CARIBBEAN On-line
COMPASS
OCTOBER 2021 NO. 313
The Caribbean's Monthly Look at Sea & Shore

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Story on page 12

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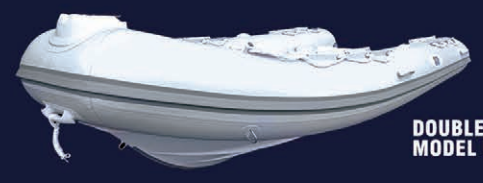
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CHRIS DOYLE

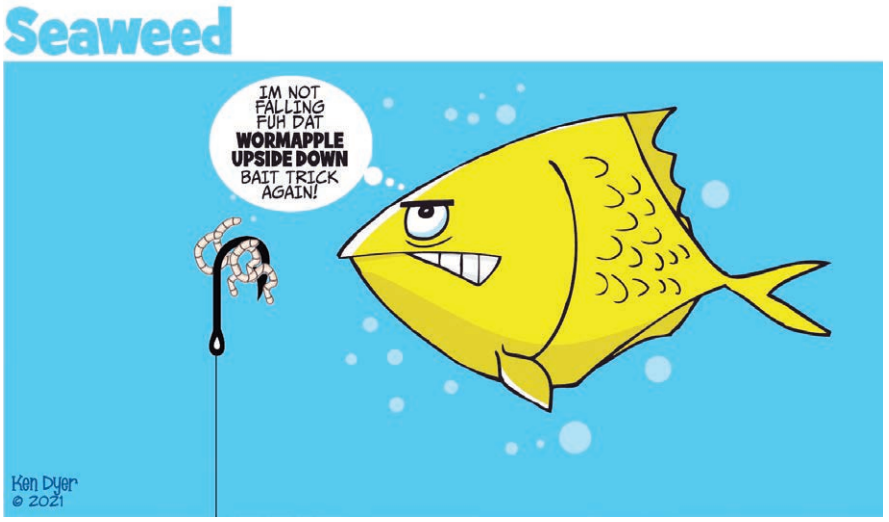
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Welcome to those on the way to the Caribbean for the first time! Experienced cruisers have lots of good advice for you — see page 12.
Photo by Steve Jost.

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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.



'Always wonderful to see the latest edition of this excellent magazine.'
— Paul Sutcliffe, UK

CARIBBEAN COMPASS

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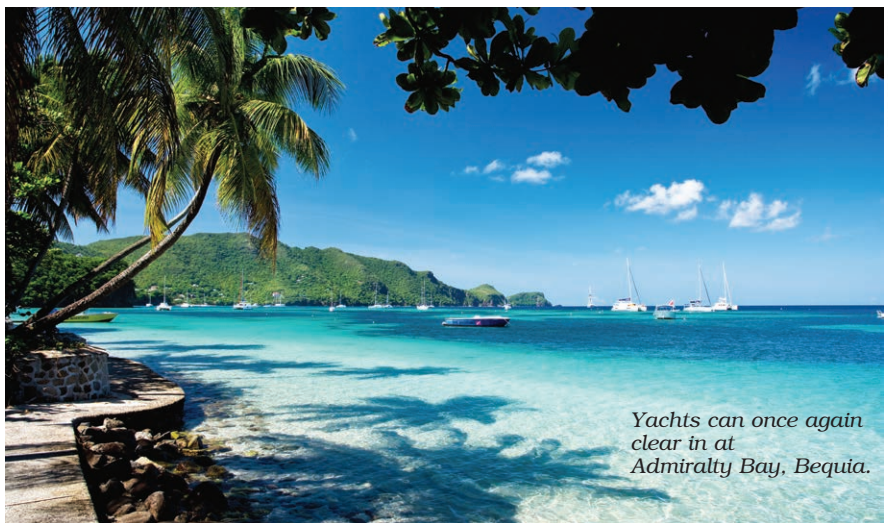
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Info & Updates

Grenadines Ports of Entry Reopened for Yachts

Good news for those arriving in St. Vincent & the Grenadines by yacht!

The popular Grenadine ports of entry at Bequia and Union Island have reopened for yachts, as has Wallilabou on St. Vincent. Blue Lagoon and Kingstown remain open as well.



WILFRED DEDERER

Yachts can once again clear in at Admiralty Bay, Bequia.

• All arriving yachts must request permission for entry at least five days in advance, by email to SVG Arrivals at svgarrivals@gmail.com, and must submit a Request for Entry and Quarantine Form and copies of vaccine certificates in English, which will be validated pre-arrival.

• At least 24 hours before arrival, send pre-entry negative PCR test results and estimated time of arrival to svgarrivals@gmail.com.

• Also complete Sail Clear at www.sailclear.com

• Also complete a Pre-Arrival Form at https://stv.servicedx.com/travelform for each person aboard.

All passengers must submit in advance a negative result of a Covid-19 (RT- PCR) test taken within 72 hours of departure, and depart from Port of Origin with direct travel to St. Vincent & the Grenadines.

All persons must arrive with a Stamped Approval Quarantine Form and proceed to the Quarantine Area. Once you have arrived in the quarantine mooring area, an SVG Arrivals representative will advise you of further testing, quarantine and monitoring requirements.

Quarantine moorings are available at:
Young Island Cut, tel (784) 529-2876
Bequia, tel (784) 530-8300
Union Island, tel (784) 458-8678
All can be contacted at svgarrivals@gmail.com

Fully vaccinated visitors arriving from medium-risk countries must test on arrival for Covid 19 (RT-PCR) and quarantine until cleared. No further quarantine is required for fully vaccinated visitors arriving directly from low-risk countries.

For details see http://health.gov.vc/health/images/PDF/stories/YACHT_Protocol_for_Entry_to_StVincent_and_the_Grenadines_Sept8th2021.pdf

Trinidad Welcomes Vaccinated Sailors

Jesse James reports: As we welcome sailors back to the twin island republic of Trinidad & Tobago, a simple set of protocols and procedures is to be followed. Note that these may change at very short notice depending on the situation with the virus here.

• Non-nationals including cruisers are only allowed to enter T&T if fully vaccinated. Arrival must be a minimum of two weeks after the last dose.

• You must show proof of a negative PCR test that was taken within 72 hours of arrival.

• Apply and get your TT Travel Pass at https://ttravelpass.gov.tt

• Fill out a Float Plan and Marine Declaration of Health form, available at http://membersonlymaxitaxi.com/float-plan-form

• Upon arrival take a mooring in Chaguaramas Bay, contact YSATT or your boatyard/marina, and wait for the Port Health Officer to come, do health checks, and issue the government documents that Immigration and Customs will need to process your clearance.

• Be cleared at Chaguaramas before going to Tobago.

We missed seeing all our cruising friends last year and look forward to welcoming everyone back to Trinidad, where you can find a safe shelter from hurricanes and find a wealth of skills and services.

For more information visit www.ysatt.com and https://health.gov.tt.

Dominican Republic: No Covid Test Required

Denise Simpson reports: The Dominican Republic is open to cruisers with no Covid test required — just a free basic medical check and filling out of a health form with the Armada/Navy when you check in. They will also give you health and safety guidelines.

In general, just mask-up in public and follow health rules such as social distancing and hand washing. There are late nighttime curfews in place, differing in each province.

Free Covid vaccinations are available to cruisers.

—Continued on next page



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—*Continued from previous page*

Should you need medical treatment, government hospitals and clinics with basic care are free to cruisers (you just buy the drugs), and there are world-class hospitals on island at excellent rates (DR is one of the top worldwide destinations for medical and dental tourism).



The Dominican Republic is a big country with modern cities and hideaway anchorages.

All in all, the DR is an easy and inexpensive place to transit, cruise or stay all year round with beautiful anchorages and marinas. All provisions are available island wide.

For additional up-to-date information about this huge island and Covid restrictions per province join www.facebook.com/groups/502195700382567

Those who do not do Facebook can contact me at deniswithane61@gmail.com. I am the joint port station host based in the DR for the Seven Seas Sailing Association and Ocean Cruising Club UK — the two largest sailing associations in the world.

Puerto Rico: Carry Your Vaccination Card!

SALLY ERDLE



All businesses are open, but remember to carry your vaccination card at all times everywhere since most places — restaurants, attractions, bars, concerts, etcetera — will require it to allow entry.

For entry protocol and procedures see https://www.discoverpuertorico.com/info/travel-guidelines

Carry your vaccination card in Puerto Rico. You may need it to enter bars and restaurants.

BOAT OSCAR COMPANIONI



Tojo loved carving, fishing and sailing. He found this knife blade on the beach, handle-less, rusting and jagged, and turned it into a beautiful gift with his signature leaf.

Eight Bells

JOSÉ LUÍS ROMÁN SAAVEDRA (TOJO)

Luís was first mate on the 28-foot gaff cutter *Sauntress* for 15 years, with owner Martin O'Scannall. (See more on page 21 at www.caribbeancompass.com/online/february21compass_online.pdf)

Martin reports: "The other gone. But forever in the mind.

"Such a rare thing, a true free spirit. These were hands which caressed plants, sang to plants, communed with plants. Conjured with plants. Noticed plants. And this world talked back to him. By flowering. By green shoots. By burgeoning. Give Tojo a garden, a green patch, a window, or anything. And that mystical mind would weave a web of communication with nature. Yes I am a pear tree, but yes, Tojo, with your touch, your understanding, I am also an apple. His greatest delight that, the art of grafting. Put this same man, elf-like in a corner, with a scalpel, a piece of boxwood, and a magnifying glass and once again a conversation with nature, for the wood, under his magical touch, sprang to life. For self? Never. Most of waterside Carriacou will have and treasure examples of this fabulous other worldly, mystical art. What a loss? But remember. His signature.

"A leaf."

Department of Corrections

On page 33 of last month's issue, in the tribute to Paul Johnson by John Everton, the caption for this photo should have read, "Paul with his son Merlin."

EVERTON







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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
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REGATTA NEWS

Congratulating Our Caribbean Sailing Olympians

Congratulations to all Caribbean sailors who participated in the Olympic games held in Tokyo from July 24th through August 8th. These include:

• *Enrique Figueroa and Gretchen Ortiz, Puerto Rico*

The double-handed team of Enrique Figueroa and Gretchen Ortiz from Puerto Rico raced in the Nacra 17 Foiling Class.

Enrique, 57, competed in his fifth Olympic games. He had raced in the men's double-handed Tornado Class in 1988 in Korea, in 1992 in Spain, in 2000 in Australia, and in 2004 in Greece. He started sailing when he was ten years old, and at 16 participated in his first competition, the Hobie 16 Worlds held in 1980 in St. Croix, where he placed third. The following year, he joined in the Hobie 14 Worlds in Brazil, where he won.

In 1984, Figueroa placed third in the Hobie 14 Worlds in the Philippines and the year after, he finished first in the Hobie 14 Worlds in Puerto Rico. In 1986, at the Hobie 16 Worlds in Fiji, he took second place. That same year, he and fellow Puerto Rican sailor Denise Holmberg topped the Hobie 16 Class at the Central American Caribbean Games (CAC Games), held in the Dominican Republic. He won the CAC Games again in 2006 in Colombia and in 2010 in Puerto Rico.

It's notable that Enrique's wife, Carla Malatrasi, sailed in the Hobie 16 Class at three editions of the Pan American Games, winning gold in 1999 and 2003, and bronze in 2007. As a team, the couple placed first in Hobie 16s at the Pan American Games, held in Canada in 1999. In 2002 they placed third in the ISAF Hobie 16s in France.

In 2003, Puerto Rico named Enrique Puerto Rican National Sportsman of the Year in sailing for the tenth year in a row. He switched to the Nacra 17 Class in 2013 and began competing alongside crewmate Gretchen Ortiz in 2019.

Gretchen, 35, previously competed in the Nacra 17 Foiling Class World Championships in New Zealand, the Pan American Games in Peru, and the Nacra 17 Foiling World Cups in Italy and the US.

Her interest in sailing began after an injury, when she began reading books about the sea and then took sailing lessons. She is a member of Club Náutico de San Juan.

Finishing all 12 races for the class, the team of Gretchen and Enrique placed 17th in Tokyo.

• *Jalese Gordon, Antigua & Barbuda*

In her first Olympic outing, 19-year-old Jalese Gordon represented Antigua & Barbuda in the women's Laser Radial Class.

She took up the sport of sailing at age ten. Coached by fellow Antiguan Karl James, she sailed in the Laser Radial Class at the Youth Sailing World Championships in China in 2017, in the US in 2018, and in Poland in 2019. She also sailed in the Pan American Games in Peru in 2019.

Finishing all ten races, Jalese placed 43rd in Tokyo.

• *Stephanie Devaux-Lovell, St. Lucia*

Stephanie Devaux-Lovell, age 25, from St. Lucia, also



Representing St. Lucia, Stephanie Devaux-Lovell was one of the Caribbean sailors competing in this year's Olympics.

sailed in the women's Laser Radial Class. She had previously competed in this class in the 2016 Olympics in Brazil.

Stephanie participated in the Youth Olympic Games in Singapore in 2010, the ISAF World Championships in Spain in 2014, the Laser Radial Class North American Championships in the US in 2018, the Pan American Games in Peru in 2019, and the Laser Radial World Cups in the US in 2019 and 2020.

She began sailing at the age of eight at the St. Lucia Yacht Club. In 2013 she was named St. Lucia's Junior Yachtswoman of the Year.

After all ten races in Tokyo, she placed 28th out of 44.

• *Luc Chevrier, St. Lucia*

Twenty-two-year-old Luc Chevrier, also from St. Lucia, started sailing at eight. In his first Olympic appearance, he participated in the men's Laser Class, completing all races and placing 31st out of 35.

• *Andrew Lewis, Trinidad & Tobago*

Andrew Lewis, 31, from Trinidad & Tobago, placed 29th in the men's Laser Class, competing in all ten races. He previously joined the class at the Olympic Games of 2012 in Great Britain and in 2016 in Brazil, where he was the first sailor to represent Trinidad & Tobago at the Olympics since 1984 and became the first athlete from that country to compete in sailing at two Olympic Games.

He also participated in the Laser World Championships in 2003 in Spain, in 2011 in Australia, in 2014 in Spain, in 2018 in Denmark, and in 2019 in Japan. Other competitions include the Pan American Games in 2019 in Peru, the Laser Class North American Championships in 2018 in the US, and the World Cups in 2019 in Italy, in 2020 in the US, and in 2021 in the Netherlands.

"Coming from a family that loves to sail," Andrew says, "I have been on sailboats since the day I was born." He was diagnosed with dyslexia and launched The Andrew Lewis Foundation to help young people with dyslexia and promote sailing and swimming. He won Trinidad & Tobago's 2012 Spirit of Sport award in the community coach category for his work with young sailors.

ON THE HORIZON

Wingfoils Added to Caribbean Foiling Champs 2021



Wingfoiling in Orient Bay, St Martin.

The Caribbean Foiling Championships (CFC) provides a Caribbean race platform for all foilers. As a new discipline called wingfoiling is emerging, the organizers decided to add a wingfoil class to the already existing Windfoil and Kitefoil Classes of their 2021 race event, which is held on St. Martin from December 10th through 12th.

Wingfoiling is a new board-riding sport that follows the developing foil trend of recent years. It sits between kitefoiling and windfoiling, combining aspects of both disciplines into something new.

"As a foil race platform, we felt that the only logical response was to add a wingfoil class. We believe that foiling is intended to promote interest, excitement, and engagement in the sport. It caters not just to Olympic-level sailors but also to a broad array of participants. We always say that the Caribbean Championships is for everybody, and when we say everybody, we mean everybody: kitefoilers, windfoilers, wingfoilers, professionals, amateurs, adults, and rising stars," says Sacha van der Wouden, co-founder of the CFC.

As the official wingfoil race format is still to be developed by World Sailing (the world governing body for the sport), the race officials of the CFC have decided to have only one wingfoil racing class, with all levels in that group partaking only in the course races.

"The Wingfoil Race Class will have its own start and will mostly be racing the same courses as the (Wind- and Kitefoil) Leisure Classes. The only difference is that the Wingfoil Class won't partake in the Round the Island Race on Sunday, simply because it's a high-risk course and we can't guarantee the sailors' safety. As a substitute for missing this race, we'll add some fun course races in Orient Bay," says Race Officer Sacha Daunar.

Registration for the Caribbean Foiling Championships 2021 is now open.

Contact sas@caribbeanfoiling.com for more information.

Organizers Confident about St. Maarten Heineken 2022

St. Maarten Heineken Regatta organizers have opened registration for their 42nd annual edition, which takes place from March 3rd through 6th, 2022. Relying on implementing proper health protocols, safety measures, and clear communication, entries are now being accepted.

Sailing is currently happening worldwide in national and international regattas, showing that these activities can be safely hosted. People are keen to participate, which is evident in the number of participants. Cowes Week 2021 welcomed close to 600 entries during their weeklong happening. Another premium sailing event, the Fastnet Race, took place with 337 participants.

St. Maarten Heineken Regatta Director Michele Korteweg says, "Whereas most of those entrants came from Europe, there were owners who decided to bring their boats from the US, Mexico, and even Japan. Hopefully, the successful sailing season in Europe and the US inspires boatowners to make the crossing to enjoy a multitude of events hosted in the Caribbean between January and May."

—Continued on next page

...Regatta News:
—Continued from previous page

Currently, the St. Maarten Heineken Regatta organizers are focusing on delivering a safe, competitive, professional, and "serious fun" happening. The current plan is to deliver on the promise of world-class racing. Participants will have to comply with health and entry guidelines set by the government and the organizers. These guidelines will be communicated on the official regatta website and updated regularly on the official notice board (online and during the event).

Many inquiries regarding the upcoming regatta have been received in recent months, showing the continuing interest in Caribbean racing. The International Maxi Association (IMA) is planning its first Caribbean Circuit, starting with the St. Maarten Heineken Regatta, followed by the Voiles de St. Barth and Antigua Sailing Week.

"The interest of the IMA and many others to come sail and participate in our regatta is encouraging, and we genuinely appreciate the support. We have built a loyal following of teams that return year after year. We enthusiastically welcome them back to St. Maarten. The Race Committee is working hard on developing the sailing instructions and courses to distribute them early, to assist with preparations. We aim to engage attendees with an exceptionally warm, professional, and safe experience, comforted with a strong sense of community typical to our 'Friendly Island,'" Korteweg says.

St. Maarten started allowing international guests back as of July 1st, 2020, after it implemented Covid safety measures. To ensure the wellbeing of visitors and residents, entry requirements remain in place to enter St. Maarten. These can be found at www.stmaartenupdates.com.

Racing will occur in the waters surrounding the dual-nation island of St. Maarten/St. Martin, offering a variety of courses suitable for all classes: Maxis, Ocean Racers, Multihulls, Bareboats, Cruisers, and everything in between. This event will be "serious fun" for everyone.

Online registration is quick, easy, and can be accessed via the regatta website where you will also find the Notice of Race.

Visit www.heinekenregatta.com for more information.



St. Maarten Heineken Regatta organizers are looking forward to more 'serious fun' in 2022.

BUSINESS BRIEFS

Robbie Ferron, Noted Entrepreneur

On World Entrepreneur Day, August 21st, Budget Marine staff reported: Our founder, Robbie Ferron, is quite the entrepreneur. A Dutch national, born and raised in South Africa, Robbie arrived on St. Maarten in 1979. He realized that boat parts were in short supply and not easy to obtain, so he started a company selling them and called it Budget Marine to highlight his competitive pricing.

In 1982, he started holding stock and selling parts from the back bedroom of a house opposite Bobby's Marina in Philipsburg. Today, Budget Marine is the largest chandlery group in the Caribbean, with 11 stores. Many of them are run by excellent entrepreneurs themselves!

Visit https://budgetmarine.com/company-overview for more information, and see ad on page 2.

First Balance 482 Launched

Balance Catamarans has recently launched the first Balance 482 in Cape Town, South Africa. It's the latest performance cruising catamaran in the company's range.

Present at the launch was Phil Berman, president of Balance Catamarans and The Multihull Company, the agent for Balance Catamarans in the Caribbean.

The Balance 482 is crafted in sandwich construction, using E-Glass with a PVC foam core, and carbon fiber for local support and reinforcement structures.

Due to the extraordinary reception and demand for the 526, together with Balance's innovative VersaHelm, consumers asked for smaller models at lower prices. "With that, we sat down," Berman explained, "and determined that we must design, engineer, tool, invest, and craft two entirely new models, the new 482 and the 442. With 35 cats already ordered before our first one was launched; we clearly made the right decision."

With forward-raked wave-piercing bows and bold, contemporary lines, the Balance 482 offers great sailing performance. She has a powerful 1,432 square foot sail plan, which means she can sail easily, even in light airs, while other catamarans are motoring.

The 482 is designed to be sailed effortlessly single- or doublehanded. Contributing to this are the self-tacking blade jib, reefing station, and innovative helm design. The permanent up and down helm stations and VersaHelm system make steering the boat in both fair and inclement weather easy. When the wind gets really strong, it is straightforward for a couple to furl in the headsails, reef the boat down, and keep on sailing.

All of the Balance 482's reefing and sail management takes place at the upper helm station. Furling headsails, electric winches, and a mainsheet arrangement that operates without a traveler mean that the cat is comfortably sailed by sailors without racing experience.

The Balance 482 can be ordered either with dual daggerboards or high-performance fixed keels.

Visit www.balancecatamarans.com for more information on Balance Catamarans.



CARIBBEAN ECO-NEWS

Barbados Seeks to Lead in Protecting Seas

Facing a challenging economic environment compounded by the impact of climate change, in late 2018 the Barbados government created the country's first-ever Ministry of Maritime Affairs and the Blue Economy — the first ministry in the Caribbean dedicated to the ocean and blue economy.

The economy of the Caribbean's most easterly nation is no longer reliant on the production of sugar and has become increasingly diverse. Despite its relatively small size, Barbados boasts an expansive exclusive economic zone (EEZ) — the waters over which the country has jurisdiction. Its marine resources create jobs ranging from tourism to fisheries. The island's leaders see marine protections as vital in their efforts to implement a sustainable blue economy model.



Barbados has created the first ministry in the Caribbean dedicated to the ocean and blue economy.

The Ministry of Maritime Affairs and the Blue Economy is headed by Kirk Humphrey, a graduate of the London School of Economics and the John F. Kennedy School of Government who was elected to Parliament in 2018. The Ministry is tasked with creating sustainable economic opportunities in the Barbadian maritime space while protecting the ocean and the livelihoods that depend on it.

As reported by www.pewtrusts.org, since his appointment Minister Humphrey has positioned Barbados as a regional and global leader in ocean protection, including announcing the safeguarding of more than 30 percent of the country's EEZ. Most recently, Barbados championed the Blue Charter agreed to by 54 Commonwealth countries. The Ministry's aims are aligned with Barbados's broader vision of conservation and sustainable development goals. As a small island developing state Barbados' development has been intrinsically linked to the sea and various ecosystem services that it provides. Tourism represents over 20 percent of the national gross domestic product and provides employment for a significant proportion of the population. The fisheries sector supports the livelihoods of fishermen and contributes to food security and Barbadian culture.

The blue economy model supports national and global conservation as well as sustainable development goals.

Minister Humphrey says, "Climate change remains an existential threat for all of us: It has meant stronger hurricanes in the region and an influx of sargassum seaweed that overwhelms the capacity of many to respond. Our ocean is also at risk from over-acidification, increasing temperatures and declining biodiversity — especially among coral and fish.

"The ocean has a major role to play in our understanding, mitigating and adapting to climate change. And many Caribbean leaders have converged around the idea that management and leadership in the ocean space is essential, so that has resulted in more opportunity regionally. Many Caribbean nations have ocean space well in excess of our terrestrial space: In Barbados, our EEZ is 424 times the size of our land space. That's 424 times the opportunity. Many of us don't know enough about that ocean space, and therefore the idea of a ministry dedicated to help doing so resonates.

"These reasons served to make the timing right to launch a Ministry of Maritime Affairs and Blue Economy to deal with these issues frontally and to offer a more cohesive approach and systematic management to getting results. The Ministry's creation allows us to look at the emerging sectors in this space, to which Barbados had not been paying enough attention."

With the support of The Nature Conservancy, Barbados is pursuing development of a marine spatial plan, or MSP, for its entire EEZ. Embedded in the plan is the agreement for establishment of conservation zones. Though the specific percentages still need to be worked out, the aspiration goal of 30 percent of the EEZ has already been codified into the plan. In addition, Barbados has recently been designated co-chair, along with the Republic of Seychelles, for the Action Group of the Commonwealth Blue Charter on marine protected areas.

Read the full story at www.pewtrusts.org/en/research-and-analysis/articles/2021/09/10/barbados-seeks-to-lead-in-protecting-coastal-waters-and-the-high-seas

Shark Studies Underpin Protection

By studying local shark populations, habitats and migration patterns, researchers will be able to devise evidence-based recommendations for protecting these species.

As reported by Teresa Tomassoni at www.bloomberg.com in September, one day earlier this summer, Tadzio Bervoets stood on a boat idling just off the shore of West Caicos. He reeled in an eight-foot male lemon shark clinging to a baited circle hook and guided it gently towards the boat's hull. Within just a few minutes, the shark calmed, allowing itself to be secured to the side of the vessel by two more researchers. Over the next seven minutes, the team worked to measure the shark, outfit it with identification tags for tracking, and extract tissue samples for analysis of its diet, the level of toxins in its system, and general health. They did all this while keeping the shark submerged.

This data-collection process is a critical part of a recent effort led by the Caribbean Shark Coalition to conserve sharks and rays throughout the Caribbean. "Data drives decision-making," said Bervoets. Historically, he says, a lack of resources and expertise in the region has resulted in a dearth of baseline data about the species, leaving them largely unprotected.

To fill this knowledge gap, Bervoets, who's from St. Maarten and has worked in marine conservation for more than a decade, formed the Caribbean Shark Coalition last year, along with Austin Gallagher, a marine biologist and chief scientist at ocean conservation group Beneath the Waves. Together, they could take advantage of their networks throughout the US and the Caribbean to help small island nations build up data on their local shark populations, habitats, and migration patterns. With this information, researchers will be able to devise evidence-based recommendations for protecting these species.

"These animals have no idea of political or geopolitical borders," said Bervoets. That's why he and Gallagher are advocating that Caribbean nations come together to form large-scale, transboundary marine protected areas across more than 100,000 square kilometers of open water.

Marine protected areas are designated zones of ocean and other coastal ecosystems where fishing and other human activities are restricted in order to promote long-term conservation goals. These include restoring shark and ray populations, which have shrunk by 71 percent over the past 50 years.

"We know that large marine protected areas are really what are needed in order to properly conserve sharks because sharks have large home ranges," said Gallagher. Tiger sharks tagged and tracked by the Caribbean Shark Coalition have traveled through as many as nine countries and territories in a year. "We need to understand where those transboundary connections are happening."

As apex predators, sharks play a vital role in maintaining the health of the ocean ecosystem. By preying on animals below them on the food chain, they promote healthy fish stocks and marine habitats such as coral reefs and seagrass beds.

"Once you remove that keystone species, inevitably your ecosystem will collapse to the point even artisanal fishers won't be able to fish their reefs effectively," said Bervoets.

The creation of marine protected areas has proven to be an effective tool not only in conserving endangered species like sharks, but also in mitigating certain effects of climate change by allowing carbon-sequestering plants such as mangroves and seagrass to flourish. Global fisheries can also benefit from these protected areas. As healthy fish populations are allowed to grow, they begin to spill beyond their protected boundaries.

—Continued on next page



WILSON HAYNES FOR BENEATH THE WAVES

A Caribbean Shark Coalition team tagging and collecting tissue samples from a lemon shark. Data collection is essential to conserve sharks and rays throughout the Caribbean.

—Continued from previous page

"If an MPA is well-designed and well-managed and well-enforced, it can have a really positive impact on the ecosystem, on fish stocks and on fisheries operating outside their protected area," said Tim White, a fisheries scientist at Global Fishing Watch.

The Caribbean islands can only protect their shark populations so long as they stay within protected bounds. Even if they're traveling among bordering territorial waters such as those of the Dutch and French Caribbean islands, they're at risk. Commercial shark fishing is prohibited in the Dutch Caribbean, which has designated all the waters surrounding Bonaire, Saba and St. Eustatius as a marine mammal and shark sanctuary. In the French islands, however, there are only seasonal bans on shark-fishing. Many other Caribbean islands — including Trinidad & Tobago, where shark is a traditional menu item — have no shark protections at all.

"Local legislation will be a requirement to have any type of international agreements," said Bervoets. Without such agreements, he says, future transboundary protected areas will be just "paper parks."

Currently, Turks & Caicos has no legislation protecting its local shark population. Previously proposed legislation that would prevent the commercial sale or export of any shark and ray products, but would not restrict artisanal fishing of sharks for individual consumption, has been at a stand-still for the last seven years, said Amy Avenant, environmental outreach coordinator for the Turks & Caicos Islands government's Department of Environment and Coastal Resources. Now, she's hoping new data being collected by researchers from Beneath the Waves and the Caribbean Shark Coalition can be used to motivate the government to enact the proposed protective measures. Researchers have visited the islands five times in the last year to conduct a nationwide survey of local shark and ray populations.

Avenant said, "Anyone that's gone diving here can tell you that when you go out in our waters you're pretty much guaranteed to see an apex predator." And she wants to keep it that way. Foreign enterprises have been known to approach local fishermen throughout the Caribbean, promising them money for sharks. Avenant wants to ensure that local protections for sharks are put into place before this becomes a threat to Turks & Caicos.

"We don't want to fix the problem after it's a problem."

Read the full story at https://www.bloomberg.com/news/features/2021-09-08/protecting-sharks-starts-with-knowing-where-they-are

Grand Anse, Grenada, Artificial Reef Project

Coral reefs in Grenada play a vital role in the island's environmental and economic well-being. Healthy coral reefs provide a location for the reproduction and maturation of fish and other marine life and help to sustain commercial fishing. They help protect the island from beach and shoreline erosion, and are key to the success of dive tourism.

Grenada's reefs, like others worldwide, are under threat. There have been several episodes of coral bleaching in the last ten years, significant physical reef damage from storm surges following Hurricanes Lenny and Ivan (particularly evident in the Grand Anse area) and there are also concerns with unregulated fishing and pollution from run-off and untreated sewerage.

A series of scientific surveys of Grenada's reefs conducted annually over the last ten years clearly demonstrates a deterioration in reef heath with significant coral loss. Artificial reefs can be productive interventions. Grenada has demonstrated some success in this area through the sinking of several wrecks and the creation of the Underwater Sculpture Park.

An independent venture in creating artificial reef structures from concrete blocks — The Grand Anse Artificial Reef Project (GAARP) — has been set up by the owner and operator of Dive Grenada, Phil Saye. Phil says, "When we started the trial back in 2013, we initially had to get permission from the Fisheries Division to start the trial. This was followed by an Environmental Impact Assessment 12 months later by marine biologists employed by the Government." Eight "pyramids" were located at the southernmost end of Grand Anse as part of a 12-month trial phase in 2015.

The pyramids are a simple structure, four feet high, stable and inexpensive to construct using locally produced construction blocks. Phil notes that the centre of gravity of the pyramid shape is very close to the bottom, making it stable and resistant to movement. As most of the structures are sitting on sand they tend to dig themselves in. The purpose of the eight-year trial since 2013 was to ensure that the system worked and that the structures were stable in all weather conditions. They are in sufficient depth to recruit marine life from the water column while not impeding surface activities. Phil says, "We chose the location specifically as there is no boat traffic in that area apart from the local small boats."



A pyramid made of concrete blocks gradually collects marine growth in the independent Grand Anse Artificial Reef Project in Grenada.

A survey at 12 months demonstrated significant marine life growth with an encouraging array of marine plants, corals and sponges and more than 30 species of fish and invertebrates. By 2019 there were 25 pyramids installed. In early July this year sponsorship was raised to install an additional ten. In August the Grenada Tourism Authority sponsored five pyramids to bring the total to 40 installed to date.

Phil reports that there has been considerable interest from visitors who have snorkeled over the area, and he hopes that the project will prove to be a major tourist attraction in the future. He adds, "The only way that GAARP can be continually scaled up and become a sustainable and environmentally successful tourism product is by attracting external funding."



Tip-Top Tips for First-Time Caribbean Cruisers

Heading out for your first Caribbean cruise? One of the best things you'll find is the willingness of the Caribbean cruising community to give advice! We asked a wide selection of experienced Caribbean "old salts" for their top tips, just for you. (One correspondent remarked, however, "I object to the term old salt! I'm not an old salt, I'm a person of mature years and saline disposition!')



STEVE JOST

Plan ahead — but leave room for spontaneity if you find a place you want to linger.

We received a wealth of information, ranging from the objective and practical to the subjective and offbeat. Thanks to everyone who so generously shared the wisdom of their experience. We hope all you first-time Caribbean cruisers will find many helpful hints here to enhance your experience.

Plan ahead (but not too much)!

Writer, photographer and sailor David Lyman says, "Research before you leave home. Build a library. Develop basic knowledge of the various islands, their cultures, topography, harbors and marine facilities. Buy and read through Chris Doyle's cruising guides to the Leeward and Windward Islands, take them with you. Subscribe to *Caribbean Compass* by sending a request to sally@caribbeancompass.com — it's free and full of useful and entertaining information, and you'll get a link each month to the current issue. The Back Issues Archive at www.caribbeancompass.com/backissues.html is another great resource. Read some of the classics to get a historical point of view on the islands. Michener's *Caribbean*, and *Don't Stop the Carnival* by Herman Wouk are two that come to mind; there are a hundred others. Books and guides not only provide practical information, they fuel the dream.

"Get NGA Nautical chart - 108, Southeast Coast of North America. It covers the Western Atlantic from Canada to Antigua (US$25). Stick it up on the wall and look at it each day. It'll get you into the immensity of the two-week offshore voyage to get to the islands. I bring one with me on each delivery and add fixes twice daily, make notes, add drawings — create a visual record of the voyage. I have two dozen of these now, plus the logbooks and journals.

"Buy Imray Nautical Chart - Imray-1 Eastern Caribbean (US$25). Stick that on the wall as well. More dream fuel. Bring it with you. Get Navionics on your smartphone and iPad. For less than US$100 you have all the detailed charts you'll need, and a navigation tool to plan voyages, stow routes, and calculate time-rate-distance problems. I used my iPhone and Navionics to navigate from Maine to Martinique two years ago. Didn't look at the chart plotter once.

"Destination? Have you figured that out yet? You could spend two weeks or an entire season exploring the US and BVI. I've spent years. But, once there, it's a headwind bash to get east and south. You could head south-southeast on an east-northeast breeze from the BVI all the way offshore to Grenada, then work your way north back up the island chain, but that would take a full season. If you're planning to spend just a few weeks or a month on your own boat, head for St. Martin/St. Maarten or Antigua. Both have marinas with slips to park your boat while you are back home. There are marine services, provisioning and frequent flights home. From either destination, there are nearby islands to visit, cultures to explore, hiking trails, waterfalls, open-air farmers' markets. Antigua is perhaps a better jumping-off spot, as the French islands of Guadeloupe and Martinique are a day sail away and the wind will be on the beam down and back.

"We've made the leap from the BVI to Guadeloupe in 30 hours, with the east-northeast wind. A delightful jaunt. We worked our way all the way down to Bequia and spent a month, then sailed on to Grenada and spent a month, then worked our way back north to Antigua for the Classic Regatta and Race Week, then sailed offshore back to Maine. That was six months."

Cruising guide author Chris Doyle says, "Before Covid, cruising in the islands was very free and easy. Boats would change islands frequently and move a lot. Unfortunately, for the coming season, Covid is still going to dominate cruising plans. First step is to make sure all those on board who are old enough to be vaccinated are fully vaccinated, with valid certificates of vaccination. Changing countries (and the Caribbean has a lot of them) is probably going to remain complicated, with the necessity of filling in and submitting forms, taking PCR tests, and in most cases doing some quarantine time. This means that most successful cruises will be less spontaneous than before, and more carefully planned to minimize the number of border transits.

"Several countries in the Eastern Caribbean, once entered, have many anchorages that allow for a week or two of cruising without having to clear Customs again. These include the USVI and BVI, Antigua & Barbuda, Guadeloupe, Martinique, St. Vincent & the Grenadines and Grenada, Carriacou & Petite Martinique. Most other islands have enough going on ashore to make lengthy visits worthwhile. An investment of significant planning time to get the most out of your cruise, to allow for thoroughly exploring countries one by one, rather than flitting up and down the chain, will be rewarding."

John and Darcy Dillon on *S/V Kindred Spirit* can attest to that strategy, saying, "We began our passage south in 2018 and have spent the last three seasons between St. Vincent & the Grenadines and Grenada."

John and Darcy add, "As the old cruising saying goes, 'You can pick a day or a place — just not both.' Make sure you have an open agenda on your passages from North America. Having to be in a specific port on a specific date rarely works, as you'll be pounding into the tradewinds and having a miserable time. Weather windows for pleasant passages always arrive. You may have to wait for two weeks, but that's why you give yourself plenty of time to reach your Caribbean destination.

"Spend some time and develop a hurricane plan; chances are your insurance company is going to ask for one anyway. As to specifics on tropical events we've found Don Street's information invaluable in understanding and preparing for the tropical season in the Caribbean. See www.street-iolaire.com."

Lynn and Ken on *Silverheels III* remind us, however, "Be flexible. Cruising plans are best written in the sand. So many variable factors such weather, boat problems and the general wellbeing of your crew may necessitate last-minute changes to one's long anticipated cruising itinerary. And get your head out of those screens. Planning a cruise by asking on Facebook questions such as 'What are the must-do things in Caribbean?' takes the spontaneity out of your cruise."

Anchor tips

John and Darcy say, "You want to sleep well, so come down with a proper anchor and chain that will suit your long-term needs. Our suggestion is to read Capt. Fatty Goodlander's book *Creative Anchoring*, as it has time-tested information to keep you safe at anchor, along with anchor etiquette. It's well worth the read."

Cruising guide author Don Street goes further: "As an absolute minimum, have two anchors in the bow rollers so that in crowded anchorages they can be dropped in a V formation in what Americans call a 'Bahamian moor' or what the British call a 'proper moor' to minimize swinging space. This is well illustrated by drawing and text in the booklets that accompany Imray Iolaire charts.

"A third anchor should be stowed aft, preferably with its chain and rode attached, to be used as a stern anchor when mooring bow and stern close to shore. Again this is illustrated with drawing and text in the booklet that accompanies Imray Iolaire charts. Note in the drawing that, when bow in, the stern anchor is pulling uphill so large amounts of rode do not have to be used.

"If the boat is going to be in commission during hurricane season it is essential that at least two other anchors with chain and rode be carried in case the boat is unfortunate enough to be caught by the hurricane or strong winds on the edges. A big Danforth with the cross-arm removed takes up very little space. The aluminum Fortress anchor disassembles. Stow two Danforths or Fortresses in the lazarette so you have a total of five anchors — and hope you never need all five." (Read the story of how *Iolaire* survived Hurricane Klaus using seven anchors at www.street-iolaire.com.)

See David Lyman's anchoring tips in the sidebar on page 14.

Lock it or lose it

JoAnne Harris, who sails with her husband Bill on the trimaran *Ultra*, says, "Always, always protect your dinghy, since it is one of the most valuable things aboard other than your crew.

—Continued on next page



ERIN CAREY

Magnificent Frigatebirds in Barbuda. Get to know the local flora and fauna.

—*Continued from previous page*

"Aboard *Ultra* we always use a 20-foot-long, three-eighths-inch stainless steel chain and padlock to secure our dinghy wherever and whenever. Whether we are at the dock, at another boat for happy hour, at the beach, or our dinghy is in our dinghy davits, it is always locked. To lose a dinghy to theft or simply to a line chafing is super upsetting, a tremendous inconvenience and definitely very expensive.

"Also, we always use a channel-type lock that fits over the outboard mounting handles to secure our outboard. If only a padlock is used to lock the two screw handles together of the outboard, it can be easily cut by bolt cutters."

Money matters

Denise Simpson, aboard *Fair Lady* with Michael Donovan and their daughter Natasha, says, "Get a good safe and carry US dollars, which are accepted in all islands, as often it's hard to draw cash from banks and you can get heavy bank withdrawal charges on ATMs (if they work!), unless your bank refunds withdrawal charges. And never use satellite ATMs in case they swallow your card."

Meet local people

Lynn and Ken say, "Speak with an islander every day, and not just when they're serving you a drink or a meal. Fear of missing out tends to keep cruisers in like-minded packs that will often miss out on unique opportunities to meet and interact positively with islanders. This cruiser 'group think' syndrome will surely limit some of the serendipitous social aspects that you probably set sail to enjoy. Speaking from our own experience, we didn't go cruising just to hang out exclusively with other boaters."



ELLEN BIRRELL

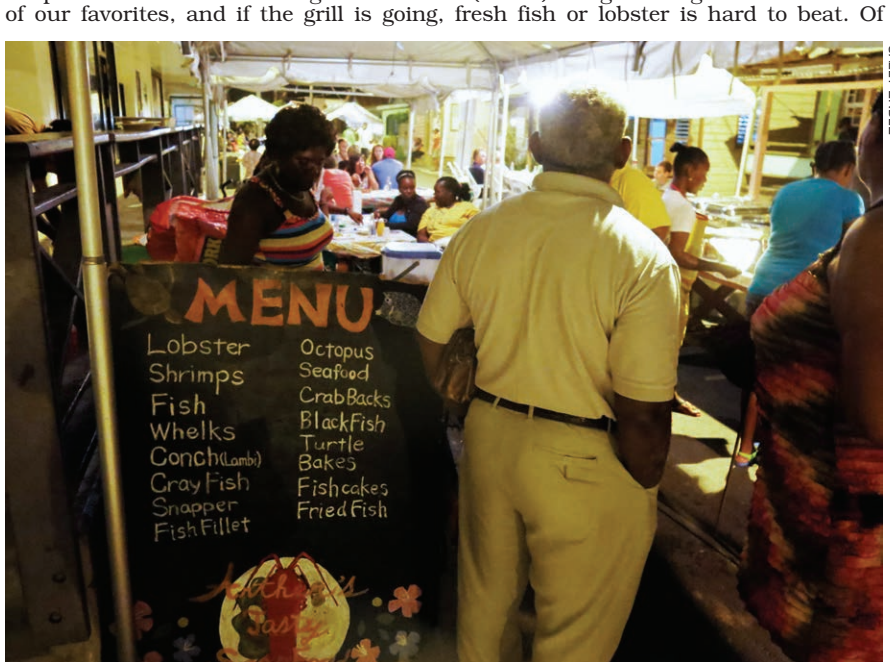
Meet local people, like these friendly domino players in Puerto Rico.

John and Darcy second that, saying, "The local population on the Caribbean islands are wonderful people and it's well worth getting to know them, especially if your plans are to remain in the Eastern Caribbean. Some of our closest friends are locals, as we see them year after year. Most cruisers are transients who tend to come and go. The typical local person is kind and pleasant and most likely religious. It's courteous to say 'hello' or 'good day' to those you pass on the street, even if you do not know them. Being demanding should be avoided, as it's not their culture."

A word to the wise: "While the last couple years in the Caribbean have been problematic due to Covid, this coming season will also have its challenges. Remember that each island country is going to do everything it can to protect its citizens. Be a good guest and follow all the required protocols, whether you believe they are appropriate or not. You're not in your home country anymore."

Eat local

John and Darcy also recommend: "Leave your taste buds from your home country behind and enjoy the good local cooking of the islands. Callaloo and 'goat water' soups are awesome. Curried goat and lambi (conch) along with a good roti are some of our favorites, and if the grill is going, fresh fish or lobster is hard to beat. Of course, the fruits are also awesome with an abundance of bananas, soursop, avocados, and of course mangos! We prefer to frequent the locally owned restaurants serving local foods, but if you need a taste of 'back home' you can always find something that will suffice."



SALLY ERDLE

'Leave your taste buds from your home country behind.'

Ride local

Bill Woodroffe, who sails on S/V *Kalunamoo* with his wife Maureen, says, "New cruisers should not hesitate to jump on the local maxi-taxi or buses. It would be great, however, if the islands could publish some route guidelines — electronically — so they don't become Adventures in Destinations!"

Get to know the local fauna

Jim Hutchinson of S/Y *Ambia* says, "Out where we anchor, sometime around my second cup, I start to hear the quacking of brown boobies. They loosely gather over farther reaches of the bay to dive for their breakfasts. Brown boobies are big birds, visible at a distance against the blue sky. They fly in loose flocks, giving each other lots of flying room for maneuvering and diving from height. Their squawk is occasional, when they get excited, not the continuous din of laughing gulls that flock like a flash-crowd over anything edible.

"We used to hang at Chatham Bay, Union, back when it should have been declared an SVG National Park, listening to the tropical mockingbirds in full chorus spotted across the precipitous hillsides to the east. I stopped going to Chatham when the dominant sounds became outboard motors and amplified music — call me sentimental. I avoid several places I once held sacred.

"Tropical mockingbirds offer the best of the birdsong. They sing an amazing repertoire for minutes on end and, to a point, will hang out near humans. Other than the intrusive grackles, they are the most visible, some places called cable bird, where they often perch to perform.

"That hardly touches on the bird life in these parts. Most are found where we are not. Birds, in general, don't like noise. There are reports worldwide that birds are being heard in places where they had not before the pandemic locked us down. But even those are few. Most birds seem to prefer pure nature, of which they are a part — civilization conquers nature.

"So, enjoy these islands quietly as you contemplate how you will cast your vote regarding the 'new normal.' Listen to the birds. That's my top tip.

"*Birds of the Transboundary Grenadines* helps you find and identify the birds in these parts (its author, Julianna Coffey also writes good stuff for *Compass's* Eco News). Bela Brown's bird articles in *Compass* tell us who the birds are, their culture.

"And while you are at it read Darelle Snyman's monthly articles on what lies beneath the surface (which is also, we are increasingly learning, noise sensitive… as well as to global warming, plastic and the rest). And Jim Ulik's monthly look at the sky overhead tracks tiny Gaia through the void.

"(On the scale of a 12-inch [30cm] globe of planet Earth, Gaia's biosphere, from the bottom of the ocean's deepest trench to the top of the sensible atmosphere, is less than the thickness of a dime.)"

Make music

Bill says, "Totally non-professional musicians can play and sing to their hearts' delight out at anchor without disturbing anyone. Bring along whatever musical instruments/talents you have. There's plenty of time to practice either at anchor or sailing between islands. And to signal your non-professional status and to invite others to join in, fly your musical flag on the port spreaders!"



'Fly your musical flag on the port spreaders!'

Give back

John and Darcy note, "Giving something back to the islands you are enjoying is a nice gesture and there are many nice ways of doing this. We've been involved with Hands Across the Sea, a non-profit founded by two cruisers over 13 years ago. They provide new age-appropriate reading books to local school libraries along with support for adding new libraries where needed. Reward yourself and be active in your own supportive cause."

Remember to have fun!

And last but not least, JoAnne says, "Cruising is a great life full of amazing adventures, but also full of heaps of boat repairs and challenges. Never, ever forget to have fun!"

We join John and Darcy in saying "We would like to wish safe and fun passages south for the new season to all new arrivals. Above all, have fun and enjoy the ride!"

Thanks to all the "old salts" who shared their tips with this year's first-time Caribbean cruisers!

Want more? See past Top Tips for New Caribbean Cruisers on page 22 at www.caribbeancompass.com/online/november19compass_online.pdf and on page 23 at www.caribbeancompass.com/online/september17compass_online.pdf

—See David Lyman's anchoring tips in the sidebar on next page

Anchoring Tips 101

by David Lyman

If your sailing usually involves spending nights on a mooring or in a marina slip, get ready for the Caribbean cruising experience of anchoring out. Here are some tips to get you hooked!

• Lower the anchor; don't throw it over the side. Don't just drop a load of chain and let the wind or current drift you back. Otherwise, you may find the chain has piled up on top or wrapped around the anchor itself.

• Once the anchor is on the bottom, back down slowly. Let the chain pay out, so it lays on the bottom in a straight line. When you have sufficient scope, snub the rode and let the anchor drag to set. Don Street describes this as like setting a fishing hook: set it lightly at first, then harder. You can tell when the anchor is setting by watching the chain or rode straighten out.

• Back down again to put some tension on the chain. Watch the chain or rode rise up as it tightens. If it slackens, the anchor is dragging. Put a bare foot on the chain just forward of bow roller and you will feel the anchor drag over the bottom or set.

• If you are using all chain, once you are confident the anchor has set, rig a snubber line and pay out more chain, so it hangs in a loop, the snubber taking the strain.

• Dive over the side, swim forward with a mask and take a look. How does the anchor sit? What's the bottom look like? How does the chain lie on the bottom? Diving on my anchors in the clear, warm Caribbean waters has helped me understand how anchors lie, drag, set, or don't on various bottoms. Back in Maine, where the water seldom gets above 60°F, even in the summer, diving is well... less inviting. So, I trust the visual and bare foot technique on the chain described above. A foot on nylon rode also works.

Now you can go ashore and you can sleep confidently at night.



Dumping a load of chain on top of the anchor gets you this: a fouled anchor with no hope of setting.



Predictions for the 2021-2022 Winter Season:

MANY CHALLENGES AND MUCH OPTIMISM



CHRIS DOYLE

Get here and enjoy the reason you bought a yacht in the first place.

The pandemic that began in March 2020 turned the Caribbean sailing scene upside down. Measures such as restrictive yacht-entry rules, vaccination and testing slowed both the spread of Covid-19 and the usual movement of yachts through the region. Although the tide is turning now toward relaxed entry rules for vaccinated sailors, bringing hope that the coming season will see more yacht movements, regattas and marine business activity, there are setbacks such as, as of this writing, the lockdown in Grenada.

In light of all this, *Caribbean Compass* asked a cross-section of people involved in the Caribbean yachting sector to gaze into their crystal balls and reveal their predictions for the upcoming sailing season 2021 – 2022. Here's what they see!

Pandemic effects

Cruising guide author Chris Doyle says, "Several things are going to feed into the coming season. Low vaccination rates in the islands due to vaccine hesitancy are going to prevent a return to normality and stop governments from a major easing up of regulations to more visitor travel. Added to which there is the very real prospect of the Delta variant gaining entry to the islands and resulting in a much more rapid spread of Covid. This means we must expect that regulations will change from time to time, depending on the circumstances, and there will continue to be some feeling of uncertainty.

"The past year saw a reduction in quarantine time in many islands from one or two full weeks to 48 hours for those who are fully vaccinated. If this holds up, it will help, but we still must deal with complicated transit requirements including Covid testing and some quarantine time. All of this makes traveling from one country to another more complicated and expensive. On the other hand, cruisers that have been holed up in Grenada and Martinique since the beginning of Covid are probably getting a little stir crazy at this point and may be motivated to cruise.

"I would see a little more cruising activity in the coming season, but it will be very far from 'back to normal.'"

Chris's fellow cruising guide author Don Street concurs: "There will be a good charter season and a moderate number of visiting yachts, but things will not get back to pre-pandemic levels until the 2022-23 season."

Caroline Blatter, Director of the Superyacht Services Guide, is more optimistic: "My feeling is that there will be more traffic of yachts, as Covid lockdowns in Europe and the US have made people reassess their lives and dreams. Those who are able will pursue taking sabbaticals, or charter for a holiday break over Christmas/Easter. I am amazed in truth, seeing the numbers, and the extent people go to, to get a holiday despite travel challenges. I think this is reflected in the vast number of yachts crossing with World Cruising Club's ARC events in November and December 2021 and January 2022, with over 400 yachts signed up to cross from the Canary Islands to the Caribbean.

"Movement around the Caribbean islands will be dictated by Covid numbers and vaccination rates on each island, and whether there is a robust and easy online entry system for yachts to adhere to.

"The charter business will be bolstered by increased airlift. If people can fly in — with proof of vaccine and negative PCRs, with little or no quarantine needed — they will, hoping they don't need to quarantine on their return!

"So my thoughts are that there will be more yacht traffic and charter guests coming to the Caribbean than last year — with lots of RATs (Rapid Antigen Testing) and PCRs becoming the norm, as well as vaccine passports.

"Be ready — I am sure the islands need this."

Jesse James, SSCA Cruising Station Host for Trinidad says, "The global pandemic has affected everyone in some form or fashion. Some lives and businesses were turned upside down never to be the same again. But the human race will overcome this virus; we will recover and get our livelihoods back.

"Trinidad & Tobago went on a lockdown in March 2020. Borders were closed to prevent importation of the virus. With sea borders being closed, no yachts were allowed to sail here for the 2020 hurricane season, nor were boatowners able to get exemptions or any flights to come back to the boats that were left in boatyards.

"But finally there is light at the end of this very long tunnel for everyone. Our air and sea borders reopened in July (see "Trinidad Welcomes Vaccinated Sailors" in Info & Updates, page 5). Now you can enjoy the great sites and attractions such as the Caroni Bird Sanctuary, Asa Wright Nature Centre, Pitch Lake, mud volcanoes, bat caves, Nariva Swamp, the 85-foot *murti* of Hanuman, a Hindu temple built out in the sea, the Angostura bitters and rum factory, and lots more — and also enjoy the wonderful warmth of the people, culture and foods.

"Not forgetting Trinidad Carnival, which will happen once all the risk has been overcome and we can all have a blast with no worries or stress to think about.

"Then sail over to sweet Tobago and recover from all the hard work and fun times, and really enjoy the true reason why you bought a yacht in the first place.

"So yes, Trinidad is positive about the months to come."

Avell Davis, owner of Grenadines Sails, disagrees with the optimism, however, saying, "What I see coming is more lockdown, more dangerous strains of whatever wrecking the yachting industry. The draconian vaccine laws would be enforced, affecting businesses and yachtsmen alike. The taste of power and control by the powers that be won't be relinquished so easily. There are many yachties who are anti-vax or at least don't trust the vaccines and would not take them, and they won't be allowed to sail through the islands and the world at large. The governments of our islands are getting far more heavy-handed than the big cities. There is too much brainwashing by the media and the governments. Therefore much of our yachting sector will die because the middle class, which makes up the yachting class in the islands, will be demolished worldwide. Then it will be beggars and billionaires."

Yacht transport buoyant

Jan Maarten Boissevain, Commercial Director of Sevenstar Yacht Transport, says, "What we hope and what we predict are not entirely in line. We hope that all the islands stay healthy and Covid-free, and everybody is welcome to travel to the islands again keeping in mind the required vaccination rules and regulations.

"What we predict is another season of Covid issues coming up and causing closure of certain regions, and difficulties travelling. It is important that the local governments keep a steady course and not change the rules too often. Set clear rules to travel in and out of the countries and check on this.

"Clear and steady rules and regulations will result in more movement and steady growth of yachts into the region again. Changing the rules and closures (like Martinique now) are serious threats to the yachting tourism.

"Also a general plan or set-up for travel for the entire Caribbean would help a lot, but this is probably impossible to achieve.

"We keep moving our ships and transporting yachts to the Caribbean this season and will be there again this coming spring to pick them up.

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"We have added more ports in the region to avoid issues for our clients to travel between the islands.

"As mentioned, we have good hopes for a nice and healthy winter season in the Caribbean — hope that keeps us all going."

Simon Judson, CEO of Peters & May yacht transport, says: "After more than a year of restrictions, yacht owners in the region are keen to get back out on the water, relocate, change cruising grounds and participate in racing events that are once again taking place.



PETERS & MAY

Loading 52 yachts aboard a transport vessel in Antigua.

"Our new Oslo Bulk service, introduced at the end of last year, has been particularly popular. It means that we can continue to run regular northbound and southbound heavy-lift sailings from the US East Coast and the Caribbean," Judson continues. "With hurricane season upon us, we will certainly start seeing more boats going northbound rather than southbound and are expecting an increase in the number of sailings in comparison to the previous years."

"One development which is posing a challenge has been a significant escalation in freight rates: Matt Penfold, the Managing Director for Peters & May's US division which serves the Caribbean, observes that pricing for containers coming out of China has quadrupled over the last few months. 'We'll need to wait for the market to sort itself out,' he remarks. 'Once the shipping catches up with the demand it'll level out a bit: but it's a good thing in a sense because it shows that everything is moving again, and that makes our world spin round, financially.'

"In anticipation of the upturn in enquiries, Peters & May is preparing for a busy quarter ahead, ensuring that cradles and equipment are available where required and loadmasters are ready at the relevant load ports."

Government support will help

Oriel Blake, Executive Director of the US Virgin Islands Professional Charter Association, says that government support for that territory's growing charter sector bodes well: "The popularity of yacht chartering in the US Virgin Islands shall likely increase, owing to the fact that since June/July 2020 the territory has been open and the Covid-19 protocols have made it increasingly easy to travel, especially from the United States. The 26th Supplemental Executive Order allows a traveler who was vaccinated against Covid-19 in the USVI reentering the USVI to present a vaccination card in place of a negative PCR, antigen or antibody test result. The vaccination card can be submitted on the USVI Travel Screening Portal to receive clearance to enter the territory. It is anticipated that this shall be extended to individuals who were not vaccinated in the USVI in the coming season.

"Presently no Covid-19 test result is required to travel to, or return to, the US mainland (unless the state you are traveling to has specific Covid-19 testing requirements in place), and once vaccinations from outside the territory are accepted by the USVI government, for those originating their travel to the USVI in the US mainland no testing will be required either inbound or outbound.

"Additionally a new Cruising Permit is in the making, which could be released in the next season. This would replace the complication of temporary anchor permits that have been enforced for both commercial and private vessel use during the pandemic.



TIM BISHOP

Pent-up demand is reflected in the vast number of yachts crossing with ARC events.

"The USVI government is very supportive of the tourism industry as the territory's largest economic driver, and very supportive of the marine charter industry as a significant element of its tourism product, especially with resorts and large cruise ships being inaccessible to travelers in the aftermath of the pandemic.

"Both government and private sector alike recognize that yacht charters offer a luxury vacation experience where guests may enjoy controlled environments that address contemporary concerns regarding health and safety. Yacht crew and charter clients alike are familiar now with travel during the pandemic, and with the vast majority of crews and clients now vaccinated business is returning to usual, albeit a new version of usual which includes lots of cleaning, PPE, sanitization and testing.

"The popularity of charter in the USVI and the increase in number of charter business operations in the territory have brought increased interest in the industry by the government, which in turn has meant for VIPCA that we have had more interaction than ever before with a growing number of government departments. From the Department of Planning & Natural Resources with its Division of Coastal Zone Management and Division of Fish & Wildlife, to the Department of Health, the Port Authority, the US Coast Guard and Customs & Border Protection, we've met multiple times to discuss how to facilitate the continued success of yacht charters in the territory.

"VIPCA chairs the Governor's Marine Taskforce and has advocated for the new Cruising Permit to bring together the requirements of each Government department as it pertains to Covid-19 protocol but also to facilitate a streamlined procedure for charter business to proceed and to grow in the future both safely and compliantly."

Supply and demand considerations

Robbie Ferron, Director of the Budget Marine Group, says, "In basic old-fashioned economic studies everything centred around demand and supply. This may still be useful in the analysis of our upcoming seasons in yachting in the Caribbean.

"Demand is the easy side. There is no doubt about the demand — not only the usual and consistent, but also the pent-up demand.

"Supply is the difficult one. Can we offer the same level of services as in the past?

"There is unlikely to be a supply problem in the basic Caribbean services in the categories of hospitality transportation and entertainment. These will bounce back effortlessly.

"The basic marine services will also bounce back, but they will need to increase their staffing and high-level competencies in the short term, while also battling supply chain shortages and increased costs.

"New yachts will arrive in the Caribbean that will be adjusting their equipment, which will be manageable. The tough part will be the reactivation of yachts that have been stored over a long time in the Caribbean heat. Under normal circumstances a launching of a stored boat leads to the discovery of numerous problems. With the average storage time now being likely to being substantially longer due to the epidemic, these problems are likely to increase significantly. The marine industry will be challenged!"

Regattas reset

Michele Korteweg, General Manager of the Sint Maarten Yacht Club, echoes many of the ideas expressed above, and notes that regattas are adapting: "I am hoping to see an increase in confidence of boatowners to make the crossing to spend the season in the Caribbean. There has been a lot of sailing happening in both the USA and Europe, unlike last year, so hopefully they are keen to continue this in the Caribbean.



ST. MAARTEN HEINEKEN REGATTA

Caribbean yacht racing sees a reset.

"I also think the Caribbean has a better grip on regulations for inter-island travel, although it is still challenged by what Europe and North America are doing (especially looking at the French islands, who fall under French regulations). Airlines are also offering more flights to and from the Caribbean, making it easier to bring in crew for regattas or for deliveries.

"I think that the vaccinations will help; people are more confident to travel and also want to travel after not having this option for over a year.

"The travel industry has changed. A big shift can be seen towards the outdoors and individualized travel, staying in villas/apartments, or chartering boats with friends and/or family. You see a lot of people who changed their lives: sold homes, switched jobs — people are more flexible and trying new things, and this could lead to an increase in cruisers sailing around the globe, exploring and working remotely.

"I also think that the Caribbean will see technological developments, as many processes have had to be done digitally to reduce contact. This should help with logistics (clearing in and out, the availability of supplies, online provisioning, etcetera) and make it more attractive to spend time in the region.

"For the St. Maarten Heineken Regatta in March 2022 we have been looking into technological developments which would increase the overall experience of the event on a long-term basis. Digitalizing payments, ticketing, etcetera, but also offering tracking and event apps will make the event more user friendly, increase exposure and most importantly, give sailors and fans more options to stay connected and involved with the event.

"The pandemic 'time out' also allowed us to review what we are doing and reinvent our products — going back to the drawing board to offer what the sailors and visitors expect from a regatta and provide a more personalized experience. I see this period as a (forced) reset.

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Going back to the core will allow us to enhance our event in future years. We are far more focused and want to offer world class racing for those that come to the Caribbean!"

Steve Burzon, Director of Marketing for the Caribbean Multihull Challenge, says, "As organizers and promoters of the Caribbean Multihull Challenge we have no choice but to be optimistic and cheerful about our event in specific, and on the Caribbean yachting scene in general. Hope springs eternal and we hear every day about the pent-up demand for warm water racing, cruising, and travel for the upcoming season.

"Our optimism is based on several factors including the growing reputation and awareness of our recently established unique CMC event; on the fact that we hear reports daily of the strength of the yacht brokerage and yacht building business worldwide; and not the least on the growing wealth of our target market — affluent sailors who will stop at nothing to enjoy their sport and pastime to the fullest.

"Just because we want to innovate, and because we know that even new events must be refreshed and updated, for 2022 (CMC IV) we plan to introduce the new Caribbean 60-Mile Multihull Sprint into the format of the CMC. This race within a race will be held on the day of the regatta with the best wind forecast. There will be two classes — an Ocean Racing one and an Ocean Cruising one. The requirement for both is that the entered yacht must be capable of doing the 60 nautical mile course in six hours or less.

"Can't wait to put this hurricane season to bed and get sailing again. Put on your safety harness — the winter of 2021-22 will be exciting!"

Cruising changes

As far as what cruising plans will look like this season, many observers saw the same vision in their crystal balls: Most cruisers and charterers will avoid the time-consuming and sometimes expensive border-clearance processes required to control the pandemic. Instead of racking up "How many islands can I visit in a cruising season, or in my two-week vacation?" they will have more (and possibly more rewarding) full-immersion experiences in fewer islands. Getting to really know some local people, revisiting favorite dive and snorkel spots, hiking, trying more restaurants, getting involved in volunteer projects and local events, etcetera, means really learning a place. As Addison Chan of the Facebook group Cuba, Land and Sea says, "Your mind is sharper and more receptive to information when you can focus on something other than 'Can I get a decent weather window to get to my next port of call?'"



MARK DEBNEIM

Cruisers are likely to slow down and de-stress in smaller cruising areas.



CHRIS DOYLE

Among the island nations and territories that offer multiple anchorages and ports within their borders are Puerto Rico and its offshore islands, the USVI and BVI, Antigua & Barbuda, St. Vincent & the Grenadines, Grenada with Carriacou and Petite Martinique, Panama with the San Blas Islands and Bocas del Toro, the Bay Islands of Honduras, Jamaica, Cuba, and the Dominican Republic. Martinique and Guadeloupe will qualify, too, when their lockdowns end. There's a whole lot to see and do in every one of those areas. And even if from time to time there might be a curfew, 9:00PM is "cruiser midnight," right?

Our thanks to everyone who shared their visions for the coming season in this article. We are happy to see that the majority are at least cautiously optimistic, and hope their crystal balls are right!

Demand is the easy side. Supply is the difficult one. Can we offer the same level of services as in the past?

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October, Not All Over!

by Don Street

There is an old Caribbean rhyme regarding hurricanes:

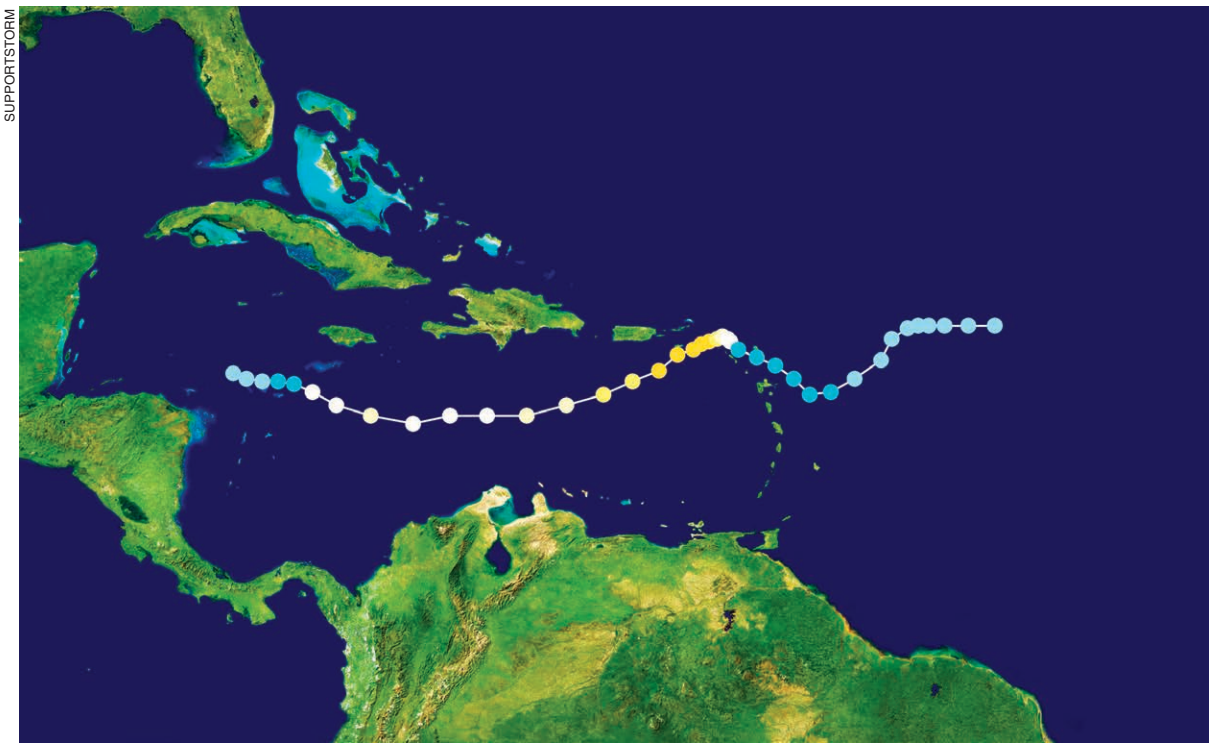
June, too soon
July, stand by
September, remember
October, all over

But the last line is no longer true.

Sailors in the Caribbean complained bitterly in the late 1990s when insurance companies changed their closing date of hurricane season from October 30th to November 30th. The figures that follow show that the change is completely justifiable. There were more November and December hurricanes in the last ten years than there had been in the previous 50.

In 1980 I obtained a book from the US National Oceanographic and Atmospheric Administration (NOAA) that showed the track charts of every hurricane from 1879 to around the mid-1970s. I then regularly obtained loose-page updates until 1988 when a new book came out that tracked all hurricanes from 1851 until then. I have since updated with loose pages right up through 2020.

SUPPORTSTORM



In mid-November 1999 'Wrong Way' Hurricane Lenny ran from west to east.

I have just done another review, as mentioned in last month's Readers' Forum, and have come up come up with some interesting figures on November and December hurricanes from 1950 to 2020.

In the months of November from 1950 to 1980 there were eight hurricanes and four tropical storms, and the period from 1980 to 1989 saw four November hurricanes in nine years. Ten November hurricanes and nine tropical storms occurred in the 30 years from 1990 to 2020.

However, with few exceptions, these November hurricanes had little or no effect on the islands of the Eastern Caribbean. The November hurricanes were either in the Western Caribbean or Gulf of Mexico, or out in the Atlantic.

One notable exception was Hurricane Klaus. In early November 1984 Klaus formed south of Puerto Rico, headed northeast hitting the US and British Virgin Islands, and continued eastward passing north of St. Martin.

Another remarkable exception was 1999's famous "Wrong Way Lenny." Hurricane Lenny was the fourth strongest November hurricane on record, behind the 1932 Cuba hurricane and 2020's Hurricanes Iota and Eta. Lenny formed on November 13th in the western Caribbean and maintained a west-to-east track for its entire duration. It attained hurricane status south of Jamaica on November 15th and passed south of Hispaniola and Puerto Rico over the next few days. Lenny rapidly intensified over the northeastern Caribbean on November 17th, attaining peak winds of 134 knots about 21 miles south of St. Croix. It gradually weakened while moving through the Leeward Islands, eventually dissipating on November 23rd over the open Atlantic. Lenny's storm surges affected the entire Eastern Caribbean chain.

December storms can be even more surprising.

Hurricane Alice formed on December 30th 1954 west of Grenada, headed northwest, took a right-angle turn passing over St. Kitts & Nevis, and then carried on out to sea. There was a December tropical storm in 1953, giving one December hurricane and one December tropical storm between 1950 and 2000. Then there were two December tropical storms in 2003, two in 2005, one in 2007 and one in 2013 — six in ten years.

Going through the yearly track charts it is obvious that in the months of September and October, the northern Lesser Antilles are hit by hurricanes to the point that area from Anguilla to Puerto Rico is referred to as "Hurricane Alley." But it's also apparent that the next couple of months aren't risk free.

The US National Hurricane Center (NHC) has stated that 2021 will be an active hurricane season, so stay alert. Regularly check www.nhc.noaa/gov for information on systems that may form tropical storms or hurricanes, and note their positions, course and speed of advance.

The vast majority of hurricanes that affect the islands of Eastern Caribbean start as low-pressure areas of rain southeast of the Cape Verde Islands. These move westwards into the Atlantic and sometimes pick up a circular motion. If and when one does, the NHC notes it as a tropical depression and gives its position, speed of advance, and direction. The depression sometimes forms into a tropical storm and then sometimes into a hurricane. These systems, as long as they are below 19°N, progress westwards, rarely changing course more than five degrees in 24 hours. With very few exceptions the alteration of course is to the north. Very seldom has a course alteration lasted more than 48 hours before the system again turns west. Only twice since 1851 has a jog to the south lasted more than 48 hours, and those two cases lasted 72 hours then turned west again.

Most tropical storms or hurricanes when they arrive at the island chain are relatively small in diameter although they may be very intense. Once a hurricane passes through the islands it can do anything, even make a right angle turn to the north, which has happened twice since 1851. Once in the Caribbean, alterations of course are to the north, never to the south. And after a hurricane passes north of 19°N it can go anywhere. If it continues on to the warm water of the Bahamas it usually builds up a big head of steam and becomes a major hurricane, causing havoc in the Bahamas and in the States.

It may be October, but it's not time to let your guard down yet.

For more information on hurricanes visit Don's website at www.street-iolare.com

TECH NEWS FOR CRUISERS

by Joan Conover

US Customs and Border Patrol ROAM Application

Be aware if you plan to leave or enter the USA.

The USA Customs & Border Patrol (CBP) has several applications used for entry into the USA. Most international travelers, and commercial airlines and vessels, use "CBP One." The app is on Google Play Store for IOS and Android. However, there is a legacy second app, ROAM, which is still used for private vessels; it's still on the Play Store. At this time, CBP One does not support private vessels.

The plan for this summer was to roll ROAM into CBP One with the addition of a cruising license and "report domestic port of call" features. Due to the complicated features of integration of ROAM into CBP One, a change to the roll-out date was made — and not without few issues, such as the June 2021 inadvertent deletion of the ROAM app from IOS's store. This was a brief event, but disruptive for private boaters who were impacted. Now the integration has been further delayed.

From CBP One: "Recently a decision was made to postpone CBP ROAM's transition to CBP One to late 2021 or early 2022. However, we will still be releasing the new features that allow pleasure boaters to apply for a cruising license and report domestic port of call."

These feature releases were due to be seen in CBP ROAM in mid-August. What this means for private vessels is that current ROAM users will require updating the app as the "fix" to add new features is applied over the summer. I had had to update the ROAM app in August, and do see the new functions.

One thing to be aware of is that when the two applications are combined, data will not migrate. All data for a private vessel will have to be reloaded into the new CBP One. When this happens, with the inclusion of ROAM functions into the one app for US Customs & Border Patrol and rollout of the new single application, there will be a need to reload the app and data. Be sure you have your info/codes and passport/crew information as a backup to this data input requirement. And remember, if all else fails, you can call the local USA entry port and enter the USA the old fashioned way, by phone call.

PredictWind

PredictWind (www.predictwind.com), the model-driven weather forecasting application, is adding new functionality and hardware for the cruiser's offshore toolkit. First of all, they will add a "data-hub" combined with a router functionality. What does this mean for boaters? First, good connectivity to other devices on board as well as connection to your communications device such as Iridium GO. Second, a way to keep your data/tracks stored for upload when connectivity is available. Where this becomes interesting is when you want to track progress/history for, say, rally reporting, boat racing, or your own routing abilities. Add to this the functionality of a small-footprint router to expand your internal WiFi onboard, at a reasonable fee.

The ability to utilize tide and current data, offshore, should be a real plus for routing passages.

There is also a new PredictWind functionality to add to your cruising forecasting abilities coming winter 2021-22. PredictWind will be adding both tides and currents to their data sets — critical for those sailing tidal areas of the Caribbean or the Gulf Stream currents.

Besides the effects of tides/currents on boat speeds, there is also the need to understand the direction of water-flows against winds due to the sea state impacts. For example, off the eastern coast of the USA or in the Caribbean, the 'stream' can flow at several knots. Yes, you can ride it for additional lift. But in wind against current conditions, this highway becomes a choppy mess with steep flat-backed waves. PredictWind will be able to offer additional data to help assist in this determination, using the best forecast models available. With the new feature of "Tides and Currents" this can add one more tool to your understanding of what your vessel and crew may encounter, for planning and then while offshore.

How can this new information be utilized? We all can observe how recent climate and weather changes are making it critical to project both the power and speed of developing fronts, which are longer and have a tendency to spin off small lows. Cruisers need to know if and when these lows happen, and the currents that can impact your location. A good rule of thumb: if wind is against waves, for every five to ten knots of wind add two feet, e.g. five foot waves become seven feet — the higher the wind goes, the bigger and closer together the seas. So if a current stream has five foot seas with the winds against it, the period will shorten, the waves get higher, and the backs drop suddenly. Winds directly against a stream can be dangerous, and most forecasting systems need to add the stream or current direction to the routing mix. For a current impact to waves and seas, it is a good teaching tool. And finding out where those changing currents are daily is important. The ability to utilize tide and current data, offshore, should be a real plus for routing passages.

Watch for this new PredictWind feature, coming in early 2022.

Satellite Locators/Communicators

Cruisers use various methods to keep in touch with family and for emergency communications while offshore. These range from simple trackers with one-way SOS messaging, to devices with tracking, two-way links, emergency notification, email and WiFi/cell/satellite links. It's a very actively growing market and is changing daily with new offerings. The Satellite Locations/handheld communicator devices include SPOT, Garmin InReach, and Iridium GO, and there are other satellite locator devices. Most or all support a third-party service for SOS/search and rescue (emergency notification) services, which many cruisers use offshore.

There is now a change to one of the SOS service providers for the SPOT devices. SPOT Satellite message/locator services has just made a major change to their emergency SOS vendor. SPOT now utilizes a system called Global Rescue, replacing the well-known GEOS vendor they used in the past. See www.findmespot.com/en-us/products-services/additional-services/all-devices#Global-Overwatch – Rescue-Plan.

SPOT says that this offers many more benefits with the expansion into more features such as travel insurance and emergency services for relocation. For any questions email rescue@wwwfocus.com. A question to ask is for any changes in how the new vendor responds to an SOS request from vessels in transit.

Based on personal understanding, all SPOT SOS contracts (ours is May 2021-2022) have now shifted to this new vendor as of September 1st, 2021. We also received an offer for a significant discount from our approximately US$250 yearly service to a yearly fee of $85 as an encouragement to renew one of our expiring service SPOT devices. Good idea to check pricing before renewal!

For SPOT customers, this change of SOS vendor to Global Rescue (Travel and Medical) means dropping the GEOS and GEOS Family options. Unfortunately, GEOS will no longer support the SPOT devices. However, GEOS continues to be the SAR/SOS provider on most other devices such as Garmin InReach, IRIDIUM GO and many other Iridium-based linked satellite locators. But if you use GEOS for SOS support as part of your account with SPOT, you will need to add a new, valid device to utilize the GEOS response features. A good explanation of GEOS is found at www.geosresponse.com.

GEOS response services are provided via the Garmin-powered International Emergency Response Coordination Center (IERCC), the only global Search and Rescue Coordination Center for Satellite Emergency Notification Devices (S.E.N.D.).

One replacement device supported by GEOS is the ZOLEO Satellite Communicator. This is a new offering from Australia, utilizes the Iridium satellite link, and has been designed with cruisers in mind. It's in a small waterproof case, has a 200-minute internal battery and good tight covers for connections. There is also an excellent universal mount kit, as well as clips. ZOLEO is actually more than just an Iridium satellite link: it integrates SMS/email/text with Iridium, cell and WiFi access service via the application.

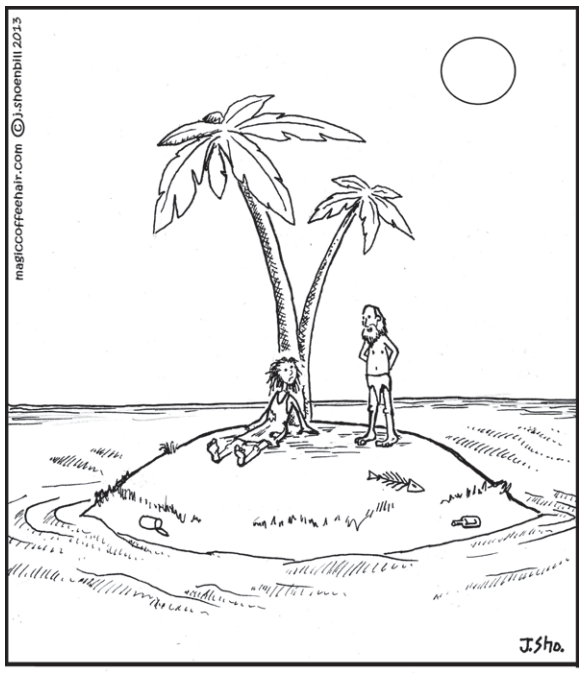
With the app, users communicate seamlessly between the available communications methods. For satellite communications, a service plan similar to those with other Iridium devices is needed. The device can be parked off season. ZOLEO uses a cell app (IOS or Android) as the input and output text as well, via a Bluetooth interface.

Another nice feature: for free, anyone can download the ZOLEO app, and use it to communicate with a ZOLEO device. It offers communications as well as a significantly enhanced message sizes — up to 934 characters. If a cruiser has their regular boat communication on board (the kind that is not easily removed for a dinghy ride), a device like the ZOLEO offers a good way to stay in touch between onshore persons and crew. It's not meant to replace shipboard communications such as installed Iridium GO or boat email systems, but offers a complementary way to connect, and offers an emergency backup for offshore needs.

One vendor offering ZOLEO is OCENS (www.ocens.com/zoleo), which also offers email weathercasts to the device. See more on the device at www.zoleo.com.

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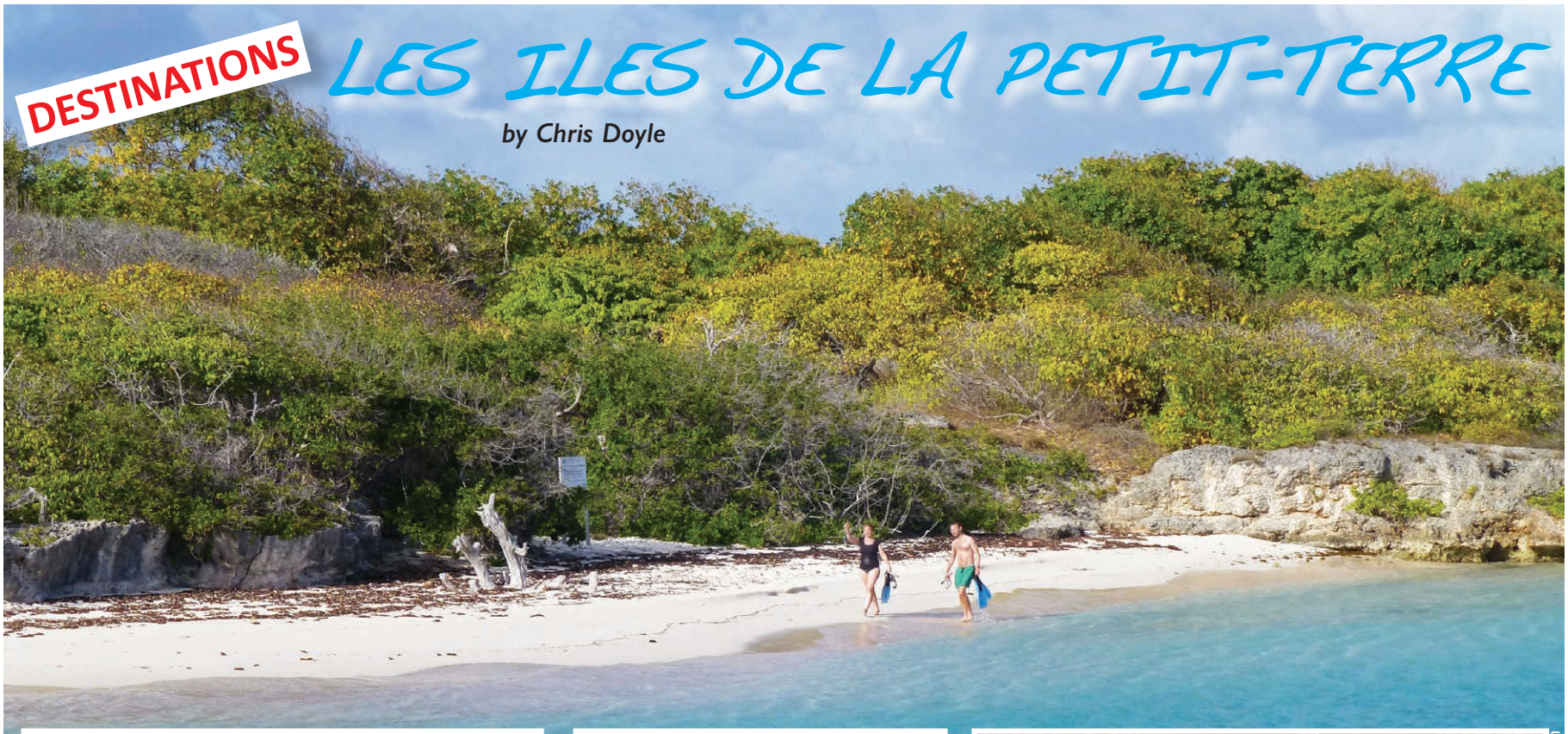


"You look nice today."

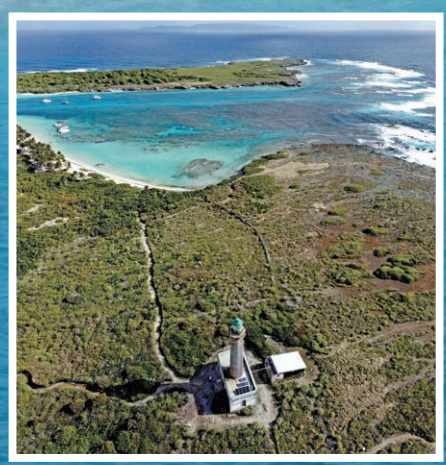
DESTINATIONS

LES ILES DE LA PETIT-TERRE

by Chris Doyle









LEXI FISHER

Insets from left: Moorings are in the deepest part of the lagoon.
West of the lighthouse, Terre de Bas is densely wooded. We got lost in the maze of old hunting trails.
It isn't prettiest reef you will find, but it attracts abundant sea life. *Main image: Terre de Haut is a valuable bird nesting site, so access is limited to a tiny beach.*

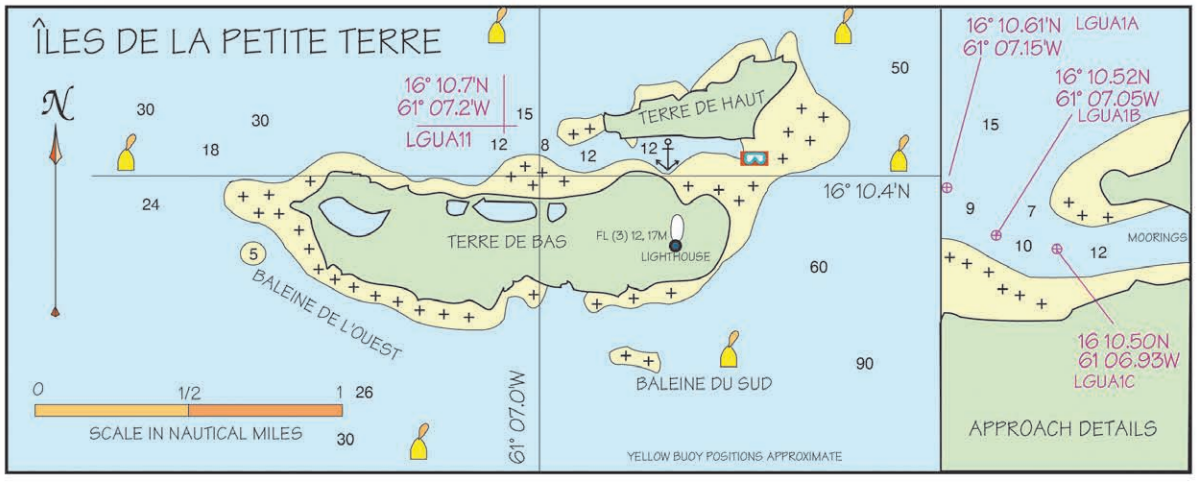
When I started writing *The Cruising Guide to the Leeward Islands* a quarter of a century ago, I heard about les Iles de la Petit-Terre. It was portrayed as a magical place: two uninhabited islands on the edge of the world, a palm-backed beach, a good anchoring area with ten to 12 feet of water, and a lovely reef. But — and it was big but — it was subject to swells and you had to cross a hard dead-coral bar of only seven or eight feet, making it, I was told, dangerous to approach in a boat like mine, which in those days was the CSY41 *Helos*, which had a six-and-a-half-foot draft.

I heeded the warnings for a year or two, but I was intensely curious so when conditions were reasonably calm and I had my good friend Paul on board, we decided to investigate.

It is fun sailing to les Iles de la Petit-Terre because they are very low lying, and the first thing you see is a lighthouse sticking up in the middle of the ocean. Once you get closer it is easy to make out the two islands. We sailed towards the entrance till we were in water about ten feet deep, and then dropped the anchor in the gentle swell outside the bar. It is not often flat calm, but there were no big or breaking waves. We launched the dinghy and explored with a hand-held GPS and lead line, and measured the depths on the bar. In this we were pleasantly surprised — it looked like the best approach had depths of at least eight feet.

We returned to *Helos*, raised the anchor, motored in, and anchored in the lagoon. In those days it was less visited and not yet an active marine park, though there was already a small day-charter trade of catamarans coming over from Guadeloupe. We walked all round the smaller island, Terre de Haut, and up to the lighthouse and the eastern cliffs on Terre de Bas. We snorkeled all over, taking the dinghy to the outer part of the reef.

I have visited nearly every other year since then and was happy to see it become an active marine park. This has come with moorings, which are in the deepest part of the lagoon. The ones for visitors are spaced in an easterly line and close together so they can get the most boats in. They have a few extra moorings for the big day-charter boats, which get a bit more space.



As waves break over the outside reef they get funneled into the narrower cut between the islands, creating a constant current of about one knot flowing east to west. I have, on at least one occasion, found this challenging when trying to pick up a mooring single-handed, and am happy that, when it was clear that I was failing, a French yachtsman came over with a dinghy to give me hand.

With the park came protective regulations. You can explore all over Terre de Bas, but Terre de Haut is a valuable bird nesting site, so access is limited to a tiny beach opposite the moorings that you are allowed to swim to (no dinghies, and good luck with the current). But exploring further ashore is not permitted. Dinghy use is now also restricted: you can only go from your boat to the main beach in Terre de Bas, where you should tie up to a mooring and wade ashore. When that regulation first came in, I wondered how I could possibly get out towards the entrance with all that current flowing through. In the end it proved not to be that hard. You swim out close to the land, which keeps you out of the current, and then when ready to come back, you head into the current and let it sweep you home.

The seabed includes old, dead coral beaten flat, large areas of standing but mainly dead coral, with plenty of holes and hiding spots for fish, some live coral, and various seagrass beds. It is not the freshest and prettiest reef you will find, but, being in the middle of nowhere, with open sea pouring though, it attracts amazing sea life including many turtles, rays, and nurse sharks, and I know of nowhere else that has such an abundance of interesting fish. Since the water is both shallow and clear you find yourself getting up close to these with ease. One night I put a light shining on the water from the back of my boat and it soon attracted some huge fish. I think they were probably tarpon. The marine park does now sometimes restrict snorkeling access in some areas with a line of buoys.

→



Above: Uninhabited islands on the edge of the world.



Top rght: In recent years birds looking for a handout have visited me on board.



Right: The islands are famous for hundreds of iguanas, which find it a perfect habitat.

Behind the coastline and west of the lighthouse, Terre de Bas is densely wooded with several salt ponds. One day Paul and I wandered into this area with little thought and no water and found ourselves completely lost in a maze of old hunting trails with no idea how to get back. It seemed impossible to be in this situation on a tiny island, but there was no way to move in a single direction through the dense bush and it was very hot and buggy. Once we realized we had no idea of the trails, or even where we were, we paid a lot of attention to direction, taking care to recognize junctions, in case we met them again and, after a long time, managed to find a way out. We mentioned it later to one of the park people stationed on the island and they said: "You are crazy. I would never venture into that interior."

The islands are famous for hundreds of iguanas, which find them a perfect habitat. There is also good bird life, and in recent years birds looking for a handout have visited me on board. As the park has become more popular, visitors must have taken to feeding them.

In bad swells waves do break all the way over the bar. The day-charter industry has grown profitable enough that the charter captains do not worry too much about these anymore, but use their twin diesels to plow their way in and out through breaking water if necessary. I think these conditions would still be dangerous in a monohull with some draft, and I watched with rapt attention one afternoon, as I planned to leave the next morning (by now on my cat, *Ti Kanot*). Luckily by then it had calmed down some.

As I write this, the park is closed, as cruising in Guadeloupe is restricted because of a Covid outbreak. But this will one day pass. If you want to go, you are supposed to go on the park's website (https://reservesdesiradepetiteterre.com/reservation-mouillages), book a mooring and pay a fee. I don't think I have managed to do that successfully yet, but so far there has always been space.

Chris Doyle is the author of The Cruising Guide to the Leeward Islands *and other guides, available at www.cruisingguides.com, online booksellers, and chandleries in the Eastern Caribbean.*



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THE SAILOR KING OF CARRIACOU

by Ralph Trout



Hope lives in this classic Windward house. There are usually one or two boats under construction in the vacant lot to the right.



Around the Island race in 1998. Hope's Imagine *never relinquished the lead.*

Inset: The last time I drank with Hope was in 2017 at the corner shop across from the government fisheries building in Windward.

A few years ago my attention was diverted from a pool game at the Wheelhouse in Chaguaramas, Trinidad, when I heard someone referred to as the "Sailor King of Carriacou." A thin man with thick gray hair wore a beaming smile in response. Over a Stag beer, I listened to the story of Mr. Hope McLawrence of Windward, Carriacou. Quiet and unassuming, he unfolded the short story of a man born to sail.

"The world is moving so fast it is so nice to go slow. That's why I sail. I dearly love to sail; seems it makes my life longer and fuller." That was Hope McLawrence's relaxing explanation of sail over power. "It is not about just going to a place, like the Tobago Cays or Grenville; the way you get there makes you see it different. Everything feels sweeter, more personal under sail."

Hope McLawrence was born in Windward, Carriacou, which is one of the most mellow, predictable villages in the entire Caribbean. Other island locales cater to and embrace progress; Windward remains the same, much like a museum exhibition representing an authentic Caribbean fishing village. The old houses of cedar shake and gingerbread face the sunrise. Most of the families bear Scottish names as descendants of the northern fishing companies and boatbuilders. The shoreline and the bay inside the protective reef display both the ongoing and finished products of this woodworking talent. The Windward boats are low-slung, beautiful traditional wooden sloops. Some still sail out in the mornings, heave to and drag lines, hoping to hit a school of big kings. Most of these traditional boats stay moored until a refit before the races of the August Regatta. Sailing is the way of life.

More than half a century ago, Hope McLawrence started sailing and fishing with his father. "Then the inside reef was loaded with conch and fish. Everything was there. My father would sail out in his small boat and point out a conch on the bottom; I'd dive and get it. Most times he'd have a big long pole and put it right on that conch shell. I didn't have a dive mask or anything in those times so I'd just follow that pole straight down to the bottom and grab that conch and bring it up." Hope looked out at the horizon with shining eyes, "Yes, in those days life here was easy. Happiness was a belly full of rice and fish under a good dry roof. I lived on the sea as a boy. Sea was first and always my love.

"The village of Windward became famous for corning (salting) fish. We'd get our catch salted and load it up for the sail to Grenville, Grenada. I might have been eight when my father first took me along to sell the fish. We'd leave early in the morning, just at sunrise. I can remember how badly that boat smelled. It had made a lot of voyages to the Saturday Market in Grenville without the ballast stones being pulled and the bilge cleaned. There had to be a mess of old fish rotting in that bilge water. The older guys were used to it but for me it was torture. I was sick almost the whole way. Then, after a few more trips, it became an event. We'd sail down to that market, no matter the weather. My father and his friends knew the seas and their boats. Sell the fish, get some ice cream, cook on the coal pot, sleep on deck, and carry on with the big men.

—Continued on next page



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—*Continued from previous page*

"I saved up and bought my first boat when I was almost nine. Think it cost me ten dollars, which was a lot of money. That boat leaked from the minute I bought it. I tarred the bottom, but it really needed to be caulked. Finally, I got some guys who knew how to teach me. The sails were flour bags sewn together." Hope leaned back with an easy, beaming smile, "Man, I'd go everywhere in that boat. It was just a small boat, maybe twelve feet, but I got it all fixed up to go fishing. I'd sail up to the Tobago Cays and camp out for three or four days. Catch and corn the fish, sleeping on the beach out under the stars with nobody around. None of these anchorages had anybody in them in those days. Since this was my own fish, it was mine to sell. So I guess that's when I first really started working for myself.

"Well, every time I'd do a trip like that I'd have to change the ballast stones and clean her out afterwards. That little boat was my ticket to everything and I couldn't have it smelling bad and drawing flies. After a while I started doing longer trips on the bigger trading boats to St. Vincent and Trinidad. You know, once I sailed in somewhere by having someone show me a route, I never needed to be told again. Today with GPS and those cruising guides, people with no experience are getting everywhere. It was years before I even saw a chart."

At 17 it was time to go farther. An uncle, Captain Bernard McLawrence, took the young Hope on as the cook's helper aboard the 70-foot schooner *Amberjack*. The boat traded everywhere by sail, carrying cargo and mail from Grenada to Carriacou. At that time it had just installed a motor, a small 30-horsepower Lister. Captain Bernard's partner, Romero, got a job of hauling a load of scrap iron out of Suriname. From Windward, the *Amberjack* stopped at Grenada and went on to Trinidad to load a cargo of bitumen. Three hundred drums of the road coating were stored in the hold. The crew was eight including captain, mate, an engineer, two cooks and three sailors. Young Hope's job was keeping the galley clean, scrubbing pots, serving the captain his meal. He was lucky to sleep in the stern next to the captain's cabin while the rest of the crew bunked in the forepeak.

At Port of Spain, the young McLawrence got his first taste of a big city. Loading the bitumen took a week. One day on the docks during lunch he bought a gold chain for 20 TT dollars that quickly became brass in front of his mates. He tossed it overboard. It was decades before his opinion of Trinidad changed for the better. On that trip, his pay was EC$16 a month. The drums were unloaded in Paramaribo, Suriname, and then *Amberjack* motored upriver where the crew waited for a pilot to take them to the load of scrap iron.

Near a tiny village called Carbo, the river pilot led the *Amberjack* to a small island with one tree where the scrap iron was piled. The river was very muddy and fringed with thick bush. Carbo was a hunter's village of about 20 people with one young girl, a church and a school. With the event of the schooner's arrival, the village had a dance laced with homemade wine. Every time a canoe passed on the river, it was filled with dogs and rifles. No wild meat was traded, but the crews' bellies were filled with fresh dasheen.

Nobody ever explained why the scrap iron was in the middle of the river. The surrounding jungle frightened the young Windward man, but the *Amberjack* anchored in the middle, away from the dense bush. His granduncle, Brown McLawrence, in Cayenne, had told a story of finding his Dominican gardener dead in the grip of a big anaconda. Hope was also told to beware of the wild boars that could eat a fellow if he fell, and to never take your eyes off of a lion if you were so unlucky to meet one. One night, one of the schooner's anchor lines parted and the boat swung into the mangrove bush. He could hear what he was told were lions howling, barking, and jumping. The current was running so fast that they let loose the other anchor and just ran downstream until the motor caught.

It took only three hot days to load the scrap iron, and four days later they were back in Carriacou, where young Hope resigned as the cook's helper. It was hurricane season and his father warned him out of the storms since Hurricane Janet had blown away the gallery of the family home. The *Amberjack* continued to Puerto Rico to sell the scrap.

There wasn't much opportunity in Carriacou in the 1960s to make money so Hope's family sent him to England on an ocean liner. Getting valuable mechanical training while working abroad for 20 years, he accidentally met other West Indians, Ollivierres from Bequia, in London. They became friends and continued as sailing buddies ever since. The Bequia boys arrived at Carriacou's August Regatta to sail seriously and the Windward crews returned the favor at the Bequia Easter Regatta.



Above: Carriacou traditional careening — getting race ready.

Arriving back in Carriacou, Hope bought his father's old boat, *MicMac*, and fished with it for years in the 1980s. That boat still rests at the north end of the beach at Tyrell Bay. On Petite Martinique, he first saw his present boat, *Imagine*. Sleek and traditional, the price was too high. Never forgetting *Imagine's* lines, Hope finally struck a deal four years later. He brought her to Carriacou and won the Carriacou Regatta in 1991, 1997, 1998, and 1999.

Imagine is the most traditional sloop of the Windward fleet and it is Hope's intention to keep it just so. The wooden mast is girdled with a rubber tire where the boom swivels. The pitch poles are three-inch bamboo. No sail type or material will be refused and all will be used. The mainsail can be recognized as belonging to an old Moorings charter boat. Hope knows his boat, the waters, and the winds.

With *Imagine* and with a slick, fast water-ski boat to complement sailing trips, "Hopie's Water World" was born. Day charter sails to Sandy Island, Petite Martinique, or around Carriacou kept him busy, but Hope McLawrence's real sailing love is racing. I sailed with him during the 1998 Carriacou Regatta, enjoying every minute. The careening and bottom prep by the traditional method took weeks prior to the event. Ballast was unloaded and the masthead attached by a halyard to a suitable counterweight, and then she was hauled down, scraped, caulked and painted. The friendly competition of the decked boats from the Windward families decided bragging rights for the season. Conch shell horns were blown, Heinekens were raised, and the losers discussed the reasons why at the Sunset Disco.

Carriacou organized a small yacht regatta that unluckily coincided with Hurricane Lenny's immense ground seas of November 1999. Boats from other islands, especially distant Trinidad, waited in L'Esterre Bay to race. As soon as the seas settled some, Hope arrived, literally, and led a large group of cruisers and racers through Windward's Water Bay barrier reef to maybe the only remaining tranquil anchorage. The following morning, Hope returned to race and later led more newcomers to safer shelter. Mention his name in almost any anchorage and more than a few heads will nod and smile at his friendship. Soft spoken, even after a few greenies, Hope just grins and says anyone on the glossy blue sea is his friend.

Below: Hope and Dave Goldhill circa 2016 at Bill Paterson's.



BILL PATERSON

The Caribbean should be listed as endangered. Corner shops are falling to KFC's. Grenada's even got traffic lights. Anchorages are crowded with gleaming high-dollar plastic boats and more wine is served at the boatie bars than eighths of overproof rum. The natives are abandoning the old ways. But Windward, Carriacou, and Hope McLawrence are going to hold on to that salty sailing past and smile.





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by Jim Hutchinson



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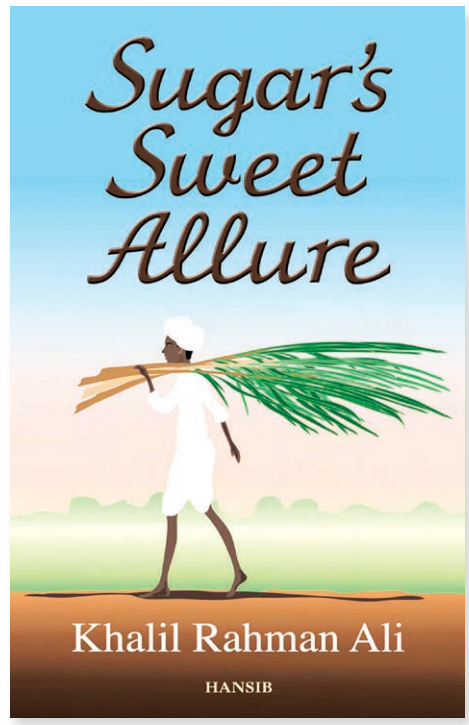
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BOOK REVIEW BY J. WYNNER

A Man of Great Resolve

***Sugar's Sweet Allure**, by Khalil Rahman Ali, Hansib Publications, ©2013. 312 pages. ISBN13: 978-1-906190-66-8*

Rahaman Ali's precise *Sugar's Sweet Allure* is an interesting and informative novel about the Indian indentureship experience in the Caribbean. In it readers journey first along the Grand Trunk Road in India, and then across the ocean to British Guiana with Ali's main character, Mustafa. A young man gifted with remarkable resolve, by the end of the story Mustafa is transformed into a man worthy of great respect and honour.



Readers also see the merging of the racial, cultural and religious differences among the people who came from far and wide — mainly Africans, Indians, Chinese, and to a lesser degree Portuguese — and formed the society that is Guyana today.

Ali's novel is the flip side of Jang B. Bhagirathee's *Chalo Chinidad*. Instead of telling the story of indentureship as one of hardship, and set in Trinidad, Ali gives a positive perspective of the arrival of the Indian people in the West Indies, set in Guyana.

The Guyanese-born author recounts the life of Mustafa from the time, as an 18-year-old Muslim, he was forced to flee his home village near Kanpur, Uttar Pradesh, in northern India, and travel the ancient Grand Trunk Road (which runs from today's Bangladesh to Afghanistan) because of his forbidden love for Chandini, his Hindu sweetheart.

Mustafa's aim was to find work, save his money and return to his village to ask for the hand of his beloved. But life's experiences along the Grand Trunk Road unfolded differently, taking him farther and farther away.

Along the way his adventures were many and varied. But no matter the situation, he always knew when it was time to leave and get back and continue his journey on the Grand Trunk Road.

When Mustafa stopped in an unknown village to rest under a banyan tree he was mistaken for a holy man and no matter how much he said otherwise, "The Long Walk beckoned once again for the Reluctant Holy Man."

A stay in Allahabad for the better part of a year at a Christian church, where he worked as a gardener and attended Sunday school, helped to improve his English speaking, reading and writing. But when the question of conversion stepped in, Mustufa stepped away.

In Varanasi he experienced Diwali, the Festival of Lights, where "the glorious lights of the clay lit diyas flickered" throughout the city. It was as if the lights lit up the person that he had become, too, "stronger, bigger in build, fitter mentally and physically, confident and less scared of anyone or any challenge".

The new Mustafa, having obtained a ride on the cart of Sundar Das, a recruiter for an agent in Calcutta, signed on with him to work as an indentured labourer in British Guiana (now known as Guyana). The long bumpy ride continued until at last they got to Calcutta and boarded the ship to the New World and a new way of life. Readers experience every detail in the long, turbulent crossing of the Kaala Paani — the Dark Waters of the Ocean.

In British Guiana, Mustafa's main regret is that his letters back home have gone unanswered. He has lost touch with his family and Chandini, but his resolve wins him not only many friends who admire and respect his leadership qualities, but also favour with his bosses, which earns him advancement in his work. He marries, has two sons, and progresses from labourer to driver until he is finally able to buy land and open his own business.

When Mustafa and his wife, Neesha, go matchmaking to the home of the Khudabakshs on behalf of one of their sons, Mustafa recognizes the girl's mother. It is Chandini. She tells him that her parents and siblings died. So did his parents. Their village went into decline, and Chandini then left, looking for work. Along the way she heard of work overseas and made the crossing to British Guiana.

The date chosen for the double wedding of his sons is the anniversary of the day Mustafa arrived in British Guiana, May 4th, 1845 — a memorable day for Mustafa. Ahmed weds Pansy, a Chinese girl from the village. Rattan weds Chandini's daughter, Soraya, the couple hoping to live the love that Mustafa and Chandini could not fulfill.

Sugar's Sweet Allure is a well-crafted story, rich in West Indian history. Spend some time reading this book and you will be enjoying time well spent.

ISLANDER

Island Poets

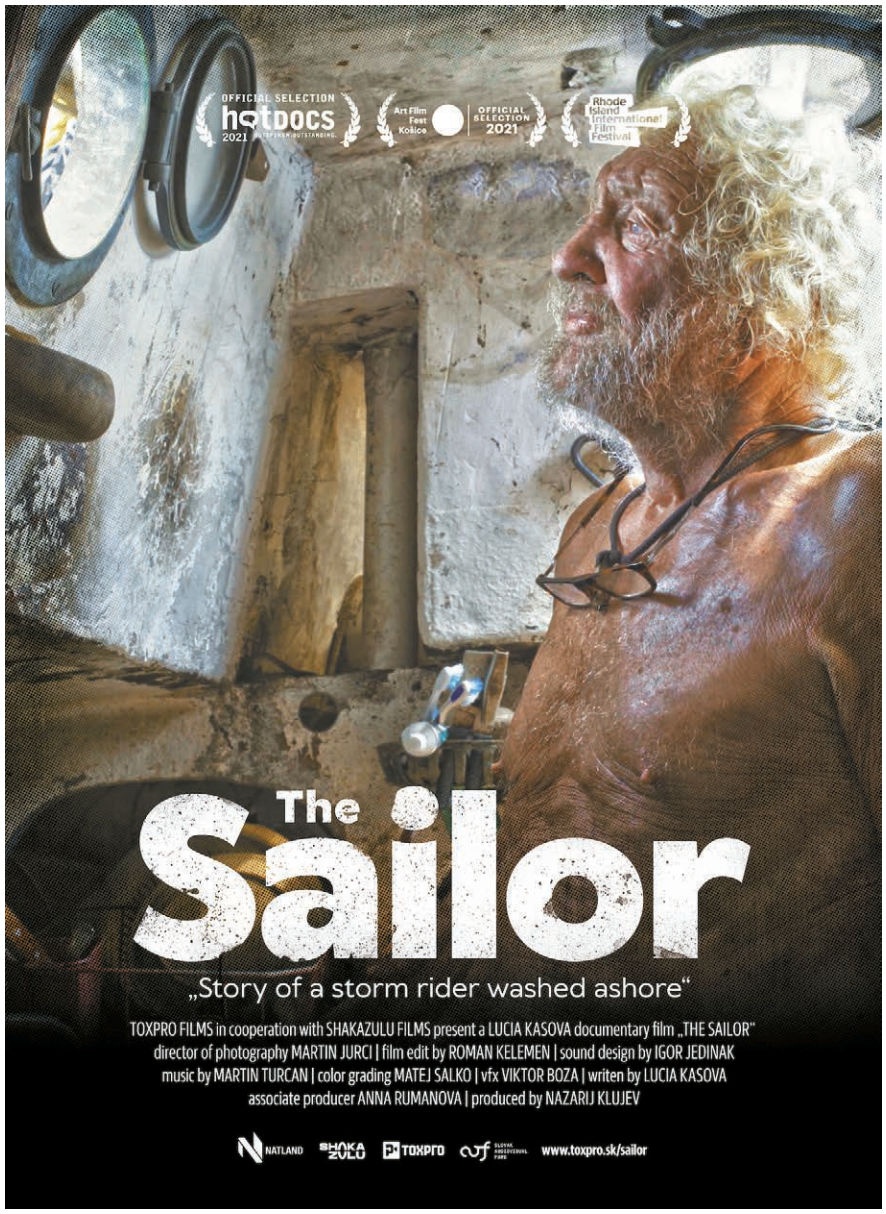
Folks who live on islands, those who call an island home,
Whether black or brown or white, they seem compelled to roam.
Maybe because an island is surrounded by the sea
Which is restless, ever changing, that each island seems to be
A starting point for journeys, to look, learn and return
To family who understand the wanderlust that burns
In every island heart, producing cravings and a flair
For arranging frequent travels, on the sea or in the air,
Throughout the world he wanders, absorbing each new land,
Its peoples, its priorities, to try to understand
What makes a different culture. Could he live there? Maybe stay?
Enjoy his life's adventure in some huge land far away?
And many meet the challenge, function well and have success,
But when the load is heavy and his life seems only stress,
Imagination takes him where his heart will always be
Swinging in a hammock by the blue Caribbean Sea.

When icy winds blow keenly, when trees are dark and bare,
He shakes his head and wonders what the hell he's doing there?
Relentless blizzards rage all night, the paths are blocked with snow,
No matter what the winter sends, to work he has to go!
To an office or a work site, he has to make his money,
Why? To be able to afford to fly to somewhere sunny!
For two short weeks he journeys home, and everyone is fine.
Old pals laughing, eating well — they haven't got a dime!
But they get by, the pace is slow, but still they love and laugh,
And care and share, and give and take, and somehow there's enough.
But habit seems to rule our lives, then one day we are old,
The island life is just a dream, a dream that he has sold,
And replaced with a life of toil and hardship, but success
Is his! According to the world, he's lucky; he is blessed?

— Nan Hatch



WILFRED DEDERER



Award-Winning Documentary

The Sailor: Story of a storm rider washed ashore*, directed by Lucia Kašová.*

This documentary about the life of the late sailor, artist and yacht designer Paul Johnson (see "Tales of a Salty Legend" on page 18 at www.caribbeancompass.com/online/october20compass_online.pdf) was directed by Lucia Kašová, born in Czechoslovakia 37 years ago. Lucia met Paul in Carriacou in 2016 and retuned to the island the following year with a small crew, and the year after with a bigger crew, to film for one month each time. The movie took two years to finish after all the editing.

The Sailor premiered at the 2021 HotDocs Canadian International Documentary Festival, held April 29th through May 9th in Toronto. In August it won the award for best feature documentary at the Rhode Island International Film Festival. The RIFF jury said "An intimate and profound portrait, *The Sailor* serves as a testament to fine documentary filmmaking as it celebrates the dynamic bond between filmmaker and subject."

Lucia said in response, "I would like to thank the whole team that participated in the realization of the film. It is an appreciation of the work of the whole team. I really appreciate that I can work with such skilful people, and that we managed to establish ourselves in a great competition of quality films from all over the world."

A quotation at the beginning of the film states, "When a sailor can't go on any more he sets out for his final voyage, never to return." This sets a poignant tone to the movie as we see Paul reflecting on his life and its many great accomplishments while at the same time seeing that life gradually but surely slipping away.

The opening scene shows the bow of Paul's dinghy on the beach with him standing looking vacantly at the dinghy as if summoning the energy for the pushing off, boarding and rowing out to his boat *Cherub*, then tying up and climbing aboard. Anyone who has found themselves moving slowly and deliberately as they grow older can relate to this scene. The sound and camerawork are particularly impressive here, with the sound of the oars in the oarlocks and in the water as Paul rows seamlessly in a meditative state.



What makes the movie even more poignant is the fact that in the weeks before his death in June Paul was no longer able to row himself ashore or haul the dinghy on the beach, much less walk to the store.

After a couple of colourful bayside shots the film's title shot appears, after which Paul is shown at his chart table writing in his logbook. As Paul's narration begins, he makes the viewer aware he is preoccupied with his own mortality. He finds himself in a conundrum: he doesn't want to be with anyone but himself anymore and on the other hand misses "having a woman in my life." His need for freedom feeds his loneliness.

All of the director's movies have a theme of freedom, and in this case, Lucia says, the quest for freedom shackles Paul to a lonely existence.

At this point the camera shows old black and white photos of Paul's 18-foot Shetland Island fishing boat rafted next to his parents' Colin Archer, *Escape*, and he comments upon his parents' inability to accept his lifestyle as an ocean vagabond.



Above and bottom left: We see Paul reflecting on his life and at the same time seeing that life slipping away.

They also were unable to come to terms with or talk about Paul's twin sister who at three years old was killed in a bombing raid during WWII. Although too young to remember much about his sister, her death affected his life ever afterward as he felt a strong bond with her, which can only be explained by a twin sibling. This bond and tragic loss of her life at such an early age creates an overall aura of sadness to the movie as the viewer sees how emotionally affected Paul is by it.

One character who shines in the movie is Gus from Dominica. Gus is a true friend to all the yachtspeople he has helped with mechanical problems, myself included. In the scenes when Gus is consulting with Paul, working on *Cherub's* engine, towing *Cherub* into the mangroves for the threat of Hurricanes Irma and Maria, etcetera, Paul looks genuinely animated and smiles repeatedly. After viewing the movie Paul said he especially liked the scenes with Gus.

Others featured are Swampy Jo, builder and proprietor of her bar; Andy Smelt, sailmaker and owner of the In Stitches loft; and Beverley and her staff of Alexis Supermarket.

ALL PHOTOS: LUCIA KAŠOVÁ



All of director Lucia Kašová's movies have a theme of freedom.

After Paul's narration ends there are pictures of Paul's prints, and photos and news clippings of the boats that he designed, built and sailed. There are also photos of Paul as a younger man with Barbara, Marina, Patti and other women in his life. With these and a closing shot of Paul at the tiller while sailing (giving the illusion that he is once more singlehanded) the film ends on a more positive note.

This was Lucia's first feature-length film. At age 15 she started traveling, living in Japan and China for three years, and all over Europe for eight years of modeling, after which she spent all her money and traveled with hippies. She enjoyed the experience of sailing on a replica of Magellan's square-rigged ship from Martinique to the North Sea and Baltic and back.

At age 30 she began going to a series of schools to study film, including schools in London, Slovakia and Valencia, after which she began directing shorts, of which there were many.

Her own boat is *La Vida*, a Swedish Diva 39 that she bought two years ago in Carriacou. Her father was there with her recently to help her complete her latest refit at the boatyard.

Judging from this movie, Lucia has a promising career ahead.

The Sky from Mid-October to Mid-November

by Jim Ulik

"Proposition 13. That tis probable there may be inhubitants (inhabitants) in this other World, but of what kinde they are is uncertaine (uncertain)."

— From The Discovery of a World in the Moone, or, A discourse tending to prove, that 'tis probable there may be another habitable world in that planet, *by Bishop John Wilkins (1638)*

In addition to his duties as a bishop John Wilkins was a scientist and mathematician. His observations of the Moon led him to propose that it was another world with mountains, valleys and plains. In his book he put forth a theory that the Moon's dark areas were seas and the brighter areas were landmasses.

Those ideas were slightly more tolerated in the 17th century than in the fifth century BC. Then people were arrested and exiled for claiming the Moon was a rocky body, not a god.

"Since it must needes be a great impediment unto the growth of sciences, for men still so to plod on upon beaten principles, as to be afraid of entertaining any thing that may seeme to contradict them. An unwillingnesse to take such things into examination, is one of those errours of learning in these times..." Wilkins wrote.

Filippo Morghen, draftsman and engraver, was influenced by the scientific progress of the previous century. He created a number of etchings relating to Bishop John Wilkins' and astronomer Philippe de La Hire's voyage to the Moon. Some drawings depict houses and fishing boats on the Moon as pumpkins.

Anyway, the Moon and pumpkins are an appropriate association for Halloween on October 31st.

Saturday, October 16th

Venus can be seen low in the western sky after sunset. On October 9th Venus made its close approach to the Moon and entered the constellation Scorpius. Since that day Venus was gradually closing in on the red supergiant star Antares. Tonight Venus will be positioned less than one and one half degrees northeast of Antares. The Parker Solar Probe will also be making its fifth pass of Venus as it zips back towards the Sun at over 692,000 km/h (430,000 mph).

Monday, October 18th

Earth is now passing through the debris field of a comet marking the peak of the Epsilon Geminids meteor shower. The best opportunity to spot any of these fast-traveling meteors will be after midnight. Watch for Orion to rise then wait until Gemini is high above the horizon. The meteors will emanate out of Gemini from October 14th to October 27th.

Wednesday, October 20th

The Moon is located on the opposite side of the Earth from the Sun. The Full Moon actually occurs around 1100 hours but it will appear full and bright over the next two nights.

Thursday, October 21st

The Orionid meteor shower will be active from October 2nd through November 7th. The shower will produce its peak rate of meteors tonight. There could be a peak volume of around 25 meteors per hour. The best viewing will be after midnight. The meteors are produced by dust grains left behind by comet Halley, which has been known and observed since at least 240 BCE.

Sunday, October 24th

In the predawn skies the Leonis Minorids meteor shower may materialize. The shower is forecast to peak this morning with shooting stars radiating out of the east-northeast from the constellation Leo Minor. Leonis Minorids are active from October 19th to October 27th.

Monday, October 25th

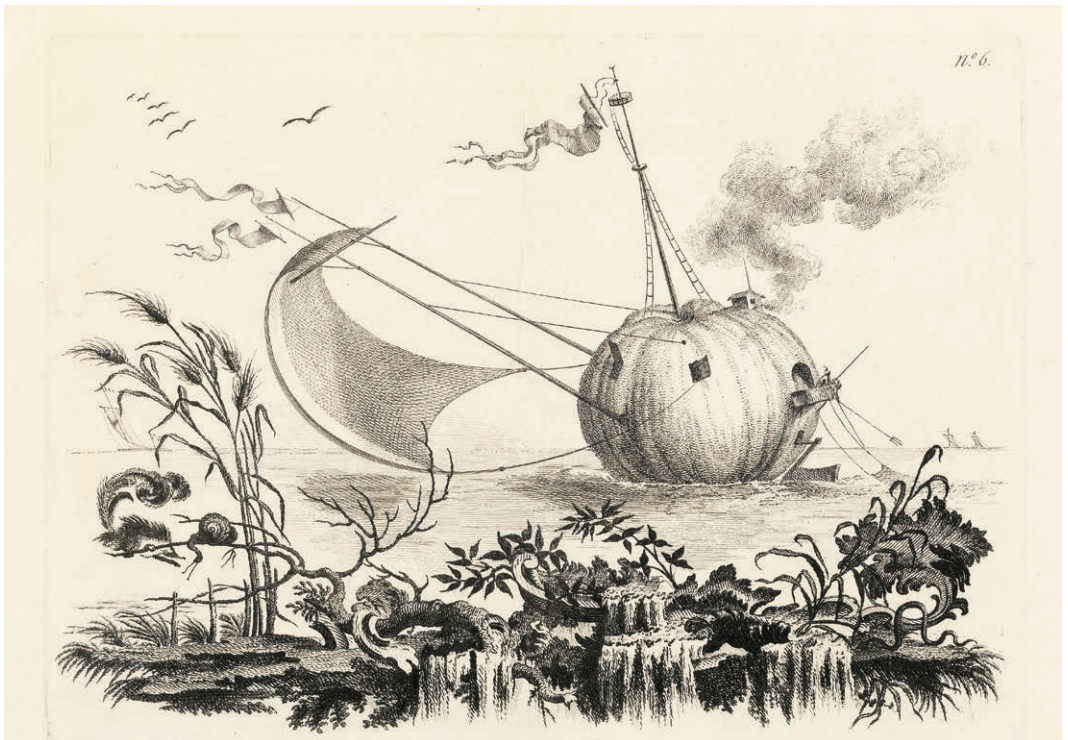
For a fleeting moment you may see a bright object above the eastern horizon before sunrise. Mercury reaches greatest western elongation of 18 degrees from the Sun. It will be visible for less than one half hour.

Thursday, October 28th

The Moon will rise before midnight on October 27th. The Moon has left Gemini and is now positioned between Pollux (in Gemini) and the Beehive Cluster (in Cancer). This is a good time to see the surface relief of the mountain ranges and craters along the terminator line during the Moon's last or third quarter phase.

Friday, October 29th

Look for Venus in the western sky after sunset. The blazing hot planet reaches greatest eastern elongation or separation from the Sun. Trailing about 45 degrees behind Venus is Saturn with Jupiter close behind. From a dark location you will see that Venus is situated along the Milky Way.



A Pumpkin used as a Fishing Boat. From "Life on the Moon in 1768: Ten Fantasy Engravings of the 18th Century" by Filippo Morghen (1766-67)

Earth is still in the midst of being bombarded by the debris left behind by comet 1P/Halley. Edmund Halley calculated the orbits of several comets and proposed that the bright comet seen in 1682 was the same object previously recorded in 1531 and 1607. After the comet returned in 1758 the French astronomer Nicolas-Louis de Lacaille named the comet in Halley's honor. Conflicting dates record Halley's birthday depending upon which calendar (Gregorian or Julian) was used in 1656 London. Edmund Halley (1656 -1742) was either born on October 29th or November 8th. It is his 365th birthday.

—Continued on next page





—*Continued from previous page*

Edmund Halley looked for comets and cataloged deep space objects or stars in his sails to the South Atlantic. He also contributed to the fields of meteorology, geophysics, and mathematics. Two of the charts Halley compiled data for and produced are shown in Images 2 and 3.

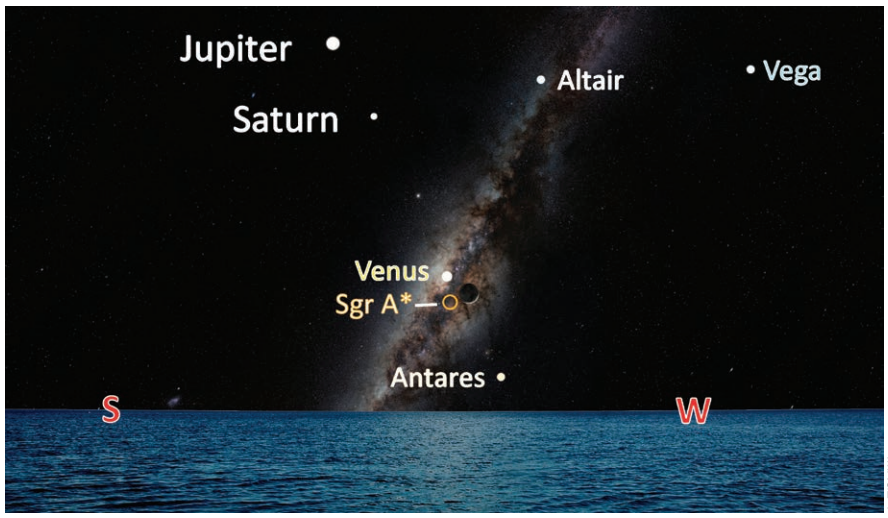


IMAGE 4

Monday, November 1st

The 16th brightest star in the night sky will appear close to Mercury. The pairing between the blue star Spica and Mercury will only be visible for a few minutes above the eastern horizon before sunrise. Wait two more days (until November 3rd) and the Moon will be added to the mix. Look closely as the Moon is one day away from its New Moon phase.

Friday, November 5th

Three meteor showers will peak during the first half of November. The first to peak this month is the Southern Taurids. Meteors striking Earth's atmosphere from Comet 2P Encke's debris stream occur September 25th through November 25th. The shower can be seen for a month because the debris covers a wide area. Comet 2P/Encke orbits the Sun every 3.3 years.

Sunday, November 7th

The Moon makes another close approach to Venus. Based upon the Moon's orbit the close approach to Venus occurs once every 27 days, 7 hours and 43 minutes. Currently both objects are positioned a couple of degrees away from Sagittarius A*, a supermassive black hole, the center of the Milky Way.

Tuesday, November 9th

Every November 9th is Carl Sagan Day. This day celebrates the life, teachings, and legacy of Carl Sagan (1934 – 1996). The professor of astronomy and director of the Laboratory for Planetary Studies at Cornell University was born on this day in 1934. He was also a consultant and adviser to NASA who was well known for his ability to communicate the subjects of astronomy, cosmology, astrophysics, and astrobiology.

Wednesday, November 10th and Thursday, November 11th

Follow the Moon as it passes through Capricornus. On November 10th the Moon makes a close approach to Saturn. In 24 hours on November 11th the Moon has shifted its position by 13.2 degrees east. The Moon reached first quarter and is located near Jupiter.

Friday, November 12th

The second of three meteor showers reaches its peak tonight. The Northern Taurids shower will radiate out of an area near the Seven Sisters. However, it is best to look for shooting stars at least 45 degrees away from the source.

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

Jim Ulik sails on S/V Merengue.



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IMAGE 3

Top left: Venus, the Moon and Sagittarius A on November 7th at 1830**.*

Above: A New and Correct Chart Showing the Variations of the Compass in the Western Southern Oceans as Observed in the Year 1700 by Commander Edmond Halley.

Below: Edmund Halley's chart of global tradewinds (1686).

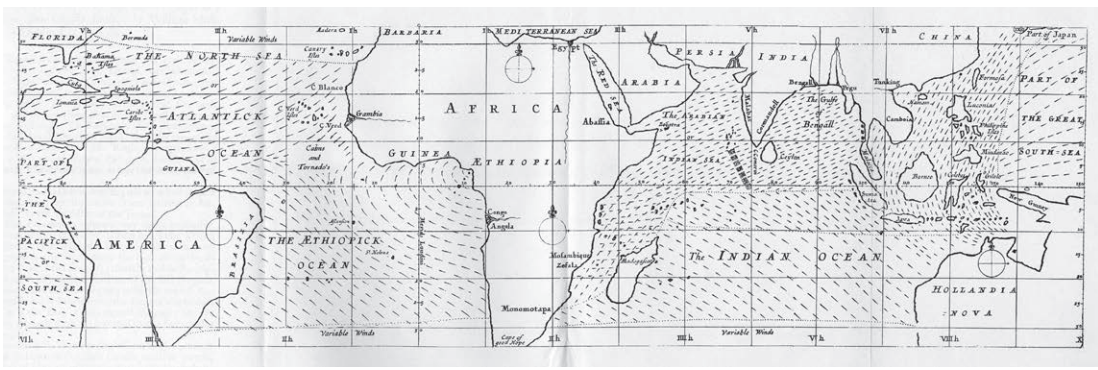


IMAGE 2

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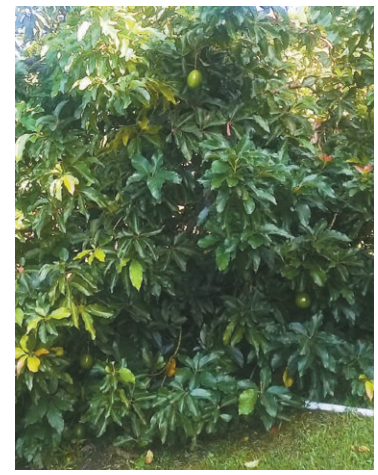
We've Got Big... Avocados

by Lynn Kaak

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

Allow me to get this out of the way. The name "avocado" is derived from the Nahuatl word for the fruit, which was also used for testicle. Nahuatl is the language that was spoken by the majority of the inhabitants of central Mexico at the time of the Spanish conquest. The Spanish adapted the Nahuatl name, and it was altered a bit to the common word used now. It is also known as avocado pear, alligator pear, and in some areas of the Caribbean, just "pears." The scientific name is *Persea Americana.*





Avocados are believed to have originated in southern Mexico, but they spread quickly into South America with three different varieties being recognized as "original" to what the modern avocados have become. There are archaeological signs that long before they became the "in" food of today, they were consumed at least 9,000 years ago in Peru and Central America. It didn't take long for Europeans to bring them back to Spain and then spread them around the tropics.

The fruit is technically a berry, which hangs from the end of a stalk. They tend to hang individually, and are often tucked in among the foliage. The branches are fairly springy, so accessing the fruit is not difficult. Avocados will not ripen on the tree, but are picked or fall off when mature, then ripen within one or two weeks after that. Commercial avocados are picked early, and then force-ripened with the use of the gas ethylene. Putting your unripe avocados with bananas, or in a paper bag, may help them ripen faster.

Paleobotanists believe that avocados first developed for "megafauna," large animals that ate the fruit whole, then, um, deposited the intact seed elsewhere, complete with fertilizer. There are no longer any herbivores or omnivores of that size where they are now grown, but Man seems to help spread the seeds around better than any other land animal. Over time, breeding has created a thinner skin and more pulp in the commercial varieties, and there are many different varieties.

The trees can be grown from seeds or by grafting. A tree grown from a seed may start bearing as soon as four to six years after germination. The trunks aren't overly huge, and the tree tends to have a bushy appearance, with branches starting fairly near the ground. The leaves are large and somewhat ovoid. Trees will get to about six metres (20 feet) in height.

To grow well, and produce fruit, they require a great deal of water, well-draining soil, and frost-free temperatures. This is becoming problematic where they are grown commercially, as their production may divert water away from other needs.

Nutritionally speaking, they are an excellent source of the "healthy" fats, and loaded with potassium, magnesium, fiber and vitamins, you can enjoy your avocado knowing that it is indeed good for you. But like everything else, too much of a good thing is possible, as they are high in calories, so eating multiple avo's in a day is not recommended.

In the Caribbean, avocado trees can be found in gardens and farmland, and sometimes in the wild along a trail. And during avocado season, they are readily available in most stores and at the markets. Enjoy them while you can, as the season does not last all year long.

The Fierce Antillean Crested Hummingbird

The Antillean Crested Hummingbird, *Orthorhyncus christatus*, is a tiny superbird that whizzes around at high speeds like a whirlwind, humming a wild lullaby. Its wings produce the humming sound that earned the small birds their name, particularly during fast-moving chases. The humming is produced by unusual wing



In Grenada we have the delightful O.c. emigrans, *featuring a gorgeous green crest tipped with blue-violet.*

motion — while most birds create lift only on the downward stroke, hummingbirds do so both on the down and upward stroke. This, combined with fast-beating wings, generates the characteristic hum. As with other hummingbirds, the Antillean Crested is extremely dexterous, possessing special shoulder joints that allow it to rotate its wings 180 degrees, thus enabling it to move forward, backward and upside down, and hover.

Affectionately nicknamed "mohawkie" by my husband, the Antillean Crested Hummingbird is one of the few crested hummingbirds, featuring a Mohawk-like crest that under certain conditions (e.g. at feeding time, during courtship, or when chasing a rival) lights up like a diamond in the sun.

Barely bigger than a butterfly, the adult male is highly conspicuous and can be easily identified by its pointed crest, straight, relatively short bill, sooty underparts, and a mantle of shimmering turquoise, emerald, lime green, cerulean and cobalt hues. The female lacks the crest and is brighter overall, with a beautiful emerald mantle contrasting with light grey underparts.

The Antillean Crested Hummingbird belongs in the hummingbird family Throchilidae and is the sole member of the monotypic genus *Orthorhyncus*, meaning "straight bill" in ancient Greek. The species is endemic to the Eastern Caribbean, as well as Puerto Rico and the Virgin Islands. There are four recognized subspecies, distinguished by geographic range and crest colour, which can flash entirely green or green slightly tipped with blue, entirely blue, gold to emerald and green tipped with blue-violet. The nominate subspecies found in Barbados has the bluest crest of all. Interestingly the crest is often dark when the bird is relaxed or at rest, but lights up at the slightest stimulus.

In Grenada we have the delightful *O.c. emigrans*, featuring a gorgeous green crest tipped with blue-violet. We have several residents that, like giant bees, spend theie days flying from flower to flower, with copious amounts of snoozing and sunbathing in between. Like all hummingbirds, the Antillean Crested Hummingbird does not walk at all, but rather flies from perch to perch, preferring thin twigs to wrap its dainty little toes around. Despite being classified in the bird order Apodiformes, meaning "footless" in Latin, hummingbirds do have feet, albeit the legs are too short and the delicate, cute feet are rather small in proportion to body size.

Although the Antillean Crested Hummingbird is the smallest hummingbird (8 to 9.5cm or 2.25 to 3.75 inches) within its geographic range the male Antillean Crested Hummingbird is utterly fearless, taking on other male hummingbirds as well as much larger birds with piercing war whistles and fast-moving dashes, darts and dives. Male hummingbirds have long been known as feisty fighters and the Antillean Crested is no exception. I have witnessed males quarreling and sparring, their crests bright violet, poking viciously at each other with needle shaped bills, while screeching "*tslee-tslee-tslee-tslee!*" and have finally understood why the Aztec god of war is depicted as a hummingbird — indeed, these tiny deities are possibly the fiercest creatures on earth relative to their size. Extremely territorial, a male Antillean Crested will not tolerate another hummingbird, be it male or female, feeding on his cluster of flowers. This aggressive behaviour is not wickedness, but rather a simple matter of survival: hummingbirds are unable to store high amounts of energy. In fact, they use up sugars as fast as they ingest them and so they must ensure constant and easy access to a food supply. As with other hummingbirds, the Antillean Crested has the highest energy consumption of any warm-blooded animal, requiring huge amounts of energy to beat its wings at supernatural speeds faster than the human eye can see — up to 80 beats per second.

Known as Little Doctor Bird and Frou-Frou, the Antillean Crested is one of the most abundant hummingbirds in its range, occurring in all habitats from sea level to the highest mountain, from ground level to the highest tree canopy, and in gardens, parks, plantations and forest edges. It feeds on nectar from flowering shrubs, trees and vines and is exceptionally fond of Lantana Camera, Firecracker, Royal Poinciana and Porterweed. It supplements its diet with small insects taken from the vegetation or caught in flight.

Antillean Crested Hummingbirds are solitary creatures only coming together during the breeding season. The species breeds at any time of the year but tends to favour the period from January to August. The male is polygynous, mating with more than one female per season. Pairs come together briefly and separate immediately after copulation. Although the male does not participate in any of the nesting activities, he does however court the female with lovely U-shaped flight displays accompanied by clapping sounds and a brilliantly glowing crest.

The female Antillean Crested Hummingbird is an enchanting and accomplished parent that executes all the nesting duties valiantly and single-handedly. This tiny superbird chooses the location of the nest and then, using her bill and tiny feet, builds a dainty, cup-shaped structure with plant fibers, cotton-like fluff and soft leaves, cleverly woven together with spider webs. The spider webs give the nest an elasticity that enables it to stretch as the chicks grow. The cup is lined with animal hair and feather down, while the exterior is camouflaged with a layer of moss, leaves and lichens. The nest is placed in a sheltered location on a thin branch, about one to three metres from the ground.

The female usually lays two tiny eggs, which she incubates for about 17 to 19 days. Incubation does not begin until the second egg is laid, thus ensuring that both chicks hatch at the same time, making it easier to care for them. The chicks are born blind, naked and totally helpless, but soon grow a layer of dark down. Although Antillean Crested hummingbirds feed mainly on nectar, their nestlings are fed partially digested insects, since nectar alone does not contain the necessary protein for rapid development. The devoted mother regurgitates the food by tenderly placing her bill inside her chick's gape and pushing the food directly into its stomach.

By the time the chicks fledge at about 20 days old, they are too big for the nest, their bills and tails projecting over the rim like gangly teenagers that have outgrown their beds. After spending the last day on the nest flexing their long, slender wings, the young Antillean Crested Hummingbirds take to the wing for the first time under their mother's prudent guidance, remaining under her care and protection for another three to four weeks. Thereafter, they became the lovely, yet solitary, indomitable creatures we see often hurtling through our gardens — tiny flying dragons, with jeweled backs, flaming crests and fierce hearts ready to take on the world.



The female is brighter overall, with a beautiful emerald mantle contrasting with light grey underparts.

THE REEF BUILDERS

Part Two

by Darelle Snyman

Last month we looked at brain corals, lettuce corals and more.

This month we continue to dive deeper into lives of those coral species you are most likely to encounter while exploring the intricate reef habitats created by these unique calcium carbonate-encased critters. The Caribbean is home to a dazzling array of stony coral species that assume such a variety of colors, sizes and growth forms that identification of individual species can become quite tricky.

A group of corals that can reach impressive sizes, especially when allowed to grow uninterrupted, are the star corals. These corals are some of the key reef building corals in the Caribbean and there are four species that often dominate within reef habitats. They can be divided into two genera, the genus *Orbicella,* which includes three species, and the genus *Montastrea,* which includes a single species, the great star coral, *M. cavernosa.*

Their common name is the result of the tiny lines that radiate from the mouth of each polyp, giving it a star-like appearance.

Great Star Coral

The easiest of the four species to identify is probably the beautiful Great Star Coral (*Montastrea cavernosa*). Great Star Coral colonies are easy to spot with their large, puffy, bulbous-looking corallites (the individual skeletal cups of each polyp) that appear soft to the touch. They can form massive domes or boulders and the corallites range from red, green to brown in coloration. Color variations depend on the color of the symbiotic algae that have taken up residence inside the coral's flesh. Sometimes the color of the corallite rim contrasts with the color of the coral colony, such as in the stunning specimen I found in the shallows at Lighthouse Reef, Belize, a place that has proven to be a wonderful source of underwater photographic subjects. The brilliant green of the coral colony, as can be seen in the close-up photo of the corallites on the next page, is just breathtaking.

Unlike many coral species, Great Star Coral can often be found in turbid and silty environments. Their uniquely adapted sweeper tentacles are able to sweep away sediment particles that settle on the polyp surface. They also secrete mucous that helps with sediment removal when it is discarded. Great Star Coral have little tolerance for other corals that encroach on their living space and will employ nematocysts bearing sweeper tentacles to actively attack other corals. The uniqueness of this species continues: it has been found that Great Star Coral can be divided into two distinct morphology variations, a nocturnal and diurnal morph. The nocturnal morph tends to be orange and red in color and only expands its polyps at night. The diurnal morph in contrast expands its polyps both day and night and tends to be less brightly colored.

Lobed Star Coral

Distinguishing between the three *Orbicella* species can be trickier. You have to rely on features such as colony shape, size and surface texture rather than corallite structure. The Lobed Star Coral (*Orbicella annularis*) is named after the lobed or small-boulder-shaped pillars with smooth tops that the colony creates. A closer look will show that these lobes are not separated but connected with tissue and coral skeleton. Tissue death can occur if sediment builds up between the lobes, but polyps at the tops of the lobes will survive. The corallites are small and light to dark brown. They extend above the coral's surface.

Lobed Star Coral attains the greatest colony size of any coral species and can grow to a whopping ten feet (three metres) or more in size. This once dominant species is now at a high risk of extinction. Its low recruitment, slow growth and preference for the shallows have placed it in a precarious position. Its equally massive cousin, the Mountainous Star Coral (*Orbicella faveolata),* in contrast, features a surface characterized by peaks and ridges with skirted edges. The third member of this trio is the Boulder Star Coral (*Orbicella franksi*), which can be distinguished from its counterparts in forming massive mounds or plates with uneven surfaces. It has conical corallites that are irregular in shape and size. The colony can appear to be covered in small white patches, because the extremities of the irregular nodules that form across the surface can be pale or white.

Elliptical Star Coral

A more unusual-looking star coral species is the Elliptical Star Coral (*Dichocoenia stokesii),* also known as the Pineapple Coral. It is characterized by evenly spaced yellow-brown elliptical or Y-shaped corallites. The growth pattern of Elliptical Star Coral, like many coral species, is influenced by light and depth, resulting in dome, column or flattened shaped colonies. It is fairly easy to spot this species regardless of its growth form as irregular protrusions on the corallites give the colony surface a rough appearance. At first glance, however, it is easy to confuse small, rounded colonies of Elliptical Star Coral with the superficially similar looking Golf Ball Coral (*Favia fragum*), one of the smallest corals in the Caribbean. This fairly inconspicuous coral has no spaces between the corallites, in contrast to the distinct spaces between the corallites of Elliptical Star Coral.

Massive Starlet Coral

Another widespread boulder- or dome-shaped Caribbean resident is the uniform reddish brown Massive Starlet Coral (*Siderastrea siderea*), also known as Smooth Starlet Coral.

—Continued on next page



A Blue Crust Coral colony appears so soft and fuzzy when its polyps are extended!



Lobed Star Coral can grow to a whopping ten feet (three metres) or more.



Small, deeply pitted corallites give Massive Starlet Coral a smooth appearance.

—*Continued from previous page*

One can easily swim over this unassuming coral in the search for more exciting reef residents. It can be identified by its mass of small, deeply pitted corallites that give it a smooth appearance. It prefers protected areas of the reef where the waters are clear.

Mustard Hill Coral

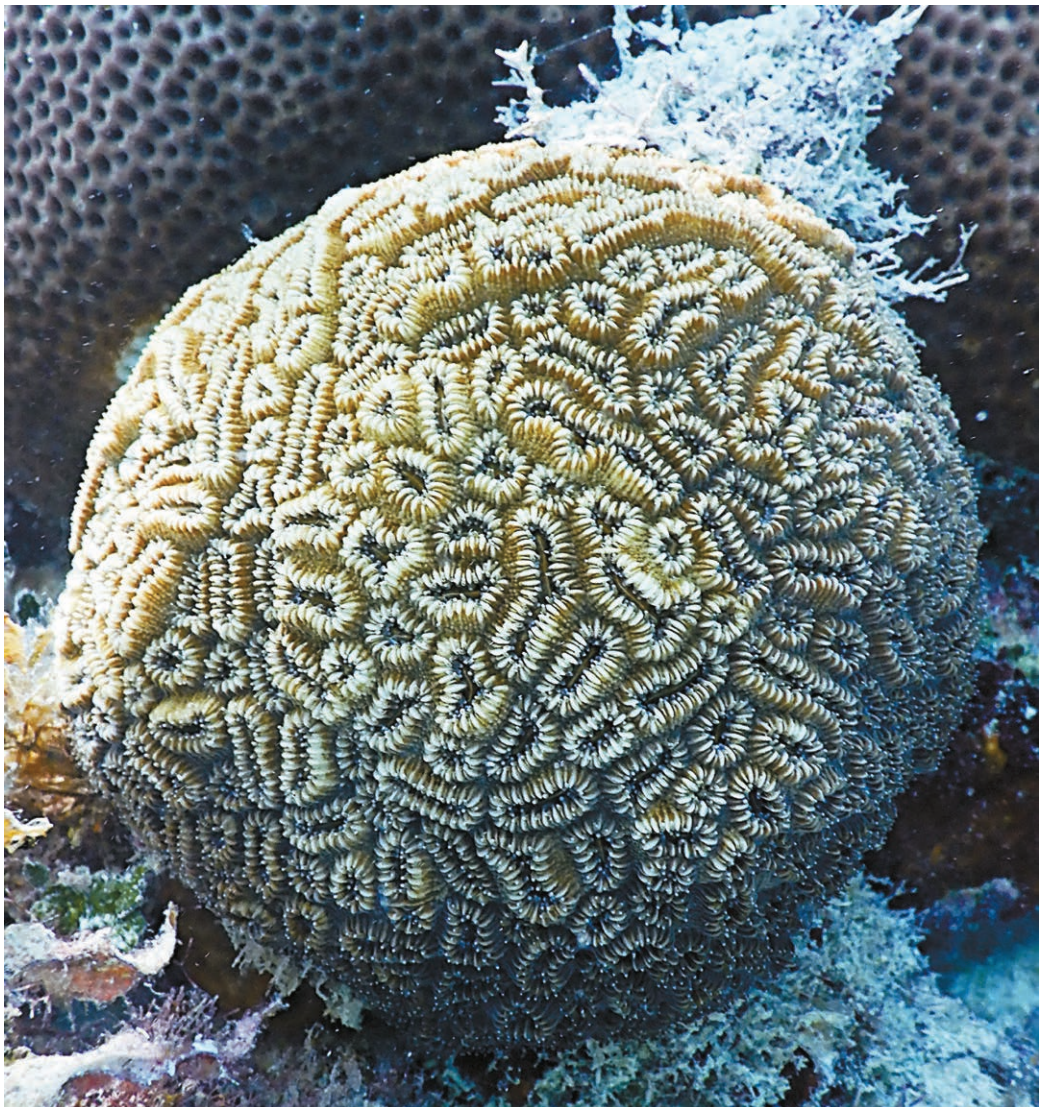
A highly visible coral species that thrives in virtually every habitat throughout the greater Caribbean is the bumpy-looking Mustard Hill Coral (*Porites astreoides).* Its stunning yellow to yellow-brown coloring makes it easy to identify, even though it varies greatly in shape and size, from being dome shaped to encrusting to plate-like. The corallites are small and tightly packed and have a soft, fuzzy appearance when the polyps are extended. Studies indicate that Mustard Hill Coral colonies, unlike many other coral species, are actually increasing thanks to their high recruitment rates and their resilience to environmental change.

Blue Crust Coral

Last but not least is the Blue Crust Coral (*Porites branneri*), another stunning and unique find in Belize. This elusive encrusting coral stands out because of its beautiful pale blue to lilac coloration. The knobby-looking colony appears so soft and fuzzy when the polyps are extended! Its pentagonal corallites are small and the colony, like all *Porites* species, has a porous appearance when the polyps are retracted. It prefers shallow water habitats in places with vigorous water movement.

I hope this two-part article has inspired you to slow down and take a closer look at these unique organisms and the amazing habitat they created — and that we can never get enough of.

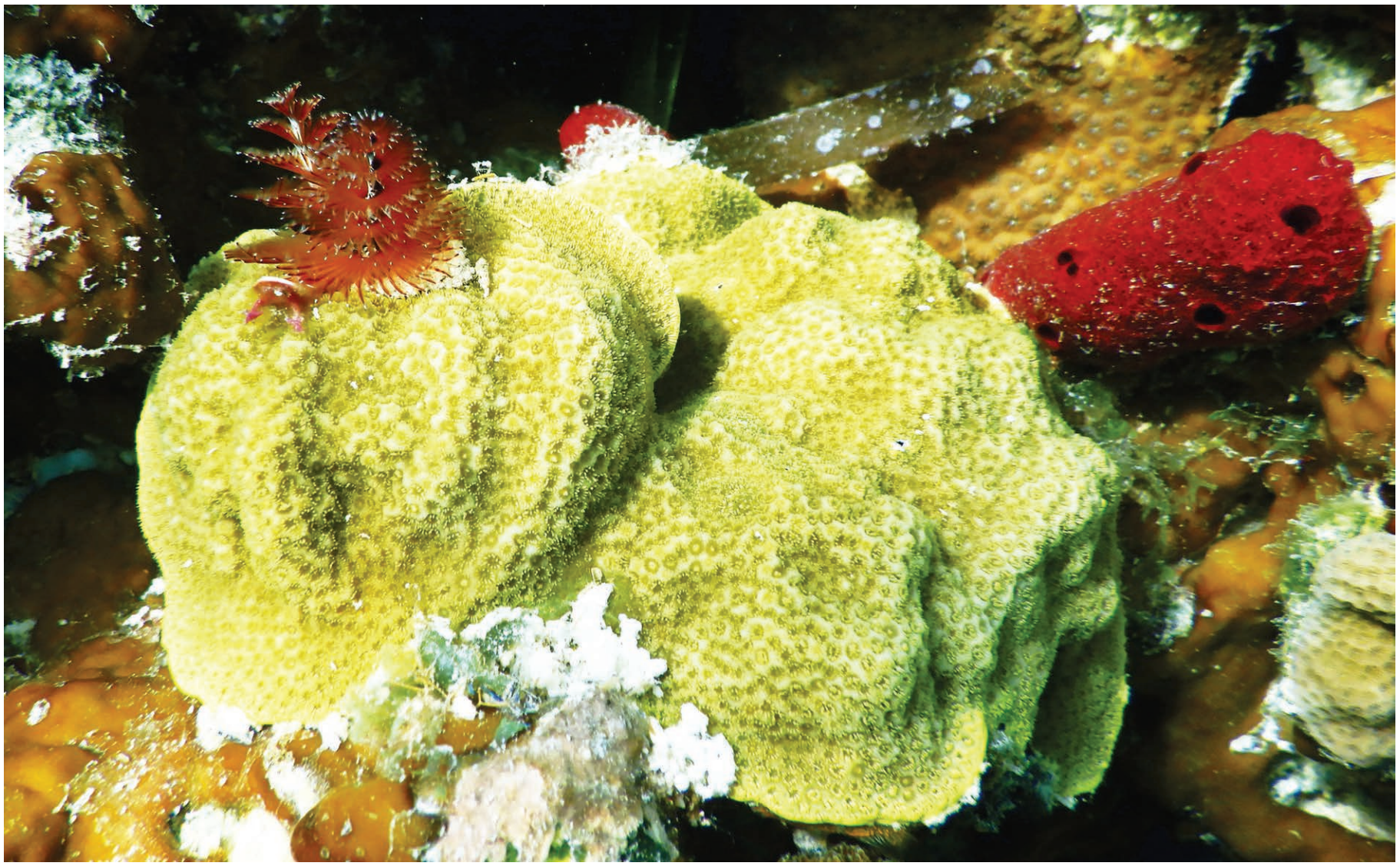




Above: The Elliptical Star Coral is characterized by evenly spaced yellow-brown elliptical or Y-shaped corallites.

Left: The brilliant green of the corallites in a Great Star colony is breathtaking.

Below: Mustard Hill Coral colonies are increasing thanks to their resilience to environmental change.



Whatcha Gonna Do for All Those Happy Hours?

by Mary Heckrotte

Many years ago, when we lived in a house, there simply wasn't time for late afternoon get-togethers. And even if we had the time, who would we have gotten together with? We had interacted with the people at work all day long: enough, already! And our neighbors? Well, they were just home from the office, too: kids' homework to see to, the lawn to mow, dinner to prepare. Family? Well, we all have a few of those who would bring along too much baggage to make a *happy* hour. And much as we would have liked to spend time with best friends and favorite relatives, they were across town or country.

But here in the cruising world, not only do we have time, most of us are in "meeting mode," i.e. we're in need of new friends in a strange country and we're ready for company — any company — other than our boat partners. We simply bypass a lot of the social games played on land, get down immediately to the issue at hand: "Hi, we're Carl and Mary from *Camryka*. Didn't we see your boat on the hard in Trinidad, maybe 1998? Come on over for a drink!"

"1998? Yes, we were there! Love to come over. Martin and Janey here. What can we bring?"

Janey brings a basket of crackers and a plate of smoked oysters; Martin's clutching a bottle of red wine by its neck. I grab the glasses, pass around my homemade tapenade and onion bread, and suddenly we discover all the people and places and experiences we have in common. Another cruising bond formed, another pleasant Happy Hour — or two or three. Martin and Janey stay until cruiser bedtime: 8:30. We pig out on hors d'oeuvres because we know we'll be skipping dinner. We exchange boat cards, add Martin and Janey to our e-mail list. We listen for them on the SSB Nets. We look for them at the next harbor. And just maybe they will join that very special group of cruisers who become our buddy boaters for a time.

Any excuse — or no excuse at all — is reason enough for cruisers to gather. Once we were anchored at Las Tortugas off the coast of Venezuela when we heard the VHF come alive with, "*Camryka*, this is *Phantom*!" Carl answered and then the voice said, "Hi, Carl and Mary. This is *Phantom*. We're anchored right behind you. Come on over for drinks at five o'clock."

"Sure, we'd love to," said Carl. "Uh, do we know you?"

Well, no. John and Sue had seen our SSCA Commodore's flag, looked us up in their Commodores Directory, and called us by name. What fun!

Happy Hours often happen in cockpits, but that certainly is not the only place. In French Harbor, Roatan, we doodled about the harbor in a sundown dinghy raft-up. At TTYC in Trinidad, we sipped and munched and watched from the dock for the evening's green flash. On Isla Tortuga, Venezuela, we rode "swim noodles" near the beach and drank margaritas. On Venezuela's Macareo River, way up a remote *caño*, we drifted with our wineglasses, cheese and crackers as we searched the banks for cayman. And in the San Blas Islands of Panama, we spread our blanket beneath the coconut palms, blew our conch horns to announce sunset, and chowed down on a veritable feast of appetizers shared with our two buddy boats.

If you listen to women in their early years of cruising talk about provisioning, they invariably say they should have brought more crackers, since anything other than saltines or the ubiquitous club crackers can be hard to find. And cruisers often wish they had more recipes for appetizers. Who knew we would socialize far more out here than we ever did on land?

So over the years, collecting and experimenting with recipes that are adaptable to the ingredients we have in the Caribbean and that can be produced in my little two-step galley has become one of my hobbies. Everywhere I go, I ask to look through cookbooks and recipe collections and ask for recipes for foods that I find pleasing. Other cruisers are fantastic resources but so are the ladies at the local markets and the cooks at local restaurants. Most folks not only are willing to share their recipes but are flattered you asked.

As for appetizers, recipes seem to fall in two main categories: the quick and easy standbys made with provisions you are apt to have on hand and the really impressive (and often deliciously fattening!) ones that require a bit more work or forethought in gathering ingredients. Below you'll find some of each and some treats found especially here in the Caribbean. And I certainly thank all the many folks who have shared these and other recipes over the years. So when you see *Camryka*, stop by or give us a call. Your boat or ours, we'll get together and see who we all know, where we've all been, tell our funniest stories, nibble and drink the evening away. And we'll gladly trade recipes with you!

Quick Happiness (just add crackers)

• Mix an ounce of crumbled blue cheese into sufficient yogurt, cream cheese or cottage cheese to create desired consistency, then stir in 1 tablespoon grated onion and salt and pepper to taste.



For quick happiness, just about anything goes with crackers.

• Mince one onion and one garlic clove and add to a tin of canned cream with a bit of chopped parsley, chopped chives, salt and pepper, and 1 Tablespoon lemon juice.

• Mix a can of corned beef with a little pickle relish and minced onion, plus 1 teaspoon of horseradish, then add enough mayonnaise to make spreadable.

• Mix a can of red salmon (drained) with a package of cream cheese and a bit of minced onion, then add 2 tablespoons of lemon juice and 1 teaspoon of "liquid smoke."

• Mix a package of cream cheese with a roll of liverwurst and some minced onion.

• Mix shredded cheese with pickle relish and mayonnaise.

• Beat cottage cheese with a little Worcestershire sauce, add salt to taste, and then swirl in some minced green onions or pimientos.

• Add prepared mustard and instant onion to a jar of cheese spread.

• Add cocktail sauce and a can of mashed tiny shrimp to cream cheese, sprinkle top with minced green onions.

• Mix a can of crabmeat (drained) with a little horseradish, ketchup, and about one-third cup mayonnaise.

• Mix a can of mashed artichoke hearts with chopped black olives and a bit of parsley.

• Mix a can of drained and mashed artichoke hearts, 1 tablespoon powdered ranch salad dressing mix, a package of cream cheese, and a cup of mayonnaise.

• Mix a package of cream cheese with an equal amount of goat cheese and add a cup of chopped black olives, a cup of minced walnuts, a tablespoon of olive oil and salt and pepper to taste.

• Mix a cup of ricotta cheese with a half cup of chutney and a fourth cup of chopped walnuts.

• Mix a can of chopped artichoke hearts with a package of cream cheese, a cup of mayonnaise and a tablespoon of ranch salad dressing mix.

• Spread cream cheese with hot pepper jelly or Pick-a-Peppa Sauce.

• Spread cream cheese with chutney, top with minced green onions, chopped peanuts, or flaked coconut.

• Mash together one can of cannelini beans (drained) with a bit of olive oil and lemon juice and some chopped rosemary, then spread mixture on toasted Italian bread slices.

• For quick guacamole, mix together one-third cup mayonnaise, 1 cup thick and chunky tomato salsa, 1 mashed ripe avocado, and 1 teaspoon seasoning salt.

Caribbean Coconut 'Chips'

Remove coconut meat from the shell and peel off the brown layer with a potato peeler. Use the peeler then to make thin slices of coconut. Put these in a single layer on a cookie sheets and sprinkle with salt. Bake at 350°F for about 20 minutes until crispy. Alternatively, slices can be fried in a layer of hot vegetable oil, drained on a paper towel, and then sprinkled with salt.



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Make your own baked or fried coconut chips.

Spicy Fried Plantains

4 to 6 under-ripe plantains, peeled, cut into bite-size cubes
1 teaspoon cayenne pepper or chili powder
1 teaspoon grated ginger
1 teaspoon salt
2 Tablespoons lemon juice
vegetable or olive oil for frying

Mix all ingredients except oil together in a medium bowl. Let sit for 20 minutes. Over medium heat, heat enough oil to cover the bottom of a large skillet. Fry a few plantain cubes at a time until brown on all sides, making sure they don't touch one another. Drain on paper towels and repeat with remaining plantain cubes. Serve warm.

Curaçao Fried Dutch Cheese

1 pound Edam cheese, grated
6 eggs, beaten
5 tablespoons cornstarch
Vegetable oil for frying

In a large bowl, mix together the cheese, eggs, and cornstarch. Shape mixture into two-inch balls. In a large skillet, heat the oil over medium heat. Fry balls until golden brown. Serve hot with toothpicks.

French Marinated Avocado or Mango Slices

1 clove garlic, crushed
1/2 teaspoon salt
1 Scotch Bonnet or Habanero pepper, seeded, minced
2 limes, juiced
2 ripe but firm avocados or mangoes, peeled, seeded, cubed

In a small container with a lid, mix together the garlic, salt, pepper, and lime juice. Add the avocado or mango slices. Chill, covered, for at least an hour. Serve with toothpicks.



—Continued on next page



Slice an avocado or a mango, marinate for an hour, and enjoy!

—*Continued from previous page*

Puerto Rican Tidbits
1/2 teaspoon salt
1 1/4 cups water
1 1/2 cups yellow cornmeal
1/3 cup mozzarella or queso blanco
Vegetable oil for frying
In a medium saucepan bring water and salt to a boil. Slowly pour in cornmeal, stirring constantly to avoid lumps. Lower heat and continue stirring until the mixture makes a thick mush. Remove from heat, add cheese, and continue stirring to mix well. Let mixture cool then shape into small balls about the size of your thumb. In heavy skillet, heat oil for frying and drop balls into the oil a few at a time. Fry until browned on each side. Drain on paper towels and serve hot.

Onion Treat
1 cup onions, chopped fine
1 cup mayonnaise
1 cup Parmesan cheese, shredded
In a small ovenproof baking dish, mix all ingredients together. Bake at 350°F for about 30 minutes. Serve hot or cold with tortilla chips or crackers.

Foccacia ABC
CRUST
2 cups plain flour
1 cup wholewheat flour



Freshly made foccacia is always a hit at Happy Hour.

1 package yeast
1 1/2 teaspoon salt
1 cup very warm water (120 to 130°F)
2 tablespoons olive oil plus extra for dribbling
VEGETABLE TOPPINGS
Chopped onion, chopped Kalamata olives, chopped oil-packed sun-dried tomatoes, sliced mushrooms, diced bell pepper
CHEESE TOPPINGS
Crumbled feta cheese, shredded Parmesan cheese, diced goat cheese, shredded mozzarella cheese, crumbled blue cheese
HERB TOPPINGS
Rosemary, basil, oregano, thyme, chives
In large bowl combine 1 cup plain flour, 1 cup wholewheat flour, undissolved yeast, and salt. Stir water and oil into dry ingredients. Mix in enough remaining flour to make a soft dough. Knead on floured surface until smooth, about five minutes. Cover and let rest ten minutes. Roll dough to fit bottom and sides of greased 10" x 15" rectangular baking sheet or a round 13" baking sheet.
Choose one vegetable, one cheese, and one herb topping from the groups listed. Sprinkle toppings on crust and dribble a bit of extra olive oil over toppings. Bake foccacia on lowest oven rack at 450° F for 20 minutes or until crust is golden. Best served warm.

Rye Bread Treat
1 round loaf of rye bread
1 pound Swiss cheese, sliced
1/2 pound butter, softened
1 tablespoon prepared mustard
1 tablespoon poppy seeds
2 tablespoon onion flakes
2 teaspoon lemon juice
Place bread on an ovenproof baking dish and with a sharp knife cut into a 1-inch grid. Put one piece of cheese in each section of grid in bread. In a small bowl, mix together the butter, mustard, poppy seeds, onion flakes, and lemon juice. Spread this mixture on top of the loaf of bread. Bake at 350°F for about 30 minutes until cheese is melted. Serve hot with tongs to pull pieces off.

Raw Veggie and Crab Pizza
Baked and cooled pizza crust (store bought or see recipe for foccacia crust above)
8 ounces cream cheese
1 ounce ranch-style powdered salad dressing mix
1/3 cup mayonnaise
One can crabmeat, drained
Broccoli florets
Green bell pepper, finely chopped
Carrots, grated
Tomatoes, diced
Black olives, chopped
Green onions, finely chopped
Mix cream cheese with dressing powder and mayonnaise. Spread mixture on cooled pizza crust. Sprinkle on toppings. Chill until serving time then cut into squares or wedges to serve.

Cat's Meow Vegetable Cheese Cake
1 five-ounce package vegetable or Ritz-type crackers
1/3 cup butter, melted
2 eight-ounce packages cream cheese, softened
1/2 cup broccoli florets, finely chopped
1/2 cup red bell pepper, finely chopped
1/4 cup green onion, finely chopped
2 cloves garlic, crushed
1/3 cup Parmesan cheese, grated
2 teaspoon ranch-style powdered salad dressing mix
Dash of Worcestershire sauce
Put vegetable crackers in a plastic bag and pound them to a fine crumble. In a small bowl, mix crumbs with butter and then press mixture into the bottom of a spring form pan.
In a large bowl, combine all remaining ingredients until smooth. Press mixture into prepared crust. Chill for 8 hours. Remove ring from pan and serve with crackers.

This article first appeared in the August 2005 issue of Compass.







Letter of the Month



MORE WAYS TO GET ASHORE!

Dear *Compass*,

I'm happy to tell you I accept your challenge with a great smile.

How do we get ashore? With a plywood-epoxy homemade dinghy catamaran!

This dinghy can be powered by outboard motor or by sail. In the year or more that we've been using this dinghy many people have expressed interest in it, especially in the English-speaking islands.

And in St. Martin (which isn't English-speaking, I know) there is a guy who wants to make a new workshop to build this type of dinghy.

I've written a book, *Wooden Epoxy Dinghy Catamaran*, on how to build it yourself, which is available from Amazon. Readers can contact me by email for more information.

Best regards,
Domi Montesinos
dominiquemontesinos@gmail.com

Dear readers,

How do you get ashore?

In Jim Hutchinson's article "50 Ways" in May 2021 issue of Compass *(see page 22 at www.caribbeancompass.com/online/may21compass_online.pdf), Hutch reckoned there are 50 ways to get ashore from a boat. Are there? Let's accept the challenge!*

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

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

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

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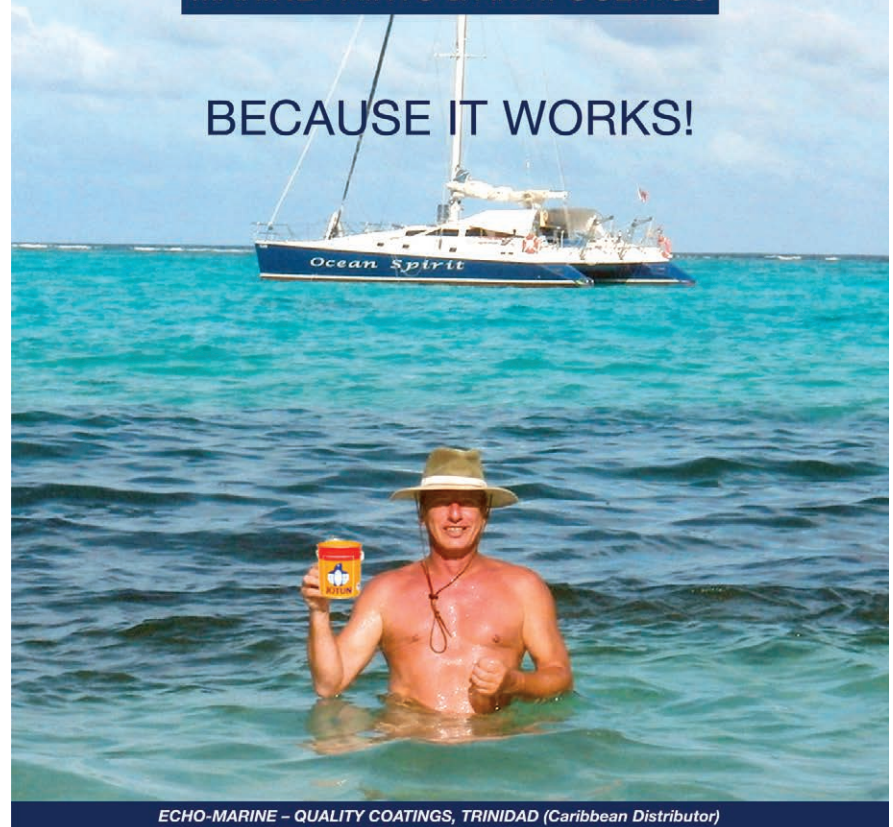
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CALENDAR

OCTOBER

4 Public holiday in St. Lucia (Thanksgiving Day)
9 – 15 Pure Grenada Dive Fest. http://puredivinggrenada.com/divefest
11 Public holiday in the Bahamas (National Heroes' Day), and in Puerto Rico and USVI (Columbus Day)
17 (TBC) Tobago Blue Food Festival
20 FULL MOON
23 (TBC) Willy T Virgin's Cup Race, BVI. www.royalbviyc.org
25 Public holiday in Grenada (Thanksgiving Day)
27 Public holiday in St. Vincent & the Grenadines (Independence Day)
28 Jounen Kweyol (International Creole Day), St. Lucia and Dominica
29 – 31 (TBC) World Creole Music Festival, Roseau, Dominica. caribbeanevents.com/iwe-event/world-creole-music-festival
30 – 31 St. Maarten Optimist Championship. www.smyc.com/optimist-championship
30 – 1 Nov (TBC) Haiti Cup fishingboat regatta, Cap Haitien, Haiti. www.haitisailingcup.com
TBA Bonaire Regatta. www.infobonaire.com
TBA Columbus Day Regatta, St. Thomas, USVI. https://stthomasyachtclub.org/sailing/regattas/columbus-day-regatta

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
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
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

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

MERIDIAN PASSAGE OF THE MOON

OCTOBER - NOVEMBER 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.

October					
DATE	TIME	21	0005 FULL MOON	11	1822
1	0747	22	0047	12	1911
2	0838	23	0131	13	1957
3	0928	24	0218	14	2040
4	1018	25	0308	15	2122
5	1107	26	0356	16	2203
6	1156	27	0447	17	2245
7	1246	28	0538	18	2329
8	1340	29	0628	19	0014 FULL MOON
9	1436	30	0718	20	0014
10	1535			21	0102
11	1636	**November**		22	0151
12	1738	1	0854	23	0242
13	1837	2	0952	24	0332
14	1935	3	1032	25	0422
15	2025	4	1124	26	0511
16	2113	5	1220	27	0558
17	2158	6	1320	28	0645
18	2241	7	1413	29	0731
19	2330	8	1527	30	0818
20	0005	9	1630		
		10	1728		

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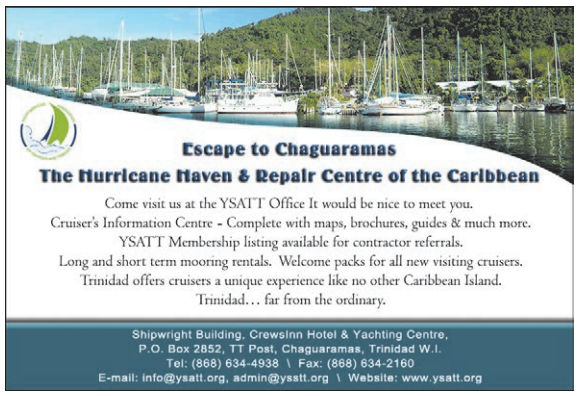
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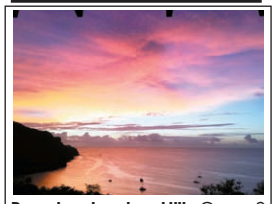
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CLASSIFIEDS

PROPERTY FOR SALE



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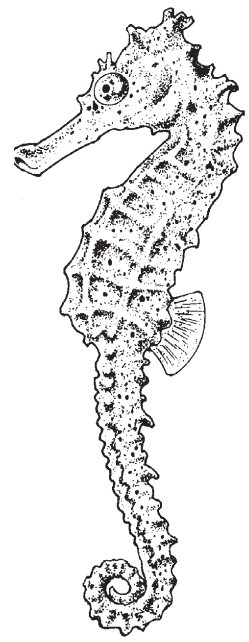
MISCELLANEOUS

BEQUIA- SVG Wanted to rent, a self-propelled barge with the capability for mounting a small bucket crane to put back in place stones that were part of a seawall on the south side of Bequia. These stones are visible and accessible in about 15 ft of water.
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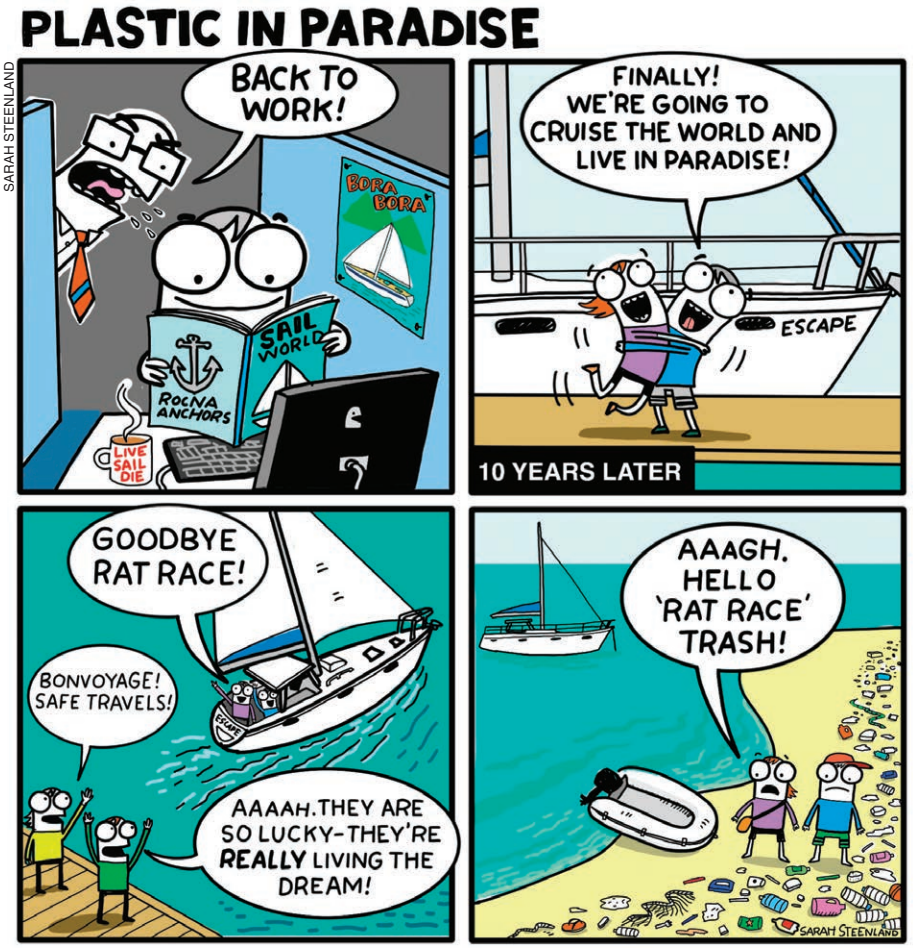
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