsy Moth IV*), built by Trident Marine on the south coast of England, and launched in 1977. We bought her because we were tired of fighting hull leaks in the two wooden boats we had before. Well, we managed to buy a fibreglass boat that leaked through the bottom of the keel!

In our first haulout a crack mid-keel extending fore and aft could be seen, most likely the result of a previous owner who had a reputation as a cowboy bouncing across a reef or two in the Bahamas. After two haul-outs and five layers of bi-axial cloth with West Epoxy over filler we finally stopped the hull leak.

Then, after we had rebuilt the battery and tool storage area in the cockpit locker and all new batteries were installed, I attacked the leaks in the Mercedes four-cylinder diesel engine system. First a fuel leak, then an exhaust leak. The latter took much longer to rectify as I had to remove the aluminium elbow bolted on with steel studs, a task which ended up taking the combined efforts of four people and much time to remove, then make a new elbow and re-install.



Draining! Weary of fighting hull leaks in wooden boats, we managed to buy a fibreglass boat that leaked through the bottom of the keel.

After all that was accomplished and tests run we discovered another leak: in the coupling on the prop shaft. After putting this right the boat was finally ready… but the weather wasn't.

When everything finally came together the forecast was near perfect: east winds ten to 15 knots with three- to five-foot seas and no rain squalls to keep the night watch company.

The great day finally arrived when we cleared out, filled up with duty-free diesel, cast off the mooring, motored out of the harbour accompanied by friends, rounded up and raised the mainsail with its single reef that rarely gets shaken out in the Caribbean. Bearing off on a beam reach we rolled out the full jib and turned off the engine. We were sailing!

While several friends were sailing south from Coral Bay, St. John, to Tyrell Bay, Carriacou, we were heading out on the opposite course, going against the prevailing conventional wisdom.

The sail itself was mostly idyllic. The best part was seeing what *Second Star* could do, as it was the first time we had sailed with a clean bottom, courtesy of our friend Shaka and his brother William who gave her a good cleaning before we left. Averaging over six knots we easily managed to sail from Tyrell Bay to Coral Bay in just under three days. The sail was easy, steering with clear star-filled nights and a waxing crescent moon to keep the helmsman company and positively gliding along. It is not often we are able to experience such positive conditions — we even had porpoises frolicking about the boat, the first we have seen for a long time.

The only untoward moment occurred the last night when the wind freshened, the waves became more boisterous and we had to head up to a close reach to clear the east end of St Croix. Roni was down below closing a seacock when a wave hit us and she was thrown onto the pump handle. The resultant black eye must have raised a few eyebrows when we went ashore in Coral Bay after making our landfall!

Sailing into the harbour was fun as welcoming friends sailed by and videoed us. Shortly after anchoring we met our old friend Dickie the Diver who guided us to his "hurricane" mooring in the cove where we prepared and secured the boat the best we could for hurricane season.

After doing so we flew up to Virginia to re-unite with our family in Deltaville.

Life goes on, Chesapeake Bay style, and we love spending time with the grandkids, family and friends. But we miss the Caribbean and look forward to returning soon and doing a lot more sailing on *Second Star* after seeing how speedy our little vessel can be.



When everything finally came together, the sail from Tyrell Bay to Coral Bay was easy.



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CRUISING WITH A CAT

by Birgit Hackl



Christian, Birgit and Leeloo. 'Going cruising meant she could always be with us.'

Leeloo coped really well right from the start.

When people hear that Christian and I took our cat cruising, their reactions are often astonished or even appalled. "Cats are attached to the house, not to people" and "not enough space" are comments on internet forums. Our cat Leeloo was always part of the family and moved houses with us seven times in four countries. Her reaction was always the same: the cat jumps out of the transport box, inspects the new premises. "Nice place, where's the cat flap?" Clip clap, out into the garden, and then back in. "Okay, we stay!" Moving to the boat wasn't much different, only the garden was smaller — just a pot with grass.

In 2008 we bought our *Pitufa* in Mallorca. Taking her across the Med to her new port in Croatia was the first sailing experience for all three of us — fortunately we found our sealegs and seapaws really quickly. Leeloo was eight years old on her first passage and coped really well right from the start. The stereotype that only kittens can adjust to boat life is not true. During the following three years Leeloo came with us whenever we went on sailing holidays. If people knew how easily our Leeloo adjusted to the boating life, more would take their tiny tiger along when they go sailing!



Moving to the boat wasn't much different, only the garden was smaller — just a pot with grass.

In 2011 we moved full-time on the boat. Leeloo was one of the reasons why we chose the cruising lifestyle: we love traveling, but whenever we were off to foreign countries finding cat sitters was problematic and we always felt bad about the cat left at home. Going cruising meant she could always be with us, as we sailed from the Med, via the Atlantic to the Caribbean and finally on to the South Pacific.

Of course we had to make allowances for her. Few people are cruising with cats and there's scarce information on the internet. That's why we summarize our experiences here for those who consider taking their little tiger cruising.

Vaccinations and laws

To get an international passport, cats, dogs and ferrets need to have a microchip implanted. Many countries require a complete history of rabies vaccinations. Getting a titer certificate from an official lab helps (ask your local vet). We were never asked for one in southern Europe, the southern Caribbean or Central America, but some officials might require one. Promising that the cat would stay on board, we never had problems, even in countries that officially require health certificates and vet inspections according to (often outdated) info on websites like www.noonsite.com or www.pettravel.com. Usually the officials were just amused when confronted with our cat's passport.

Nevertheless some destinations are a no-go with pets. While traveling to the UK is no longer a problem (given you have the aforementioned international passport), some former British colonies hold on to outmoded, strict rules. Check for current regulations!

Health and food

We topped up our boat pharmacy with some cat medications: general antibiotics, eye drops and an antibiotic cream. Most human medicine works for cats in a low dosage, but always ask your vet before using them — some are poisonous or even lethal for cats!

Seasickness: Not all cats get seasick, but Leeloo suffered badly before we found Stugeron (med for humans). Stugeron (in drops) proved to be ideal: just two drops before setting out, then one drop every eight hours if conditions were rough.

Cat food and litter is scarce in developing countries. Stock up whenever you find it! [Editor's note: see sidebar.]

Making the boat cat-safe

First thing after buying the boat, we put a netting all around the lifelines, ignoring clever neighbors shouting "Throw the beast into the water, it won't jump next time!" The point was not to keep Leeloo from jumping, but to prevent her from slipping. Some cruisers toss their cats into the water to prepare them for a fall and to show them where to climb out. I wouldn't recommend that, you'll just lose your cat's trust. Cats understand that the stuff around the boat is water and will be careful to avoid a bath. All animals instinctively know how to swim and a cat will find the security rope or net that should be hanging into the water as a ladder in case of emergency. We have seen ship's cats on a leash on board, but that seems exaggerated. Cats have good sea legs due to their low center of gravity (a rounded belly helps!) and a collar may turn into a noose when a cat jumps from the boom.



Promising that the cat would stay on board, we never had problems.

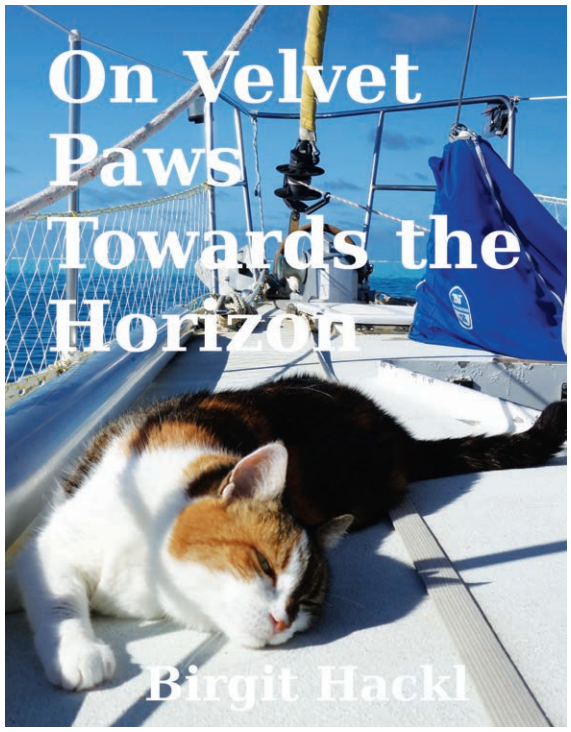
We made special companionway boards with a cat flap, to allow her to walk in and out freely when we were ashore. As our boat has a metal deck that can get hot or cold, we provided some wooden boards that are great to sharpen claws or to sleep on.

Belowdeck we put out non-skid doormats to add more grip for claws on the wooden sole. Cardboard boxes are great sea berths when the boat is rolling or pitching. A non-skid mat underneath a litter box with a high rim (to keep sand from spilling) is another safety measure.

Leeloo grew with the challenges of life on a boat. Ashore she used to be scared of thunder, and the neighbor's lawnmower sent her scuttling under the couch. As a ship's cat she growled back when waves grumbled and slept peacefully under the sprayhood when the wind was howling through the rigging. Cats are curious by nature and together with us Leeloo was brave enough to sail towards the horizon.

Leeloo died last March after 21 eventful years with us — ten of them as a ship's cat. We never regretted taking her along. Yes, a cat means that you have to face even more bureaucracy than others, have to skip some destinations and cannot leave the boat for prolonged journeys inland. On the other hand our tiny tiger enriched the boat routine with lots and lots of feline love and fun every single day.

—See footnote and sidebar on next page



—*Continued from previous page*

Check out our blog www.pitufa.at for more info about our journey, cruising guides and photo galleries.

Left: Now on Amazon: On Velvet Paws Towards the Horizon, *a book about how our far-travelled cat explored the world with us. It features anecdotes, color photos and good advice for people who consider going sailing with cats.*



Right: Leeloo grew with the challenges of life on a boat.

THE LITTER-FREE CAT BOX

by Sally Erdle

Compass's publisher Tom Hopman voyaged thousands of sea miles with two successive cats. Murray, a Manx who was born on another cruising boat, sailed with him aboard the Tartan 27 *Thousand Clowns* from California though the Panama Canal and the Caribbean, to Florida, across the Atlantic, through the French canals and back to the Caribbean. Raimundo, saved as a kitten from being used as shark bait in Pampatar, Venezuela, completed a circumnavigation aboard the Rhodes 41 *So Long.*

There was never a speck of kitty litter, sand, sawdust, wood shavings, or any of those other messy substances aboard either boat — at least not for the purposes of kitty hygiene. Tom invented a marine cat box that both cats were completely happy with, and passed the design on to many other cruising cat owners. Here's the secret:

Saw your oldest five-gallon (20 litre) jerry jug in half lengthwise. Include a piece of handle on each half. This will give you two boxes: one to use and one to give away or use as a handy bilge stowage divider.

Cut a piece of Astroturf (or the type of doormat that looks like fake grass) to fit the bottom of the box. To attach the Astroturf to the box, drill a hole high in one short side of the box near the handle, large enough to pass a piece of stainless wire through. Punch a hole in the Astroturf a couple of inches from the short edge, to line up with the hole in the side of the box. Run a small stainless bolt through the hole, with a washer on each side of the Astroturf. Put a nut on the end of the bolt and snug it up. Use stainless wire to connect the bolt in the Astroturf to the box by running the wire through the hole.

Choose a place for the box. The stern (poop deck) is good as it is usually dry underway, and at anchor the breeze will usually be blowing fore to aft.

Rig a fishing swivel into a piece of cord about ten feet long (actual length will depend on the height of your topsides and how far the box is from the rail). The swivel keeps the line from getting twisted up. Tie one end of the cord to either the loop of wire or the box handle, and the other end to a secure point on the boat such as a stanchion base. Make sure the cord won't get tangled in self-steering lines, etcetera.

Add cat, and *voila*! Kitty does his thing in the box, scratches on the Astroturf as if he's covering it up, and strolls away with clean paws (no litter between the toes, and liquid runs down through the "grass"). A really fastidious cat will sometimes fold the Astroturf over on top of his mess to hide it, but no matter. The alert human then picks up the box by the handle, chucks the entire box over the side, lets it rinse for a few moments (especially effective underway), and draws the box back aboard by the cord — fresh, clean, odor-free and ready for the next deposit.

KITTY TREATS

by Gary E. Brown

WE acquired a ship's cat. Sextant slipped into our daily routine or, to be more precise, we slipped into his. But unfortunately our new crewman was like sailors everywhere and once he got ashore he was trouble. Sometimes it started before he even got ashore.

We were making our way through the Spanish Virgin Islands and dropped the hook for the night behind Isleta. There was no wind but the current was strong, making the boats turn in different directions. The anchorage was very crowded and at one point we swung quite close to another yacht. As there really was nowhere else to anchor I rowed across to the other boat to ask the captain if he minded us being so close.

As I came alongside I noticed a man in the cockpit sanding a hatch board with an electric sander. Over the sound of his generator I asked my question. His steady gaze never wavered and he made no reply. Now thinking he must be awfully deaf I asked again, only this time I shouted. Still he made no reply, instead he began to grin at me and twitch his top lip, which sported a stringy mustache that resembled a dead rat. I was about to try one more time when my eye was drawn to the business end of his sanding machine. Although he was sanding vigorously there was no sandpaper attached to it.

Quickly I back-paddled, never taking my eyes off him while he grinned and twitched at me all the way back to my boat. That night at the bar I told of my encounter. The story was met with gales of laughter and it was pointed out to us, with much circling of the finger alongside the head, that the demon sander was a bit odd and might even be dangerous.

The next morning Sextant was gone.

"He must be over there on the mad sander's boat," wailed my wife, "we must have swung close in the night and he's jumped across. You will have to go and get him!"

There now followed an argument as to who owned the cat and my wife, with unfathomable logic, decided he was mine and therefore it was up to me to go and get him. And that's how I found myself, at six in the morning, swimming towards a strange boat belonging to a known psychopath, armed with a handful of Kitty Treats and a rolled up newspaper.

Stealthily I pulled myself into the cockpit and peered down the hatch. What I saw made my blood run cold. The mad sander was asleep, naked on his bunk. He was face up — a horrible sight made worse by the twitching of his top lip and the awful thing that was on it. Next to him, sitting on a shelf above his head less than two feet away sat Sextant, his body swaying to the rhythm of that hideous lip. If the mustache looked like a rat to me, what would it look like to a cat?

"Puss Puss Pusssss — come here," I hissed and shook the rolled up newspaper at him, knowing that this was the only thing I had ever seen him scared of. But today he was having none of it, and after throwing me a look of contempt he went back to watching that awful quivering mustache. "Puss Puss Pusss," I hissed again only this time I flicked a badly aimed Kitty Treat at him which bounced off the cabin side then landed on the belly of our sleeping friend and lay there looking back at us like a second navel.

Horrified, I realised the enormity of what I'd done. Sextant would kill for a Kitty Treat and as I watched, afraid to move, I saw Sextant tense and begin to shuffle in that peculiar motion cats have before they spring. This poor guy was about to die of a heart attack or we were both about to be beaten to death with his Mikita. Then I noticed the open porthole alongside Sextant's head.

Hardly daring to breathe, I slithered along the side deck and reached in and grabbed the cat by the throat, yanking him out in mid-flight, just as he launched himself off the shelf.

Ten minutes later our anchor was up and we were at sea. We didn't wait around to see our sleeping friend's reaction on waking and finding a Kitty Treat in his belly button and a two-month-old edition of the English *Sunday Times* in his cockpit.

We once worked it out that Sextant had sailed over 30,000 miles, so it was no surprise that he knew a thing or two, but what did come as a surprise was the number of people who knew him. Entering port people would call out, "Are you the boat with Sextant aboard?" Or we would hear, coming from people we had never met, "Oh look, that must be Sextant!" as they caught sight of him swaggering down the deck. Sometimes they would even dinghy over asking to see him, and on at least two occasions someone showed up with a gun and said "If I ever see that #%*@! cat again I'll shoot it!"

Over the years that we sailed together he became a big part of our life and our adventures and I know that we, in a strange way, became part of his. Who would have thought all those years ago that one day I would put myself between an angry man with a Magnum 44 and a cat! Crazy world isn't it?

Sextant doesn't sail with us anymore, for his time came and he jumped ship. Only this time I hope he got it right and has been reborn, as sailors are supposed to be, as an albatross rather than as a cat, riding somewhere high above the southern ocean on the westerly winds — and wondering why the hell an albatross should be dreaming about Kitty Treats.

Reprinted from the August 2000 issue of Caribbean Compass.

Nostalgia Strikes Again

by Jim Hutchinson and the Brink Family

This story is about fond memories of seriously good fun shared in younger years with a remarkable family that I introduced to sailing dinghies. Nostalgia. Lovely.

While paddling ashore I hear a hail, by name, someone I know or have met. It comes from a distinguished-looking gaffer a hundred metres to starboard, a vessel that arrived in recent days, which I had intended to check out more closely. She reminds me of the *Alice Wragg*, one of my favorites, with friends John and Valerie, to whose grandchildren I gave dinghy sailing lessons.

With my old eyes, I can't tell more about these folks, so I paddle over.

It is Daniel and Linda Brink aboard *Daphne du Cap*, whom I met nearly a decade and a half ago at Bequia. I taught their kids, Katie and Sam, to operate my Fran-type sailing canoes. Daniel and Linda remind me of some specifics. I have memories as well. I particularly and fondly remember Katie's gift, treasured still. She wrote a poem of appreciation as part of their flexible home schooling program — of which serendipitous dinghy sailing lessons became a part.

TIM WRIGHT / WWW.PHOTOACTION.COM

Fourteen years ago I met the Brink family aboard their one-of-a-kind 38-foot gaff cutter.



BRINK FAMILY

Daphne du Cap *had been commissioned with family cruising in mind.*

Katie was 13, her brother, Sam, 11. That was 14 years ago. I gave a lot of dinghy instruction back then and occasionally loaned one of my two "Fran" dinghies to qualified dinghy sailors. How had Katie and Sam's dinghy adventure begun?

Sometimes it would begin with kids hanging at the rail excitedly watching me sail by. They instinctively see a sailing dinghy as a kid thing, from about age seven up to… well, I'm 77 so far. Sometimes I would hail the yacht and talk with the parents.

What started it this time? Daniel, dad, recalls making an inquiry. Sam recalls me approaching them. I fancy it was the kids coming over and asking. Such are the vagaries of distant memories.

Their yacht, *Daphne du Cap,* had been commissioned with family cruising in mind. She is an interesting boat, a one-of-a-kind 38-foot gaff cutter, built in Cape Town, South Africa, and launched in 2006.

In March 2007 the family departed Cape Town for an 18-month cruise to South America, the Caribbean, the Bahamas and the US East Coast. They were in the southern Windwards for the beginning of 2007 hurricane season when I met them, first at Bequia then at Carriacou.

I don't remember the specific dinghy lessons I gave to Katie and Sam so long ago. I taught many to operate my strange little kayak-paddled sailing canoes during those years, about half of them kids. I had two Fran boats at the time, *Fran II* and *Fran III. Fran III* was normally stowed aboard in three pieces. *Fran II*, my main dinghy, *Ambia's* tender, hung astern and even towed… towing a dinghy in a seaway is another story.

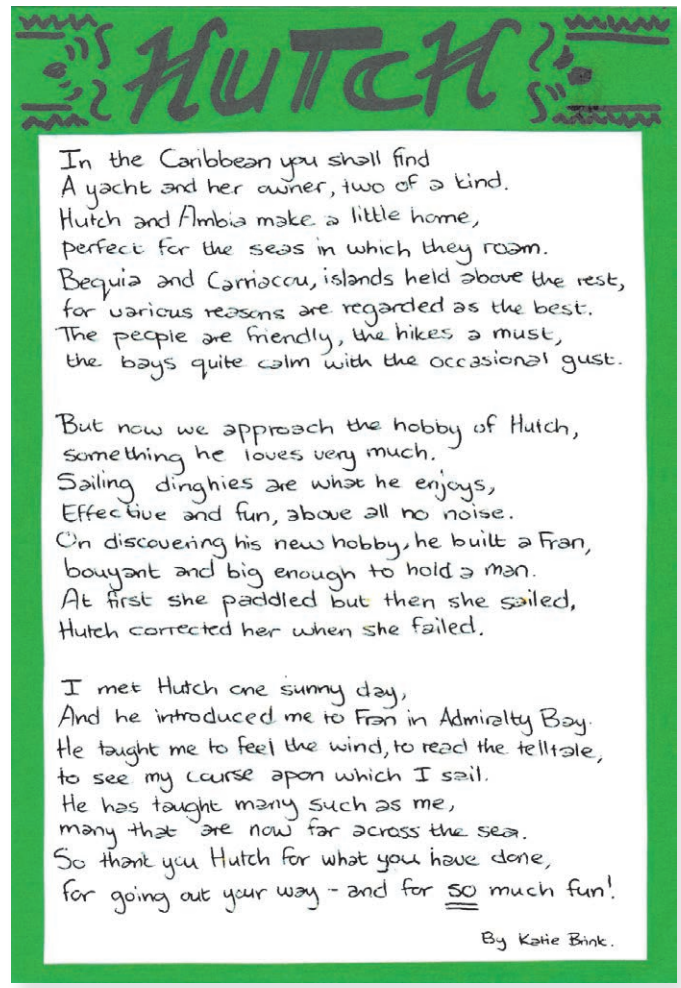
If *Fran III* wasn't already in the water, the first lesson would have been launching and assembling her three pieces — in the water, modus operandi for that particular boat.

Once assembled, just for the fun of it, we'd capsize her full of air and duck under into the magic cave — hand over head coming up. The water within is so smooth you can see the bottom as if with a mask. If you linger, remember you are breathing oxygen from trapped air.

That would be followed by self-rescue, righting the boat while pouring out as much water as possible and bailing the rest — either before or after boarding, depending on the boat and how clever you were. Besides being fun in clear, warm tropical waters, self-rescue is a great confidence builder and sometimes a necessary skill.

Fun. That's what I was pushing. Messing about in boats. There is a diversity of novel things to be learned — and for an instructor to share. Learning through play. What fun.

In fact, here is 13-year-old Katie's report on it:



Hutch

In the Caribbean you shall find
A yacht and her owner, two of a kind.
Hutch and Ambia make a little home,
perfect for the seas in which they roam.
Bequia and Carriacou, islands held above the rest,
for various reasons are regarded as the best.
The people are friendly, the hikes a must,
the bays quite calm with the occasional gust.

But now we approach the hobby of Hutch,
something he loves very much.
Sailing dinghies are what he enjoys,
Effective and fun, above all no noise.
On discovering his new hobby, he built a Fran,
bouyant and big enough to hold a man.
At first she paddled but then she sailed,
Hutch corrected her when she failed.

I met Hutch one sunny day,
And he introduced me to Fran in Admiralty Bay.
He taught me to feel the wind, to read the telltale,
to see my course upon which I sail.
He has taught many such as me,
many that are now far across the sea.
So thank you Hutch for what you have done,
for going out your way - and for so much fun!

By Katie Brink.

Katie's poem was part of the home schooling program. I may be a bit partial but I'll give it an A+.

Nothing like a treasured memento to fuel nostalgia.

Had their lessons begun with launch and assembly or was *Fran III* already in the water? Nigel and Chelsea, to whom the dinghy was loaned for some weeks, were there at the time — the Brinks remember them.

Nigel and Chelsea had a 30-foot junk-rigged schooner of some distinction and for much of their stay at Bequia Chelsea was the captain of the Bequia schooner *Friendship Rose*. I didn't give them lessens in *Fran*, I just gave Chelsea a demonstration and turned her loose. But I did teach her something she didn't already know about sailing. When sailing a dinghy in a wind that is too strong or gusty, especially downwind, over-sheet the sail, pull it in to close hauled or close reach. "That sounds counter-intuitive," Chelsea said. But over-sheeting depowers the sail, moves its center of effort close to the center of the boat and makes the sail much easier to handle during unexpected tacks and jibes. In turn, Chelsea taught me something I hadn't realized about my Fran boats — they sail as well (though differently) with a passenger as they do solo.

Old-friend reunions cause memories to flood. Not only that, the Brinks have photos and Kate and Sam are remembering via email.



Daniel and Sam in Fran II *being chased by Hutch in* Fran III.

If I had started them with launch and assembly, they'd have mentioned it. Kate's first remembered impression is of how unstable *Fran* seemed. Sam remembers learning to handle the sail (stepping, sheeting and unstepping the rig) with the boat on a long tether, a method I sometimes used.

More important than particular lessons are the impressions that dinghy sailing left on them.

Young Katie's poem was written in real time. Note that its last word is "fun!" Fourteen years later, these are some of Kate's reflections.

"What a valuable experience that was! To be honest, for a 13-year-old girl and her 11-year-old brother, both relatively new to sailing, it was a little daunting… soon we were able to rig her up, set the sail, read the wind, and tack up and down the bay. What incredible freedom!

—Continued on next page

—*Continued from previous page*

"My favourite lesson was learning how to properly read the tell-tales… I felt a great sense of empowerment. Finally I understood how my parents knew exactly when to release the main, or pull it in — and now this skill was mine too!



BRINK FAMILY (2)

Katie stepping the mast. 'Hutch introduced me to Fran.'

"Another favourite… learning how to relax into a capsize — and then right yourself… Hutch encouraged us to test the dinghy's limits at different wind speeds and courses, and embrace the moment when we had pushed the little boat too far… a point at which the vessel wasn't happy… attempts to find the spot that was 'just right.' This also made us more confident sailors on our home, *Daphne* — understanding when she was under strain, and why, and how she could be eased into a happier course. Much later, when I took my partner and his family sailing on our family dinghy, *Roseanne*, back in South Africa, I retold these same tales of advice."

Kate's email said a lot of stuff that made me proud to have made my contribution. Kate's focus seems to be the sailing itself and I reckon her key word to be "empowerment."

Sometime after Nigel and Chelsea left Bequia, they sent word of building their own rowing/sailing dinghy. After some weeks of messing about in my little boats at Bequia and Carriacou, the Brinks moved on to Hog Island, Grenada, and built their own sailing dinghy, *Hogwash.*

Sam's remembered impressions tout utility aspects of sailing dinghies.

"Being able to sail a small dinghy was a source of great adventures while cruising with my family, and most importantly a great source of independence. Using *Hogwash* and being able to sail myself around the anchorage meant that I could rely on my own imagination and ability to sail in order to preoccupy myself for hours. It was also a very good way to meet fellow children who were also cruising and had dinghies. I remember at Hog Island in Grenada, there was a large group of children — each with their own dinghy, who would sail around the anchorage in big flotillas, often capsizing dinghies near the beach or racing each other in sailing or rowing races! Having a dinghy taught me a lot of responsibility and how one should take pride in what you own. These are invaluable life lessons that I was privileged to learn at a young age through owning something as simple as a small sailing dinghy!"

The family continued its cruise then flew back to South Africa. The kids did high school and Daniel and Linda went back to work. *Daphne* was shipped home. Kate and Sam had some apprehension about re-integrating into school after so long an absence but soon realized that they had earned an advantage.

And now, all these years later, *Daphne du Cap*, Daniel and Linda, are back, after a 48-day passage from Cape Town to Carriacou with a brief stop at St. Helena. The "kids," now 27 and 25, are off on their own life paths. Kate is a marine biologist. Sam presently teaches English in Vietnam — though his degree is a BA in Creative Brand Communications.

Long years ago I realized that kids living aboard cruising yachts — yachts actually practicing the lifestyle, traveling — are generally a cut above, well above. Cruising aboard a yacht, making passages and new landfalls, cultivates necessary discipline and responsibility. A vessel on passage is on her own (for the most part) and must be self-reliant, subject to nature's whims according to season, location and chance, and such problems as the vessel herself might have must be dealt with… That only scratches the surface of being out there. And everybody aboard is living together in a confined space for the duration. The next landfall will offer a new climate, new geography and/or a different culture.

Most cruisers I've met over my decades aboard have sailed away, around the point, over the horizon — or I have. Sometimes I hear news of them, rarely we turn up in the same bay. If they were a family, reports of the kids, now off on their own trips, often blow me away: where they are, what they are doing. Their apparent grasp on life is generally above what I suppose to be the norm. These kids learn early in life that you make your own luck (for the most part) and how to do it.



At Hog Island, Grenada, the Brinks built their own sailing dinghy, Hogwash.

Kate and Sam are now adults, twice the age yet still early in their life adventures.

Here's Kate's update, extracts from emails she sent since learning of her parents reunion with me in the Grenadines:

"… finished [my] degree in Marine Biology and Oceanography… my sailing and cruising experience has had a profound influence.…

"Throughout my undergraduate, I spent much time near the sea, both in studies and in play. I finished my PADI license and a Commercial Diver's license for science research, and in 2015 I was lucky enough to be given a berth on the South African research vessel, *Agulhas II*, for a three-month research trip to Antarctica. It was an incredible passage… encouraged to pursue future experiences that would take me to more wondrous parts of our beautiful planet.

"After I finished my studies, and on the back of such a special adventure to a pristine wilderness, my partner and I went travelling for a year-and-a-half to Southeast Asia and for the most part South Island, New Zealand. Having experienced the sort of travel that sailing offers, I feel very comfortable with moving through new places, so exploring these Indian /Pacific islands felt like greeting an old friend."

Kate's email goes on about building yurts and cabins with her partner as guest accommodation on a family-run farm, getting Day Skipper tickets and starting post-graduate study in Renewable Energy "using ocean-study backgrounds to figure out a harmonious future for energy development and our coastlines."

Kate and her like-minded partner are looking forward to their next sailing adventure, joining her parents aboard *Daphne du Cap* for the Atlantic crossing to the Azores, en route to Daniel and Linda's next adventure, which will be Ireland.

From Sam:

"Fast forward 14 years and my love of the sea has grown with each passing year! The older I get, the more I cherish and appreciate all my experiences at sea and on the water, whether it is sailing yachts, sailing dinghies, kayaking, surfing or merely sitting near the shore and staring out at the vast and endless ocean. Cruising as a young child definitely had a big positive impact on me and influenced who I am today.… I am grateful for all the souls which crossed paths with my own.

"…Cruising at a young age was an invaluable life experience.… Being exposed to so many different people, places, and cultures humbles you and allows you to grow with a more holistic perspective of the world.… Cruising taught me a lot about how little one needs to be happy and to enjoy the small moments. One of the biggest lessons I learnt was that the generosity of strangers is something truly incredible."

Sam still sails, has his Coastal Skipper's license, plans to work on charter yachts in the Med or Caribbean and dreams of one day doing his own cruising adventure.

Kate and Sam got an early start and became citizens of the world. It was the Brink family voyage that got them rolling, not the dinghy sailing, as useful and entertaining as it had been.

As for me, I reckon that I had as much fun as they did and it sounds like they had as much fun as I did.



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BOOK REVIEW BY J. WYNNER

A Well-Oiled Story

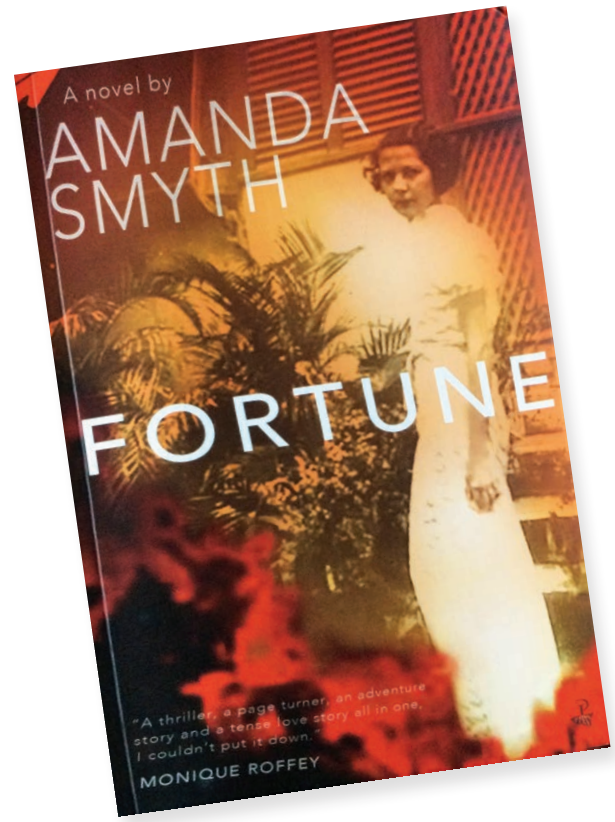
***Fortune**, by Amanda Smyth. Peepal Tree Press ©2021. Paperback, 266 pages. ISBN 9781845235192*

Irish-Trinidadian author Amanda Smyth's third novel, *Fortune*, is based on true events that occurred during the oil-rush in Trinidad in the 1920s. It is a well-oiled novel that ends with a single spark from a car's starter ignition triggering the 1928 Dome Fire in Trinidad. Related photos are at the back of the book.

In this environment the author has fictionalized her story and the main characters: Sonny Chatterjee, owner of Kushi estate; Eddie Wade, a Trinidadian recently returned from the US oilfields and a man sure of himself and very much wanting to make a fortune; and Tito Fernandes and his wife Ada.

Fortune seems a book just awaiting an author, a book that just had to be written.

Although born in Ireland, Smyth was drawn to Trinidad. Such is the subtlety of her writing that the pages are dominated by oil, even when there is no talk of oil — one can see the oil, smell the oil, even feel covered in oil and taste the oil — the land on the Kushi estate in Siparia saturated with it.



"Buried deep in South Trinidad, Kushi was a cocoa plantation of fifty acres; it had belonged in the Chatterjee family since 1905.... There was talk of oil running free like honey along the path to Sonny's door."

Smyth is a fine writer. She writes in a leisurely style and knows how to engage her readers. Like all good writers she makes writing look so easy. It all seems so effortless — the way she captures her characters and socioeconomic groups as well as the various beauty spots and places of interest.

"The bamboo tunnel reached some 70 feet high; its poles of yellow came together like long fingers clutching a mass of tiny green leaves... the soft dead leaves, staring at the bamboo roof... it looked like the vaulted ceiling of a church."

Eddie is rescued by Tito when Eddie's truck breaks down on the Southern Main Road after one of his visits to Sonny who "had a reputation as a difficult and ignorant man. So far, no one had persuaded him to let them test the land, let alone drill on it." But Eddie is determined. Tito and Eddie hit it off immediately and before long Tito, a well-known successful Port of Spain businessman, is an investor in Eddie's oil venture.

"When Tito Fernandes and Sonny Chatterjee eventually signed a 12-month contract for the mineral mining of Kushi estate, Siparia, in exchange of 25 percent royalties, Eddie felt mostly relief... Eddie thought how long he had waited for this, and how suddenly, in this last week, it had materialized, as if the hands of angels had put it all together."

Eddie is wined and dined by Tito at the best restaurants, clubs and bars in Port of Spain. He accompanies Tito and his family to their weekend beach house. Tito even takes him to his tailor to be refitted with new suits. And Eddie eventually becomes a regular at Tito's home in upscale St. Clair where he lives with his wife and young daughter Flora.

At one of Eddie's visits to Tito's home, "Ada looked glad to see him... Now and then, Eddie saw Ada looking at him and he wondered what she was thinking. He looked at her, too — at her legs, her ankles, her breasts. She was thing of beauty, out of his range. He felt a strong current running between them."

But as the saying goes two is company, three is a crowd. And the strong current envelops Eddie and Ada.

The reader can see Eddie and Ada's love affair going nowhere and thinks, "It cannot last. Who's going to be the one to walk away? How will it end?" Unlike in Smyth's first novel, *Black Rock*, there is no twist at the end. There is only one straight, long — very long — road with nothing in view. But still readers are held in suspense wondering how the relationship will end. How is the author going to resolve this affair?

When Tito eventually sees the lovers together he is hurt to the core and bears his pain valiantly. He keeps his humiliation and rage to himself. There are no questions asked, no angry words, no bitter confrontation, no scene, no explosion.

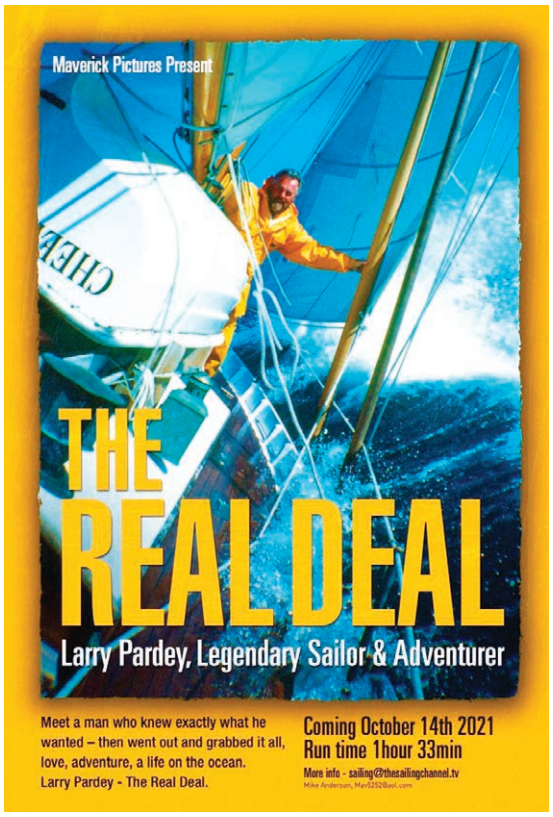
But soon after, the affair ends when another explosion occurs.

This book is available from Peepal Tree Press at www.peepaltreepress.com and from online booksellers.

DOCUMENTARY REVIEW
BY NICOLA CORNWELL

A Loving Tribute to a Friend

The Real Deal: Larry Pardey, Legendary Sailor & Adventurer, *by Mike Anderson. Released October 14th 2021. Film running time: 1 hour and 33 minutes.*



After a few months in the mountains of Colorado, I returned to the Caribbean and re-boarded the good ship *Compass* as its reviewer of books to be met with a new challenge from the captain (a.k.a. editor). "Would you be inclined to do a movie review?" Me to self: Sure, why not, that sounds like fun. "It's not really Caribbean specific," she continued, "but there can't be a cruiser alive who hasn't heard of the Pardeys or read their books."

Umm… yes there is. Me.

All right, all right, don't judge me too harshly; now that I do know about them, I'm as shocked as you that I somehow had missed metaphorically bumping into them on the cruising high seas. However, being an eternal optimist, I decided this would give me the opportunity to test whether or not you needed prior knowledge of the subject matter in order to enjoy a documentary about said matter. In essence, would this film take me from clueless to fledgling "LinLarry" neophyte?

Turns out — yes, sort of…

About 20 minutes in I found myself pausing the film in order to consult with Mr. Google. I found I did need to know more about these people in order to appreciate and fully comprehend what I was seeing in the film. Actually, it was probably a cross between want and need.

There is an assumption by filmmaker and longtime friend Mike Anderson that everyone watching his documentary does know the Pardeys and their remarkable exploits and that's okay; most people do, unless you're not a cruising sailor, or me.

Pause for a quick primer for any remote individual out there who is like me: Encompassing a 48-year love-story partnership, Lin and Larry Pardey made cruising the full-time focus of their life. In the process they became highly accomplished boatbuilders and mariners, ascending to lofty "sailing guru" status through the publication of numerous magazine articles and books chronicling not only their travel experiences but also dispensing plenty of "how to" knowledge. Their motto was "as long as it's fun" and this no-fuss approach, coupled with an embrace of small simple craft ("go small, go now"), was revolutionary and inspiring.

Now back to the film. Rather unconventionally, *The Real Deal* opens in Newport, Rhode Island, with the filmmaker speaking directly to the camera and recalling the 1983 launching of the Lyle Hess-designed, Larry Pardey-built wooden sailing vessel *Taleisin* and the cementing of the friendship between himself and the Pardeys or "Pah-*dees*" as he pronounces them with extra emphasis on the second syllable.

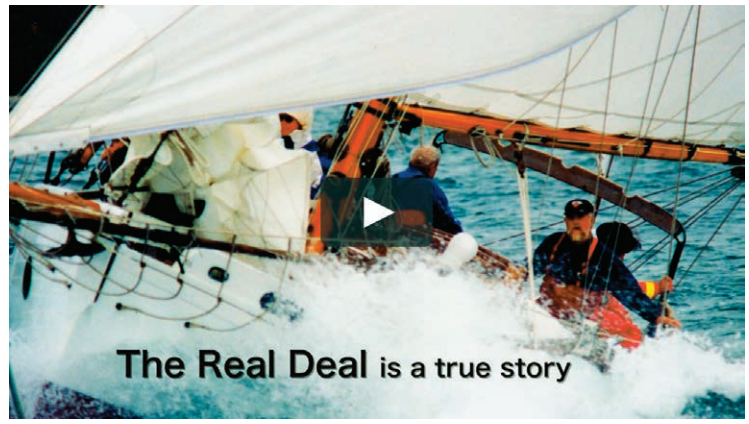
Utilizing still photos, interviews, archival video clips and previously unseen ocean-sailing footage supplied by Lin Pardey, Anderson calls his film "a video yarn" and his admiration for the couple, especially Larry — almost bordering on worshipfulness — is unapologetic. The result is a rather quixotic assemblage of material with a narrative that at times is a bit confusing. The voice-over oscillates between a script, recollections by Anderson himself, and passages from sailing journalist and editor Herb McCormick's authorized biography of the couple, *As Long as it's Fun*. Sometimes you are not sure which is which.

There's no doubt that the source material is good. From Larry's childhood to his final anchorage on a small island in New Zealand, Anderson has gathered together a pretty extensive array of Larry and Lin stuff. The way these two people dovetailed their personalities to create the solid unit they were is both remarkable and moving. The single-minded dedication and diligence with which they pursued their nautical ambitions, despite many obstacles and not much money, is clearly revealed, as is the influence they had on a number of wooden-boat builders and brave sailors motivated by their lengthy circumnavigations. Recently recorded interviews, some better than others, pepper the film with nary a bad word said. The Pardeys certainly impacted a rich tapestry of characters, probably my favourite being Ken Minor who took 25 years to build his first boat — a replica of the Pardey's famous *Taleisin* — using a tattered copy of one of Larry's "how to" books. According to Larry it turned out to be quite possibly better than the original!

Production-wise the movie has a few clunkers: the background music use is a little heavy-handed, there are spelling mistakes on a few captions, and some edits between sections could have been handled a little more smoothly. But I'm probably being a little picky here, because my background is in TV production/direction so I'm fussy about that kind of thing. It doesn't majorly impact the tenor of the film, which from the beginning has somewhat of a handmade feel.

So for me, rather than being a more traditional factual documentary created from an impartial viewpoint in the vein of *Deep Water* (the Donald Crowhurst story) for example, *The Real Deal* is a different viewing experience altogether. It is part intimate love letter, part eulogy to Larry Pardey, which concludes with a heartfelt and very moving talk to the viewer by Lin Pardey herself. "Larry was a doer who knew how to dream."

Anyone who is a fan of the Pardeys will very much enjoy this tribute to Larry with all his impressive achievements and see it as a comprehensive assembly of good memories about who he was and what he did. If you know them and are not so enamoured with this occasionally controversial couple, perhaps this film is probably not for you. However, if you are one the rare handful like me, after watching it you will be intrigued enough to go to Amazon and download the kindle version of Herb McCormick's book to dig a little deeper into the Pardey party and why it worked.



The Real Deal is available in the Pardey video collection on Sailflix. Blu-rays and DVDs are available on TheSailingChannel.TV and through www.paracay.com. All profits go to the Larry Pardey Observatory on Kawau Island in New Zealand.



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The Sky from Mid-November to Mid-December

by Jim Ulik

If astronomers studying celestial bodies of the universe are 95 percent sure an asteroid is going to impact Earth should the public be arguing about the five percent uncertainty? Does it make sense to do nothing unless there is 100 percent inevitability?

NASA is applying what it currently knows to mitigate any potential danger. The Double Asteroid Redirection Test (DART) mission is NASA's demonstration of kinetic impactor technology, impacting an asteroid to adjust its speed and path. The destination is asteroid Dimorphos with a diameter of 160 metres (525 feet). The launch window for this mission opens November 24th. The spacecraft will launch on a SpaceX Falcon 9 rocket out of Vandenberg Space Force Base in California. DART will navigate autonomously to crash itself into the asteroid at a speed of approximately 6.6 kilometers (4.1 miles) per second.

Wednesday, November 17th

In the western sky after sunset Venus can be seen at its highest point in the sky in 2021. The two planets trailing Venus are Saturn followed by Jupiter. There are so many variables in predicting the orbit of the International Space Station but, at the time of this writing, the ISS is predicted to pass above the western horizon after 1800 hours. See Image 2 on the next page.

Wednesday, November 17th – Thursday, November 18th

The Leonids meteor shower reaches its peak overnight. The majority of the shooting stars will radiate across the night sky after 0200 hours on November 18th. Meteors will radiate from the constellation Leo, but can appear anywhere in the sky. Moonlight will be less of a factor after it sets around 0500. The Leonids is active from November 6th through November 30th producing up to 20 meteors per hour.

Friday, November 19th

The Moon, Earth and Sun are coming into alignment early this morning. The Moon can be seen gradually approaching its full phase. As the transition to a Full Moon takes place the Earth's shadow will begin to pass over the Moon. This marks the second and last lunar eclipse in 2021. This morning is a partial lunar eclipse. The Moon will pass through Earth's penumbra with only a portion of it reaching the darkest shadow, or umbra. The maximum eclipse occurs around 0500.

Sunday, November 21st

Tonight marks the peak of the Alpha Monocerotids meteor shower. This variable shower can produce from five to 400 meteors per hour. Meteors can be seen from November 15th to November 25th. The best dates to search for shooting stars are the start and end dates due to the interference of moonlight during this peak event. The best viewing is from a dark location after midnight.

Tuesday, November 23rd – Wednesday, November 24th

The Moon's daily shift eastward places it in the constellation Gemini tonight. The Moon remains bright even though it is a few days past full. Follow the arc of the Moon's terminator line north a couple of degrees to find a nearby star with an orbiting planet. The star named Pollux is a red giant that has a diameter that is ten times larger than our Sun's. This star used in celestial navigation is 33 light years away.

Thursday, November 25th

Tonight the Moon has shifted into the constellation Cancer. The Moon is located north of the Beehive Cluster.

Sunday, November 28th

The November Orionids meteor shower peaks tonight. Meteors from this shower can be seen passing through our atmosphere from November 14th to December 6th. They will appear to radiate from an area near Betelgeuse in the constellation Orion. The number of visible meteors will increase the higher the radiant point is in the sky. The shower is likely to produce its best displays in the hours around 0200.

Thursday, December 2nd

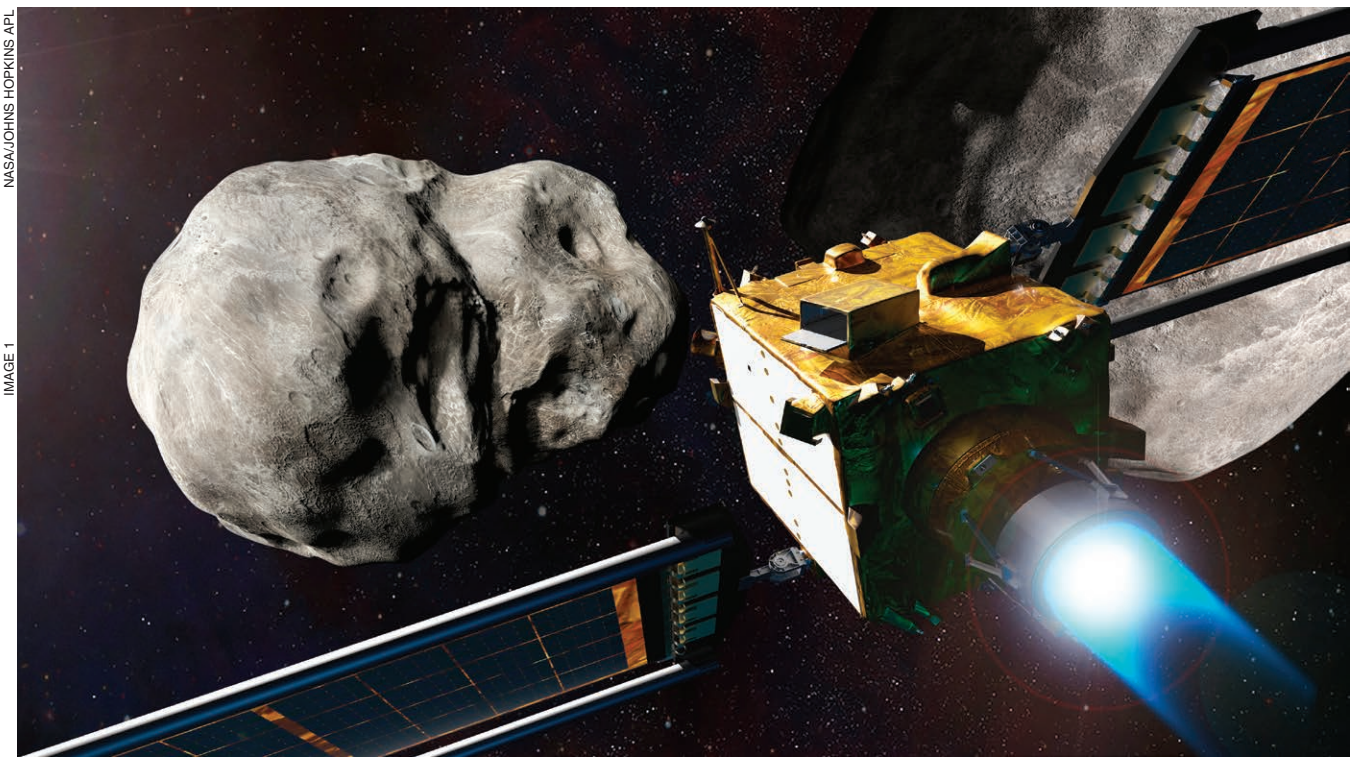
This morning before sunrise there is a close approach between a sliver Moon and Mars. The pair can be seen low in the east-southeast after 0500.

This evening the Phoenicids meteor shower will produce its peak rate of meteors. Look for streaks of light radiating out of the southern sky. This is a variable shower that can produce up to 100 meteors per hour. The best time to view the shower is after 1900. The Phoenicids meteor shower will be active from November 28th to December 9th.

—*Continued on next page*

NASA/JOHNS HOPKINS APL

IMAGE 1



DART mission to deflect an asteroid headed toward Earth.

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—*Continued from previous page*

Saturday, December 4th

The Moon occults Mercury this morning. The New Moon and Mercury will be lost in the glare of the Sun for the next few days. You may see posts about a solar eclipse today but it will not be visible in the Caribbean. The path of totality for this eclipse will be limited to Antarctica and the southern Atlantic Ocean. A partial eclipse will be visible throughout much of South Africa. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere.

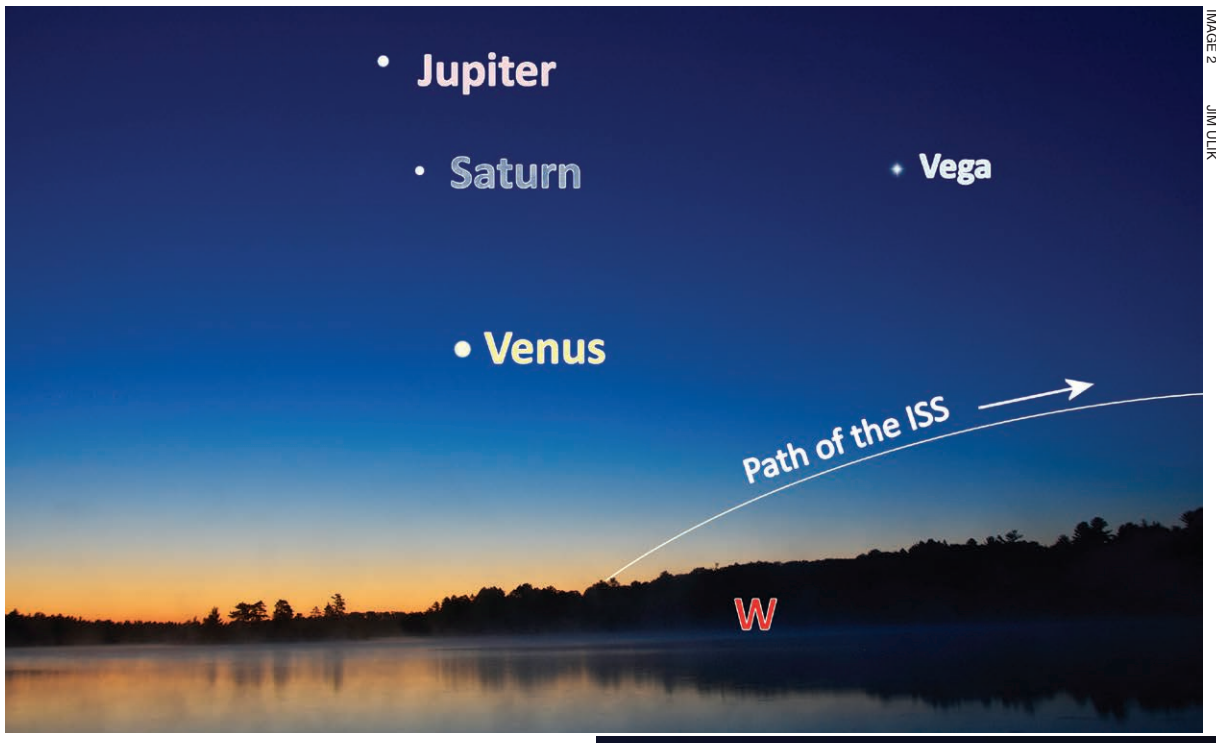


IMAGE 2 JIM ULIK

Left: Predicted transit of the International Space Station on November 17th after 1800 hours.

Monday, December 6th

There is a close approach between Venus and the waxing crescent Moon in the western sky after sunset. Both objects, located in Sagittarius, will appear above or east of the Milky Way. Venus is now brighter in the night sky than any other day in 2021. It may be less than 25 percent illuminated but the sulfuric acid clouds reflect 75 percent of the Sun's rays. Two objects exceeding in brightness are the Sun and Moon.

Tuesday, December 7th

The Puppid-Velids meteor shower will be active from December 1st to December 15th. Tonight the shower will produce its peak number of meteors. The best time to view the shower is after midnight.

The Moon has left Venus and now appears near Saturn. The pair is close enough to be seen through binoculars in the Goat-Fish constellation, Capricornus.

Wednesday, December 8th

The Moon makes a close approach to Jupiter. Tonight the Moon is southwest of Jupiter. Tomorrow it will relocate into Aquarius and southeast of Jupiter.

As the Moon begins to set you may catch a few shooting stars passing through the night sky. The Monocerotids meteor shower peaks tonight. The best area to spot any meteors is straight overhead. They will appear to radiate out of Monoceros, the constellation east of Orion.

Sunday, December 12th

The *sigma*-Hydrids meteor shower will peak overnight. This minor shower is active December 3rd to December 15th. Meteors from this shower travel at a higher velocity than the other showers this period. They will appear blue in color. Meteors that enter our atmosphere at a slower rate will appear red.

Tuesday, December 14th

The Geminids is one of the strongest meteor showers of the year. This is the one major shower that provides good activity prior to midnight. The Geminids is active December 7th to December 17th. The peak volume of meteors could be 120 per hour if viewed from a location with a very dark sky. The Geminids are often bright and intensely colored.

** 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.

Below: The location of radiants from a few of the meteor showers this period.

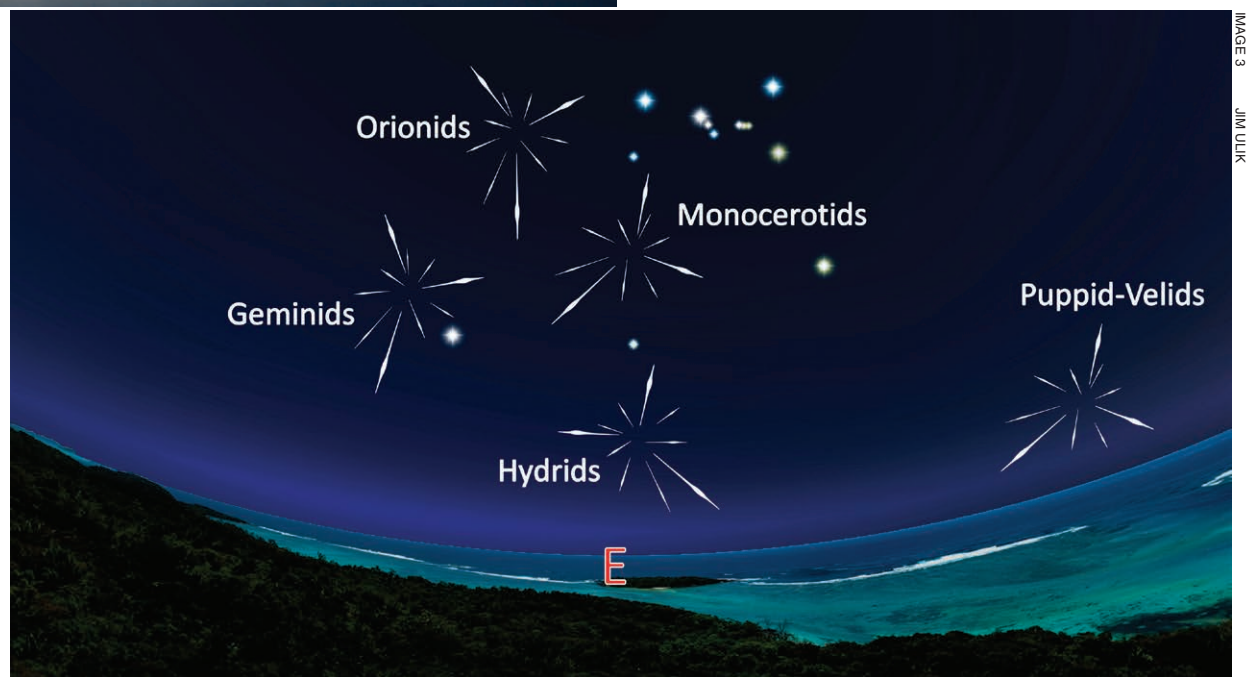


IMAGE 3 JIM ULIK

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THE RUFOUS-BREASTED HERMIT



The Rufous-Breasted Hermit drinks only from flowers whose corollas have the same length and curve of its bill, such as heliconias.

The Rufous-Breasted Hermit — also known as Hairy Hermit — is a magical creature that darts lightly through our shaded garden like an enormous butterfly. From daybreak until dusk, this charming hummingbird weaves a thousand patterns in search of brightly coloured flowers containing the energy-rich nectar that it needs to survive. Dressed in earthy tones, the Rufous-Breasted is an elegant, ethereal creature that arrives at dawn with a loud hum, whirring to and fro between the blossoms, sprite-like, unpredictable and bright. Occasionally, he alights on a branch for brief moments; the long, folded wings oscillating in the still, humid air and tail waving up and down as he whistles a rapid descending series of high-pitched notes in response to a rival perched or flying nearby. Feisty and restless, we often hear him chirping a loud "*tsweet!*" while in flight or singing his variable high-pitched song as he hurtles through our garden before vanishing like a winged phantom into the sweet, soothing shadows of the nearby woods.

One of the larger members of the hummingbird family, this lovely, solitary bird belongs to the Hermit subfamily, Phaethornithinae. Contrary to most hummingbirds, who spend most of their lives in the bright sunshine, Hermits are deep forest dwellers that favor the misty understory and cool, shaded banks of the mountain streams. However, these shade-dwellers are not called hermits because they are less sociable, but because of their humble attire of mellow reddish-browns, greens and greys.

A South American species abounding in the Amazon, the Rufous-Breasted Hermit is common throughout most of its range, from the tropical forests of Nicaragua in Central America to Peru, Bolivia, Brazil, throughout northern South America and up to Trinidad, Tobago and Grenada in the Caribbean. It is easily identified by deep rufous (reddish-brown) underparts, long curved bill with yellow lower mandibula, a round white-tipped tail and a sun-dappled, green-bronze mantle that, depending on the light, shines as softly as a Van Gogh work of art.

There are two recognized subspecies of Rufous-Breasted Hermit: The nominate *Glaucis hirsutus hirsutus,* found across most of the species' range and the *Glaucis hirsutus insularum,* found in Grenada, Trinidad and Tobago. The latter has considerably longer wings and a more curved bill. Although male and female look alike, the former has yellow streaking on the upper mandible, while the female is somewhat duller, with a shorter, less curved bill. Immature males resemble another type of hummingbird, the barbthroat (*threnetes*), hence the species is sometimes called Black Barbthroat. The Rufous-Breasted Hermit is a sister-species to the Bronzy Hermit, an almost identical species found in Central and South America. The two birds are often treated as the same species, but the Rufous-Breasted is slightly larger and where the two species overlap, they do not interbreed.

Here in Grenada, the Rufous-Breasted Hermit is primarily a resident of the rainforest, but is easily enticed by flowers rich in nectar to nearby shrubbery, plantations and gardens. Like all hummingbirds, it feeds mainly on nectar, occasionally taking small spiders and insects. Whereas most hummingbirds have relatively flexible flower requirements, the Rufous-Breasted is very specific about which flowers it drinks from, selecting only those whose corollas have the same length and curve of its bill, including flowers of the *Heliconia* and *Palicourea* genus, as well as *Etlingera elatior* (Torch Ginger) and *Costus scaber* (Head Ginger). Some heliconia species rely heavily on this hummingbird for pollination.

Feeding is carried out while hovering over the flower and dipping the long, forked tongue, equipped with hair-like extensions called lamellae, into the flower. As the bird pulls its tongue in, the forked tip comes together and the lamellae flatten, trapping the nectar within the tongue. Contrary to most hummingbirds who typically stake out a patch with enough flowers to keep them full of nectar, Hermit hummingbirds use a feeding strategy called "traplining," where they visit isolated flowers and patches of flowers along a regular route that can be several miles long, in the same order each time, often using the shortest routes around each rewarding patch of flowers. The term traplining was first used to refer to a strategy used by fur trappers when laying a series of traps along a line. They would then return to check upon them in the same order each day to allow sufficient time for the animal to be caught. Like fur trappers, Hermits allow enough time for flowers to refill before repeating the trapline. They have exceptional spatial and temporal memory that enables them to memorize the location and physical features of each flower, which flower precedes or follows another, the shortest route to each flower and the value and refilling rate of each flower within the trapline.

The Rufous-Breasted Hermit is extremely inquisitive about its surroundings. As with other hummingbirds, it has a remarkable capacity to remember certain patterns and details about its ever-expanding trapline. Anything new or unusual will attract its attention and have it whiz over to investigate and calculate any potential danger it may present. For instance, it will sometimes invade our veranda and hover within inches of our faces to make a detailed assessment of the situation and understand what is going on.

The Rufous-Breasted Hermit is solitary in all aspects of life, except during the breeding season — occurring from December to August in Grenada and from January to August in Trinidad and Tobago. In contrast to other hermits, the Rufous-Breasted does not engage in lekking behaviour — a breeding strategy consisting of a group of displaying males competing to entice female spectators — but rather he courts his mate privately with U-shaped flights, dives, long chases and copious amounts of song. Although most hummingbird couples only remain together for enough time to copulate, Rufous-Breasted pairs remain bonded throughout nest building and incubation. As trapliners always on the move, the two birds maintain their bond across the dimly lighted forest understory using long distance location calls.



They are called hermits because of their humble attire of mellow reddish-browns, greens and greys.

In true hummingbird fashion, the Rufous-Breasted Hermit is a phenomenal builder, weaving a fabulous cone-shaped nest with dry plant strands and other plant matter, all held together with spider webs and decorated with lichens. The nest is attached by a spider strand to the arched underside of a heliconia or fern leaf and is usually placed above water, by a stream, or a waterfall. The nest, which is sheltered and completely invisible from above, is built by both male and female. The female typically lays two eggs, which she incubates alone for 17 to 19 days, while the male stands nearby ready to defend the nest. Only the female is involved in parental care, including feeding and brooding the nestlings.



A sun-dappled, green-bronze mantle shines softly as if a Van Gogh work of art.

The chicks are altricial — born with eyes closed, naked black skin and sparse grey down — and are incapable of thermoregulating. Their mother broods them for about a week until they can thermoregulate. She feeds them a constant supply of nectar, small insects and spiders. Insects are rich in protein, and especially important for promoting rapid growth — a hummingbird female may catch as many as 2,000 insects a day. The tiny chicks grow rapidly as the elastic nest, held together with spider magic, stretches to accommodate them. Rufous-Breasted Hermits begin exercising their long, narrow wings at about 15 days old and fly away from the nest at 20 to 25 days old. They remain under the attentive watch of their mother for another three to five weeks — though at first the young sprites are slightly awkward in flight, they soon become the superb, precision-flying creatures that grace our gardens with magical allure.

CARIBBEAN CRABS

Part 1 - The Landlubbers



The Black-Backed Land Crab gets its French nickname, tourlourou, *from soldiers who wore blue jackets with bright red trousers.*

by Darelle Snyman

A large variety of these crusty characters call the Caribbean islands and their fringing reefs home. This is another group of critters that I enjoy encountering while snorkeling or exploring the shore. There are just too many of these clawed creatures to adequately cover within the scope of these articles; therefore, I focused on the ones I love to observe.

The Atlantic Ghost Crab

A little shore crab that definitely needs no introduction is the swift-footed Atlantic Ghost Crab (*Ocypode quadrata*). It is fun watching these cute characters scurry across the sand in a somewhat purposeful manner, just to disappear into their burrows in the blink of an eye. They are amazingly fast and can move up to 16 kilometres or ten miles per hour. The pale color of these nimble critters allows them to blend in perfectly with their sandy environment, hence the common name Ghost Crab. The ability to change color also assists these masters of camouflage to seemingly disappear from view.

They are industrious burrowers and can create an extensive network of tunnels up to four feet deep, where they spend most of their time during the day to stay cool and safe from the predatory eyes of gulls. Even though they have adapted to a terrestrial lifestyle, they still have to keep their gills moist in order to breathe. That is why you will often see them making a stand at the shoreline, holding on tightly to the sand as the waves wash over them. They are also able to use the hairs on their legs to wick moisture from the damp sand onto their gills.

These boxy-shaped crabs are easily recognized by their prominent stalked eyes, which give them a 360-degree view of their world. You can find them out and about during the day, but it is when dusk settles in that they become most active, foraging for food, doing home repairs or seeking a mate.

They can live up to three years and mate right throughout the year. The female carries the eggs under her body until they are ready to be released into the water. During this time she makes frequent trips to the water's edge, as the eggs need to be kept moist. If you see a ghost crab floating upside down, it is mostly likely a female ghost crab ventilating her eggs. This ability to float upside down has only been endowed to the female of the species.

Members of a ghost crab family communicate by making a variety of sounds. Their acoustic skills include striking the ground with their claws, making a bubbling sound, and producing a squeaky sound by rubbing a series of ridges on their claws together, a process known as stridulation.

These beach-dwelling omnivores feast on carrion and are aggressive predators of sea turtle eggs and hatchlings. The poor turtle hatchlings get dragged down into the crab's underground lair where they are devoured. In addition to feeding on baby sea turtles these crabs also like to eat mole crabs, beach fleas and coquina clams. They can also obtain nutrients by passing sand through their mouthparts and extracting nutrients from the algae in the sand; this is known as "deposit feeding."

The Mudflat Fiddler Crab

Another adorable semi-terrestrial little crab with attitude is a cousin of the Ghost Crab — the Fiddler Crab. The Mudflat Fiddler Crab (*Uca rapax*) is a common sight in salt marsh and mangrove areas; they are often seen in very large numbers. They make small holes in the sand or mud and an occupied hole will have sand or mud pellets scattered around the burrow opening, indicative of its occupancy.

—Continued on next page



The male Fiddler Crab waves his single large claw at a female like he is playing the fiddle, hence the common name.



The pale color of the Atlantic Ghost Crab allows it to blend in with its sandy environment.

LOOK OUT FOR...

Flowering Wild Ginger

by Lynn Kaak

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

Cheilocostus speciosus is known by a multitude of names, many referring to "ginger." Wild Ginger, Crepe Ginger, Spiral Ginger, Malay Ginger, and for a little variety, Cane Reed, are all monikers for this plant. The



"speciosus" of its scientific name translates as handsome or showy, which is a very appropriate label.

The most noticeable aspect of this plant is its impressive flowering body. Ten-centimetre (four-inch) wide crepe-like white blooms sprout out from a deep red spiky pinecone-like "bulb." This bulb will generally not allow more than one flower to bloom from it at a time, but you can see the next blooms getting ready for their places in the sun to show off their beautiful white skirts. Flowering season is after the onset of rainy season.

The large green leaves (15 to 30 cm, or six to 12 inches long) spiral out in one layer, creating an almost platter-like base for displaying the flowering bodies. As Wild Ginger is a perennial evergreen, the leaves are always visible. However, since the plants tend to clump up, this is usually more visible in pruned and cultivated ornamental plants. The leaves are supported by green to red stems that resemble canes or reeds.

The roots are rhizomes, which explains the clumps of plants. This is how most of the propagation occurs, but seeds from the fruit can be spread by birds. Typically it is the roots that are utilized when one wants to use this very decorative plant in the garden. Just be aware that they can grow to a height of two to three metres (seven to ten feet), the foliage can be quite dense if not tended to, and the clumps will spread.

The flowers will eventually give way to round or angled red fruit about 1.5 cm (0.6") in diameter. They have seeds and flesh that is appealing to birds, which assists in spreading the species. As long as the seeds end up somewhere with decent rainfall, but also good drainage, with a moderate amount of sunlight, they have a good chance of making it.

Wild Ginger is native to tropical and subtropical Asia, stretching from China to Australia. It was brought to the New World, where it has since been naturalized. It can be found in gardens, along roadsides, and in low-lying areas in rainforests.

In addition to appealing to the eye, Wild Ginger is highly sought after in India and other areas of Asia for



its medicinal qualities. Various decoctions and applications of the different parts of the plant have been used for everything from snakebite to labor pains and contractions. Some use it topically for skin problems such as ringworms and infections, or internally for intestinal worms and bloating. Fevers, infections, menstrual problems, even hair loss, are sometimes treated with Wild Ginger. NOTE: the roots cannot be consumed raw, as they are toxic! Do not confuse with or use this plant as a substitute for culinary ginger, *Zingiber officinale*. Wild Ginger is perhaps best enjoyed for its beauty.

—Continued from previous page *...Caribbean Crabs*

Male fiddler crabs are the ones that attract the most attention with their large, distinctive claw. That single large claw is not just for show: the male puts it to good use to draw the attention of the fairer Fiddler Crab sex by waving it at her like he is playing the fiddle, hence the common name. This mating ritual occurs outside the proud male's burrow, and once he and a receptive female have made eye contact, he will tap his claw on the ground and the two of them will descend into his love nest — from which the female will reappear two weeks later heavily laden with eggs. This claw waving is also employed in other male pursuits like fighting with other male crabs to secure the best burrow building locations. Luckily for them damaged claws are soon regenerated.

When it comes to finding food and eating, the females have a slight advantage over the males, as they are not encumbered with an oversized claw. They have claws of equal size, unlike Ghost Crabs where the claws of both males and females are unequal in size. They feast on algae, bacteria and decaying marsh plants. You will often see them eating in a puddle of water; this helps them separate food particles from sand or mud.

These industrious little crabs have an average lifespan of 1.4 years but during this time they play an important ecological role within coastal wetland ecosystems. Through their burrowing activities they create a vast maze of tunnels that helps to aerate the marsh grasses and underwater seagrass meadows.

Walking the coastal trail that leads from St. Anne to Les Salines in the southern part of Martinique you will encounter an assortment of these scurrying crustaceans and some of their more colorful kin, such as the Black-Backed Land Crab (*Gecarcinus lateralis*).

The Black-Backed Land Crab

This beautiful little crab is also known as *touloulou* or *tourlourou* in French. As its common name suggests it has a large blackish spot, which is variable in shape, on its carapace. The legs, claws and outer sections of the carapace are typically red or orange but can be whitish. Tourlourou is an old term used to denote the infantrymen who wore blue jackets with bright red trousers during World War I. Their resemblance to these foot soldiers prompted French sailors to give these crabs the same nickname.

These little vegetarians prefer the drier areas of marshes, mangroves and beaches, but where there is still enough moisture available to keep their gills moist for breathing.

The Caribbean Hermit Crab

Another charming Caribbean native of the crustacean variety is the Caribbean Hermit Crab (*Coenobita clypeatus*), or Soldier Crab. Some might know it as the Purple Pincher Crab because of its distinctive purple claw; a feature, combined with its hairy legs, that makes it easy to identify. Hermit Crabs however are not considered true crabs because they do not have a uniformly hard exoskeleton and can't grow their own shells.

I think few of us are not fascinated by Hermit Crabs. We enjoy watching them go about their business; they can even be found climbing high up coastal trees. These fun critters delighted us with their abundance on a visit to Half Moon Caye at the southeast corner of Lighthouse Reef Atoll, Belize. The trail we walked was alive with these busy creatures and we literally had to watch where we stepped.

Crabs eat all kinds of plants and animal remains. Their eclectic food tastes also extend to eating rotting fruit and the poop of other animals.

Like all Hermit Crabs, Caribbean Hermit Crabs engage in shell fights — that is when one crab takes a liking to the shell of another, even though the other is still wearing its protective home. These fights are usually accompanied by chirping noises from the aggressor who grabs hold of the victim by its shell and starts pushing it back and forth. In most instances the victim will retreat into its shell, protecting its home for dear life with its grasping claw. The poor victim, if successfully evicted, will often then take up residence in the shell abandoned by the aggressor.

Caribbean Hermit Crabs are known to congregate in masses at the seashore during mating time. Amid this chaotic get-together the males and females find each other and come partly out of their shells so the male can transfer a sperm packet to the female. When ready the female will carry her eggs to the water's edge where contact with the seawater causes the eggs to burst and the larvae to float away.

In their natural habitat hermit crabs can live between 30 and 40 years. Unfortunately hermit crabs are often kept as pets, but these complex and sensitive animals should not be kept in a cage.

Next month we will take a closer look at some of these feisty creatures that have made the marine environment their home.



I think few of us are not fascinated by Hermit Crabs as we enjoy watching them go about their business.

Captain Katie's Gourmet Grouper

Grouper can be found in warm ocean waters from the Caribbean and Gulf of Mexico to the Indian Ocean. It's a popular fish and my husband, Dub, and I enjoy it often. He says he likes the way I sort of "gourmet up" something most people just drop in the pan and fry or throw on the barbecue with nothing more than butter and lemon. True, because of the grouper's firm meaty texture, its fillets do well on the coals, and it's tasty cooked *au naturel* but it can be so much more with hardly any further trouble at all.

I started experimenting with a Caribbean Rub that would go with grouper as soon as we got to St. Martin. There is this wonderful store at Simpson Bay that is chock-a-block full of spices that you don't see in your local Safeway back in the States and I sort of went crazy, but after several attempts I wound up with something simple, with spices that can all be found in



"It's another fish recipe!"

many big supermarkets. I think I've come up with a true Caribbean taste and I hope you enjoy it.

Captain Katie's Grilled Grouper Caribbean
3 pounds grouper fillets (skin on)
4 mangos sliced into quarter-inch strips
1/2 pound cleaned spinach leaves
3 avocados
peanut oil
juice of two oranges
juice of one lime

Captain Katie's Caribbean Rub
6 Tablespoons minced garlic
6 Tablespoons minced fresh onion
4 Tablespoons dried minced onion
2 Tablespoons allspice
1 Tablespoon chili powder
1 Tablespoon Hungarian paprika
2 Tablespoons brown sugar
1 Tablespoon minced fresh thyme
1 Tablespoon dried thyme
1 1/2 Tablespoons cinnamon
1/2 Tablespoon nutmeg

FOR THE RUB: Combine all the rub ingredients in a bowl. Save the leftovers to use again (makes a good rub for jerk chicken).

FOR THE GROUPER: Prepare a wood or charcoal grill and let it burn down to embers. Rub the Caribbean Rub on the grouper in long strokes. Let sit for 15 minutes. Grill for 8 minutes on one side and 6 minutes on the reverse side. Remove from grill and keep hot.

Lightly oil the mango strips with peanut oil and grill for 3 minutes. Place in a bowl with fruit juices and toss. Serve on top of spinach and avocado.

I got the idea for the Soy & Sesame Marinade below from a girl who works at a Korean supermarket in Philipsburg, St. Maarten. We were having grouper for the second day in a row as we had lots left over. Mangos we also had plenty of, and I wanted to use them too, so I started experimenting and this is what I came up with. Dub pronounced it a thundering success. (He really does talk like that, being from Texas and all.)

Captain Katie's Soy & Sesame Marinade
7/8 Cup peanut oil
1/4 Cup roasted sesame oil
1/3 Cup soy sauce
1 orange cut in half
10 whole black peppercorns, slightly bruised
2 bay leaves

THE MARINADE: Combine all of the ingredients and keep at room temperature.

THE GROUPER: Prepare a hot grill and oil it. Slip 8 ten-ounce grouper fillets into the marinade for about 3 minutes. Grill the fish until just cooked through. Place the fish on warm plates and top with the desired amount of Caribbean Salad Salsa (recipe below).

Captain Katie's Caribbean Salad Salsa
1 diced papaya
1 diced mango
1/4 diced pineapple
1 tomato, concasse*
1 diced jalapeño pepper
1/3 Cup white wine vinegar
1/2 Cup diced red onion
2 Tablespoons olive oil
1/4 Cup roughly chopped cilantro leaves (or shadow benny)

THE SALSA: Peel the onion, remove seeds and skins from papaya, mango and jalapeño, discard the jalapeño's ribs as well and peel and core the pineapple. Gently combine all ingredients and keep at room temperature.

* Tomato concasse: Bring a saucepan of water to the boil. Fill a bowl with cold water and set aside. Make a shallow, cross-shaped incision in opposite ends of the tomato. Gently lower the tomato into the boiling water for about 10 seconds. Remove with a slotted spoon and drop immediately into the bowl of cold water. Peel off the skin with a paring knife. Halve the tomato crosswise and squeeze gently to remove the seeds. Cut the flesh into 1 cm (1/4 inch) dice.

Una Faye, Dub's mother, never misses a chance to cook with tequila; she says it adds sort of a special flavor to barbecue.

Captain Katie's Mother-in-Law's Grilled Grouper Margarita
1 1/2 pounds grouper fillets
1/3 Cup white or gold tequila
1/2 Cup triple sec
3/4 Cup fresh lime juice
1 teaspoon salt
2 large cloves fresh garlic, crushed
2 teaspoons vegetable oil
3 medium tomatoes, diced
1 medium onion, finely chopped
1 Tablespoon minced jalapeño pepper (or to taste)
3 Tablespoon chopped fresh cilantro (or shadow benny)
1 pinch sugar

Combine tequila, triple sec, lime juice, garlic, salt, and oil. Place fish in a single layer in a flat dish. Pour tequila mixture over fillets, and marinate for 1/2 hour at room temperature, or 3 hours in the refrigerator. Just before serving, combine tomatoes, onion, jalapeño, cilantro, sugar, and salt to taste to make fresh tomato salsa. Remove fish from marinade (reserve for sauce), and pat dry. Brush fish on both sides with oil, and grind pepper over it. Cook on greased grill over high heat until flesh is opaque (about 4 minutes per side).

Boil sauce (reserved marinade) in a saucepan for about two minutes, remove and discard the garlic cloves, and spoon over fish.

Serve alongside fresh tomato salsa.

And there you have it, three ways to gussy up a grilled grouper. I hope you try them all and I hope you enjoy them. Happy sails to you and healthy eating too!

This article first appeared in the July 2003 issue of Compass.



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by Jim Hutchinson



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— Thanks,
"One Man" Hutch

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ST. GEORGE'S ANCHORAGE

Dear *Compass*,

The problem with Jock Tulloch's argument in August's Readers' Forum (that allowing cruisers to anchor in St. George's, Grenada, is good for the environment) is that it is spurious — if anchoring in St. George's does not damage the marine area then neither do mooring buoys. The result is the same as a boat moored in the bay.

More moorings in the bay will eventually mean the same amount of usage as before plus employment for some locals. The difference is we are going to have to pay for it.

There are concerns regarding lack of insurance cover from the providers, maintenance, and the legality of usage of an established anchorage for purposes of private enterprise. We are all only too familiar with the multitude of illegal moorings throughout the islands (money for very old rope).

The two principal yachting interests in St. George's are Grenada Yacht Club (of which I am a member) and Port Louis Marina, neither of which has stated any real concerns about this developing situation. If there has been any agreement between these parties and government as to the future development of this area it's time they said so.

I have noted *Compass's* request for clarification regarding the changes being made to St. George's anchorage. So far it's been a bit of a salsa: backwards, forwards, round and about. I arrived here mid-July and did 14 days quarantine aboard. Rumours were already abundant regarding restrictions on use of the anchorage after quarantine time and the intention of the Port Authority to buoy the area.

After clearing in I made enquiries at Grenada Yacht Club and was informed that the decision to change the nature of the anchorage was at ministerial level, buoying, management and control having been given to a private company via the Port Authority, with some 20 buoys being placed through the anchorage as a first placement. I suspect the scheme is self-financing, as further buoys are arriving. At odd intervals enforcement of the ban on anchoring is enforced by the Coast Guard patrols using emergency rules to do so. I understand that the target is deployment of 80 buoys through the area, thus replacing the existing anchorage.

I wonder about the history of St. George's as an anchorage.

Bob Taylor
S/V Jollybob
Prickly Bay, Grenada

Dear Bob,

In the "old days" yachts visiting or based in St. George's nearly always anchored inside the lagoon. A few would go alongside or stern-to at the Carenage, mostly while provisioning at Food Fair. To the best of my recollection it was very rare to see a yacht anchored off Pandy Beach until the lagoon was cleared out to a large degree in 2007, to make way for dredging for the redevelopment of Grenada Yacht Services into Port Louis Marina.

Sally

MORE MANGOS!

Dear *Compass*,

Thanks for Mary Heckrotte's recipes in the October issue. I have a wonderful old mango tree and am always looking for recipes. Can't wait to try the marinated mango slices! Something different.

Maryann Matter
Key West, Florida

WE WANT TO HEAR FROM YOU!

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

We want to hear from YOU!

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

We do not publish individual consumer complaints.

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

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

Send your letters to sally@caribbeancompass.com

—Continued from page 14

...2021 Rallies to the Caribbean

World Cruising Club's attention to detail and training has ensured years of successful passages for thousands of sailors. After a series of professional preparation events, safety inspections and seminars, boats depart Las Palmas, Gran Canaria, during the last week of November. The ARC rally makes landfall at Rodney Bay Marina, St. Lucia, a passage of approximately 2,700 miles.



WORLD CRUISING CLUB

Whether a rally ends in Tortola, St. Maarten, Antigua, St. Lucia or Grenada, it's all good!

This year the response has been exceptional, with so many wanting to join that a new event, ARC January, was created for the overflow. World Cruising Club also organizes the ARC+ rally from the Canary Islands to Grenada, with a stop in the Cape Verde Islands. (*For information on ARC January and ARC+, see this month's Regatta News.*)

World Cruising Club is now taking reservations for the 2022 ARC Europe, is a west-to-east return rally, Caribbean to Europe, leaving the islands in June 2022.

Visit www.worldcruising.com for information on all World Cruising Club rallies.

Viking Explorers

The Viking Explorers rally from the Canary Islands to the Caribbean was created by rally organizer, Oliver Solanas Heinrichs, as a smaller, exclusive rally with a maximum of 25 boats. The Viking Explorers rally is in its fifth year and is supported by the Grenada Tourism Authority and Camper & Nicholsons Port Louis Marina as main sponsors.

Boats will depart in January 2022 from the Canary Islands bound for Grenada. A stop at Mindelo, Cape Verdes, is optional. Oliver says, "Boats congregate starting from December 12th at Gran Canaria. The Skippers Briefing is on January 4th at the Royal Yacht Club of Gran Canaria. Departure is scheduled for January 6th, however, there is no official start — each boat's departure is dependent on the captains' decision to leave, weather permitting." Prior to departure, there are safety presentations and vessel checks.

Tracking is provided by PredictWind (www.precictwind.com). Since the start of this rally in 2018, PredictWind has supported it with a tracking Fleet Map, shared with a team monitoring the progress of the fleet across the Atlantic and with family and friends. Using a combination of satellite communications devices, all the fleet is tightly connected with the Viking Explorers onshore tracking team. Through this interface they use the features and weather models offered by PredictWind.

This rally collaborates with www.boatwatch.org as part of their safety net.

Visit www.vikingexplorers.com for more information.

Even as part of a rally fleet, realistically, once offshore you are in your own world of water and sky. Captains should make their own decision on date of departure based on the readiness of their boat and crew and the best information they can obtain. No boats should ever leave, rally schedule or not, to meet a deadline, attend an event, or to catch an airline reservation home from a foreign port. To follow the fleet's progress and identify issues, each rally has a tracking system, found on their websites once the rally starts.

Currently, Covid19 is still an issue in the Caribbean; each island nation has its own entry requirements and impacted services. It's island country by island country. Cruisers are advised to keep checking www.noonsite.com for the situation, and, if you are in a rally, engage with your rally management, who should have on-the-ground contacts in all areas. Be aware that impacts to entry rules and the availability of yachting services vary; alternative landfalls should be part of any contingency plan when passagemaking.

CALENDAR

NOVEMBER

1	Public holiday in Antigua (Independence Day) and in some other places (All Saints' Day)
1	Start of Salty Dawg Fall Rally from Virginia, USA, to Abacos or Antigua. www.saltydawgsailing.org
2	Start of Caribbean 1500 Rally from US to BVI. www.worldcruising.com
3	Public holiday in Dominica (Independence Day)
3 - 6	BVI Charter Yacht Show, Tortola. www.crewedyachtsbvi.com
4	Public holiday in Trinidad & Tobago (Divali)
7	Start of ARC+Cape Verdes from Canary Islands to Grenada. www.worldcruising.com
7 – 10	USVI Charter Show, St. Thomas. https://vipca.org/usvi-charter-yacht-show
10 – 14	St. Barth Gourmet Festival. http://saintbarthgourmetfestival.com/en/us
13	Round Tortola Race, BVI. www.royalbviyc.org
17 – 21	St. Barth Cata Cup. https://stbarthcatacup.com/gbr
19	FULL MOON
19	Jolly Harbour Yacht Club Annual Regatta, Antigua. www.jhycantigua.com
21	Start of ARC from Canary Islands to St. Lucia. www.worldcruising.com
26 - 28	Mango Bowl Regatta, St. Lucia. www.facebook.com/MangoBowl
30	Public holiday in Barbados (Independence Day)
TBA	Barbados National Dinghy Championships. www.barbadosyachtclub.com

DECEMBER

4 - 9	Antigua Charter Yacht Show. www.antiguacharteryachtmeeting.com
10 – 12	Caribbean Foiling Championships,
13	Public holiday in St. Lucia (National Day)
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
18	FULL MOON
18	O'Neal & Mundy Commodore's Race, BVI. www.royalbviyc.org
21	Winter Solstice
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day)
30	**(TBC)** Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
31	**(TBC)** Nelson's Pursuit Race, Antigua. www.antiguayachtclub.com. **(TBC)** New Year's Eve Round St. Barts Race, www.saintbarth-tourisme.com
31	New Year's Eve/Old Year's Night: Fireworks in many places. Public holiday in Cuba (Year End Celebration).
TBA	Course de L'Alliance, St. Maarten, St. Barts & Anguilla. www.smyc.com/coursedelalliance
TBA	Carriacou Parang Festival. www.puregrenada.com
TBA	Carlos Aguilar Match Race, St. Thomas, USVI
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 rapidly these days, so contact event organizers directly for confirmation. If you would like a nautical or tourism event listed FREEin 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

ATTENTION 2022 CARIBBEAN EVENT ORGANIZERS!

The coming Caribbean sailing season is shaping up surprisingly well, with lots of events and activities for cruisers, racers and everyone else who likes to be on, in or around the water.

Continuing the popular tradition we began more than 20 years ago, *Caribbean Compass* will be publishing a comprehensive Annual Calendar of Caribbean Events in our January 2022 issue. The Annual Calendar of Caribbean Events 2022 will be in pullout, wall poster form in the print edition, and will also be downloadable at www.caribbeancompass.com.

And we want *your* event to be included!

Calendar listings are absolutely free, as a service to the entire Caribbean marine community. As long as it's of interest to sailors and any others who love the sea, no event is too big or too small to be included.

Together, let's make 2022 a very special year! Send your information — including the name of the event, dates, location and contact information — by Monday, November 22nd to sally@caribbeancompass.com

PICK UP!

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

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MERIDIAN PASSAGE OF THE MOON

NOVEMBER - DECEMBER 2021

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

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

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

November						
DATE	TIME		21	0102	11	1836	
1	0854		22	0151	12	1921	
2	0952		23	0242	13	2002	
3	1032		24	0332	14	2044	
4	1124		25	0422	15	2127	
5	1220		26	0511	16	2211	
6	1320		27	0558	17	2258	
7	1413		28	0645	18	2347	
8	1527		29	0731	19	0038	FULL MOON
9	1630		30	0818	20	0124	
10	1728		**December**		21	0219	
11	1822		1	0908	22	0308	
12	1911		2	1001	23	0355	
13	1957		3	1058	24	0447	
14	2040		4	1201	25	0526	
15	2122		5	1306	26	0613	
16	2203		6	1412	27	0657	
17	2245		7	1515	28	0746	
18	2329		8	1614	29	0847	
19	0014	FULL MOON	9	1706	30	0938	
20	0014		10	1754	31	1038	

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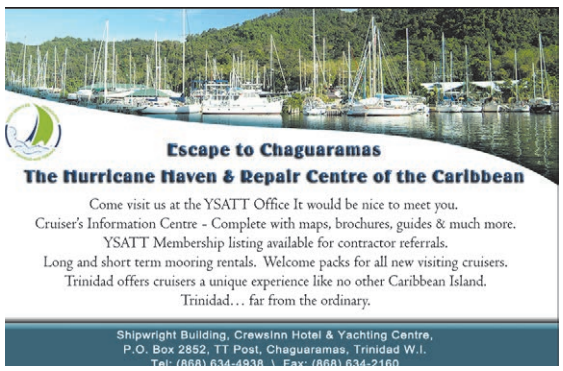
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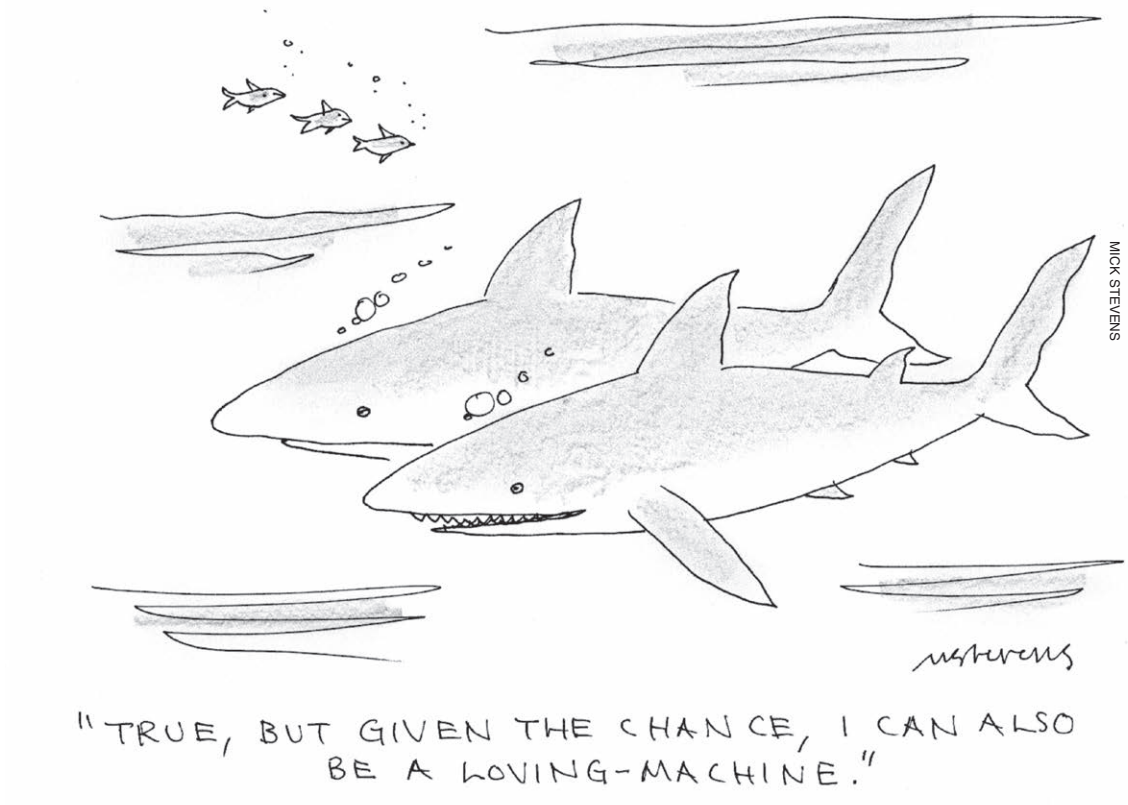
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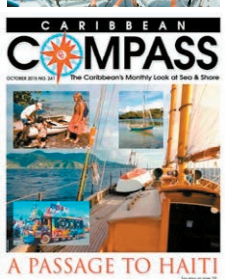


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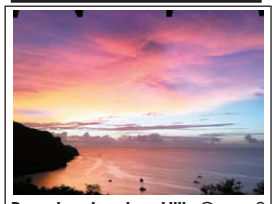






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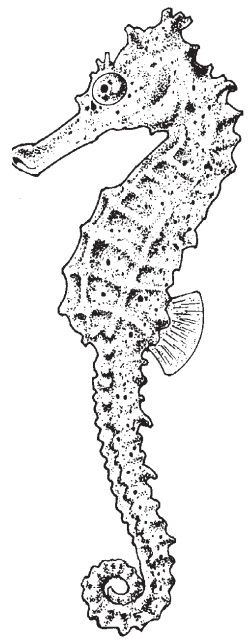
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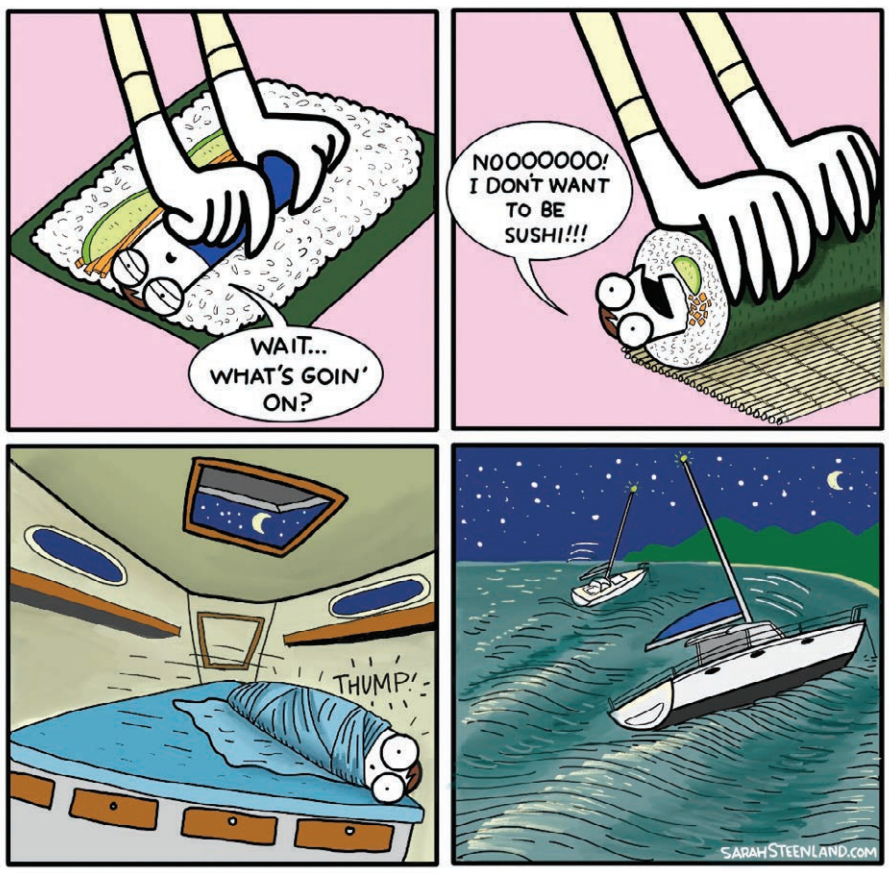


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Boat Paint & Stuff	St. Maarten	29	Echo Marine	Trinidad	9	Mac's Pizzeria	SVG	MP	St. Kitts Marine Surveying	St. Kitts	34
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Budget Marine St. Kitts	St. Kitts	MP	Gonsalves Liquors	SVG	27	McIntyre Bros	Grenada	34	SVG Tourism	SVG	5
Camper & Nicholson	Grenada	10	Grenada Marine	Grenada	8	Mid Atlantic Yacht Services	Azores	MP	The Nature Conservancy	C/W	19
Caribbean Multihull Challenge IV	St. Maarten	MP	Grenadines Sails	SVG	28	Neil Pryde Sails	Grenada	MP	Tobago Cays	SVG	MP
Centenario & Co	Panama	28	Happy Kite	SVG	MP	Off Shore Risk Management	Tortola	9	Turbulence Sails	Grenada	8/MP
Clarkes Court	Grenada	6	Horizon Yacht Charters	Grenada	MP	Offshore Passage Opportunities	C/W	34	Venezuelan Marine Supply	Venezuela	MP
Club De Pesca Marina	Colombia	29	Hutch's E-book	C/W	33	Peake Yacht Services	Trinidad	39	Westerhall Rum	Grenada	27
Douglas Yacht Services	Martinique	25	Hydrovane International Marine	C/W	MP	Peters & May Yacht Shipping	UK	20	YSATT	Trinidad	MP
Down Island Real Estate	Grenada	MP	Iolaire Enterprises	UK	26	Power Boats	Trinidad	MP			

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

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