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AUGUST 2014 NO. 227
The Caribbean's Monthly Look at Sea & Shore

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On the cover: Colombia's 'out islands' of Providencia, Santa Catalina and San Andrés offer visiting sailors Caribbean charm, Latin flair, and a history of pirates and Puritans



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Info & Updates

St George's, Grenada Anchorage Update



CHRIS DOYLE/SAILORS GUIDE TO THE WINDWARD ISLANDS

The anchorage in St. George's, Grenada has become so popular that people have been anchoring their boats in the main channel.

The harbor pilots are asking those anchoring to stay south of the range that leads to the deep-water channel into the harbor. The range is shown on the chart. Its lights and range boards are about half a kilometer south of the harbor, and define a course of 130 degrees from the sea to the outer lateral buoys of the channel.

Thanks to Jock Tulloch and Chris Doyle for information in this report.

New Coast Guard Sub-Base in Grenadines

As reported at *I-Witness News*, a new coast guard sub-base in the Grenadines is expected to protect St. Vincent & the Grenadines' "soft underbelly". SVG Commissioner of Police Michael Charles said that the new base will help to make less porous an area that has become a haven for criminals from other countries. The sub-base will be responsible for Coast Guard operations in the Southern Grenadines and will support the central St. Vincent & the Grenadines Coast Guard base at Calliaqua in St. Vincent as required. The facility in Canouan was commissioned on June 24th.

The US$2 million sub-base was constructed under the US Government's Secure Seas Programme. The government of St. Vincent & the Grenadines contributed the land.



WWW.IWNSVG.COM (2)

The base is comprised of a two-storey operational centre; a 50-foot-long pier that allows for six feet of water depth at low tide; fuel and water storage and dispensing systems; and a communications tower. Twelve SVG Coast Guard personnel and Coast Guard vessel *SVG 09*, a rigid-hulled inflatable boat donated by the US government, are stationed there.

SVG's Prime Minister, the Hon. Dr. Ralph Gonsalves, said the sub-base is also important to tourism investment on the island. "…the people who are coming with the marina and the people who are here would know you are going to be relatively safe from bandits who want to use the sea to come in and disturb our safety and our security," he said.

US Ambassador to Barbados and the Eastern Caribbean Larry Palmer said that SVG and the United States are part of a shared security partnership to address the transnational security challenge in the hemisphere.

"This partnership is underscored by the cooperative working relations between the Royal St. Vincent & the Grenadines Police Force, and especially its Coast Guard, and the United States' military and law enforcement agencies.

—*Continued on next pag*

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You have all been strong partners and have taken an aggressive stance to keep this nation safe from narcotics trafficking and other threats to the maritime borders of our shared region."

The new SVG Coast Guard Base on Canoaun has 24-hour VHF and digital selective call-in watch on channels 16 and 17 respectively.

Solo Atlantic Rower Arrives in St. Maarten

Birgit Roethal of Island Water World reports: Victor Mooney, in his fourth attempt to row across the Atlantic Ocean from the Canary Islands, arrived in St. Martin in early July — exhausted and undernourished, but safe.

Mooney's boat, *The Spirit of Malabo*, had been attacked and punctured by a shark and needed repairs to the hull as well as general maintenance, so he proceeded to Island Water World in Cole Bay on July 9th. Island Water World's new Service & Marina Manager, Julian Cheasley, and staff member Sean Peterson towed the boat from Marina Fort Louis through the French bridge to the Island Water World Boatyard.



Island Water World staff help Victor Mooney (standing) take his transatlantic rowing boat (right) in for repairs

The Spirit of Malabo will stay in the facility for several weeks until Mooney's body recovers and the boat is back in good shape. Island Water World will sponsor both materials and dry storage time, and Customer Fit Marine offered to sponsor labor done on the hull. Representative of the US Embassy, Lloyd Tackling, has been organizing hotel accommodation at Sonesta Maho and is coordinating additional support.

The 48-year-old Mooney spent roughly 130 days at sea, rowing a 24-foot boat night and day. He is campaigning for HIV testing to honor his brother who died of AIDS in 1983. He noted that he accidentally arrived on St. Martin on the National HIV Testing Day! Furthermore, he added, "I could not have chosen a better island than St. Martin to be received; everybody is very helpful."

Once in French waters, just off Scrub Island, he called the French Sea Rescue SNSM, as he had run out of food weeks before and lost about 80 pounds (36 kilos). He was taken to the St. Martin hospital for first aid. Asked how he survived the food shortage for weeks, Mooney answered that he is a religious man, so he started to pray and fast. "Even when I caught flying fish, if it was fasting day, I would keep them until the next day." Much to his frustration, his fishing tackle broke and the only means left to nourish himself was a fishing net or flying fish accidentally landing in his boat. He drank between eight and 12 litres per day, as advised by the physician who guided him through his attempt.

Once recovered, he will row onward to the British Virgin Islands, and then decide how to get to Florida. He will be under close surveillance by the US Coast Guard, an oceanographer and a meteorologist. Both have already advised Diana Nyad, the only swimmer ever mastering the passage between Cuba and Florida in 53 hours without a shark cage.

To follow Victor Mooney and The Spirit of Malabo *visit www.goreechallenge.com.*

***Lord Nelson* Visits the Lesser Antilles**

One of a few tall ships to sail around Cape Horn since 1949, the British tall ship *Lord Nelson* rounded the tip of South America on February 1st, 2014. Sailing directly from Recife, Brazil, she arrived at Union Island in St. Vincent & the Grenadines on July 3rd.



WILFRED DEDERER

The *Lord Nelson* is one of only two "fully accessible" tall ships in the world and is sailed by disabled and able-bodied crew. Features such as Braille signage, wheelchair lifts between decks and hearing loops, handrails and a bowsprit wide enough to accommodate a wheelchair mean a large variety of physical disabilities can be accommodated on board.

—Continued on next page



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After the long passage from Brazil, the ship's on-line log noted of Union Island: "If there is such a thing as a tropical paradise then this was it — a fabulous beach and a couple of bars dying to take our money. The sea temperature was about 28 degrees, which made swimming a pleasure. Then a cold beer or the local rum punch (over 18s only), which was rather special especially when drunk sitting in the wonderful sea with Reggae music pumping out of the bars — this was definitely an afternoon none of us will forget."

On July 4th, the *Lord Nelson* arrived in Bequia and took a berth on the main wharf behind one of the island ferries. Representatives from Customs and the Police and Fire Departments were given a tour of the ship and more than 40 crewmembers went ashore. During their two-day visit, some took a taxi tour of the island and others visited the turtle sanctuary to observe sea turtles "up close and personal".

The ship then sailed non-stop to English Harbour, Antigua, arriving on July 9th. The log says, "We arrived into English Harbour around 8:45AM and, after the usual clearance with Customs and Immigration, shore leave was granted. Many went off to explore the island, while others had a lazy day wandering around Nelson's Dockyard before going down to the beach. There was quite a gathering in Cloggy's Bar watching the Holland/Argentina game and from there some of us went to the yacht club to take part in the quiz that Clare had organized: although not the winners, we all had a good evening and our thanks go to Clare and her fellow members for inviting us.

The 55-metre (180-foot), steel-hulled training ship *Lord Nelson* is run by the Jubilee Sailing Trust, a registered charity whose mission is to promote the integration of people of all physical abilities through the challenge and adventure of tall ship sailing.

For more information visit www.jst.org.uk.



Thinking about Saba? Check out this blog!

Cruisers' Site-ings

There is a great blog about visiting Saba at www.thelifenomadik.com/saba-impossible. Check it out!

Venezuelan Government Evicts Research Station from Los Roques

Cris Robinson reports: The Venezuelan Ministry of Land and Agriculture published a resolution on June 30th revoking the authorization granted in 1967 to the Fundación Cientifica Los Roques to install and maintain buildings, laboratories, habitats and equipment in Los Dos Mosquises islets at the western end of the Los Roques archipelago for the purposes of scientific research. It gives the Foundation three months to remove the existing installations.

In its almost 50 years of existence this scientific foundation has carried out many important research and educational projects related to the Los Roques ecosystem. The archipelago is an important nesting and breeding site for four species of turtles in danger of extinction. The Dos Mosquises station carries out a comprehensive program of breeding in captivity and repopulation of these turtles. The program also includes nest protection, investigation, and educational workshops for the local community, and talks to visitors about the conservation of these species. This important conservation program will not be able to continue without the Dos Mosquises station.

The foundation also studies other species in the archipelago, such as lobster and conch, which are depleted by over-fishing. It makes recommendations to the Park authorities for control of these areas and the seasons permitted for fishing in order to allow these resources to recover. It also recommends regulations to control trawling, shark fishing, etcetera.

Education is an important part of the Foundation's work. It has trained hundreds of researchers and students who are now making significant contributions to the nation's science. Realizing the importance of involving the local population in any conservation effort, it conducts classes and field trips for children at the Los Roques school, involves the local fishermen in its activities, and gives talks and demonstrations to visitors. The foundation states that it would try to continue these activities as far as possible in the absence of the Dos Mosquises facility.

The Foundation is a private non-profit organization supported entirely by donations from private sponsors; it has never received government funds.

The Government resolution does not give a specific reason for revoking the permit, merely citing the provisional nature of the original permit and a mention of "future development". The two small islets of Los Mosquises could not support more than a small tourist development. In any case, a typical tourist development for the general public would jump at the chance to have a prestigious biological station promoting eco-tourism associated with it. On the other hand, a small private enclave for the rich and privileged would be absolutely contrary to the present government's socialist ideals.



This half-century-old marine research lab in Los Roques is now in danger

The Foundation is appealing the Government decision; hopefully they will reconsider and thus avoid abandoning a half-century of valuable work and jeopardizing the sustainability of the delicate eco-system and valuable fishing resources of the Los Roques National Park.

For more information and videos of the Foundation's programs visit www.Fundaciónlosroques.org. You can follow them on Twitter @FundaLosRoques.



BUSINESS BRIEFS

Rodney Bay Marina's Schools Outreach Continues

The smiles of 30 students from the Grande Riviere Primary School were visible from their tented classroom on the Rodney Bay Marina lawn, all the way to the end of the megayacht dock, on June 27th as they received certificates for participating in IGY Rodney Bay Marina's second schools outreach event.

Along with two teachers, Anne Marie Unamba and Mineva M'Giala, the invited guests from grades K through 6 were hosted by General Manager Simon Bryan, Sales and Marketing Manager Alana Mathurin and an IGY team from across the network, who introduced the marina and its operations to the primary school children, then split them into teams and led a number of fun nautical activities and competitions.



For Simon Bryan, however, the fun had a serious purpose. Since assuming the reins at Rodney Bay Marina in 2013, he has spearheaded community outreach and youth development as a priority for Rodney Bay Marina. The marina sponsors several children from the Gros Islet community in the St. Lucia Sailing Association's Youth Sailing Program, through which 2014 Laser 4.7 National Champion Chrisankey Flood has honed his craft for the past four years. Rodney Bay Marina has also supported the development of teenagers and young adults through day-charter company Jus' Sail's sail training program for the past two summers, an initiative which has introduced young St. Lucians to sailing and the marine industry as a career.

With the schools outreach program, the marina team is looking to capture the attention and imagination of local children, some of whom have never been on a boat or visited a marina before, and to show them the potential for fun and sport, but ultimately also for a possible livelihood and career, given that the Caribbean yachting sector is a growing one in need of a technically qualified and experienced workforce. Rodney Bay Marina believes that more St. Lucians can find a successful future in maritime pursuits, and getting kids on board at a young age is part of the plan.

It was hard to tell which was more popular, the catamaran sail around the lagoon, the treasure hunt or the VHF radio session; certainly the knot-tying lesson was a great favourite and a new skill for life. Teacher Unumba was thrilled with the amount of knowledge the students gained from the activities: "They learnt a lot about the operations of the marina, and remember, we are also trying to help them to plan for the future so I think these experiences give the children a wider idea of what's available as a career right here in St. Lucia. I also think more business establishments should do similar activities so students can learn about other possible careers."

From the morning's fun to the great lunch from the team at the Bread Basket restaurant, the students of Grande Riviere were enthralled by all they experienced, and the smiles from the Rodney Bay Marina team said a lot about their enthusiasm for the program. GM Simon Bryan, newly elected to represent the Marine & Yachting Sector on the board of the Saint Lucia Hotel and Tourism Association, was pleased with the feedback and promised to continue the program with another local school after the summer break. He also plans to bring November's Atlantic Rally for Cruisers to life for schools in the area by linking St. Lucian students with some of the 16 children so far signed up to compete with their families in ARC 2014.

"There is so much potential within the marine industries and yachting for St. Lucians to develop successful and lucrative careers, businesses and other opportunities, and we believe that if more young people are introduced to the possibilities they can develop that interest and maybe choose to make it their future," said Bryan. Judging by some of the kids' reactions, there are now a few budding sailors at the Grande Riviere Primary School.

For more information on IGY Rodney Bay Marina see ad on page 9.

Big News from Art Fabrik in Grenada!

Chris and Lilo report: Excitement is in the air on Young Street, St. George's as a new branch grows on our Art Fabrik tree. We are opening our in-house art gallery "back stage", up the steps and on all available walls, to support the local art scene and give the artists more opportunities to showcase and sell their art. The entrance is through the boutique: just ask to see the art! We are delighted to share Grenada's precious art and culture, by offering original art to our customers from all over the world.

And there's more! During Art Fabrik's August Sales, August 13th through 31st, 99 percent of things in our boutique are on sale. The hottest deal is 33 percent off. How and why? You have to step into the boutique to get your surprise! For 19 days, the orange painted house on Young Street in St. George's will be like a beehive. In and out with smiles on their faces, our customers will be carrying stitched newspaper bags filled with beautiful handmade batik wearable art things, accessories made by craft artists, handmade glass beads and fair trade jewelry, batik textiles, pareos and other treasures. Shop for your Christmas presents now.

—Continued on next page

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"One-of-a-kind made in Grenada" is our brand signature. Seventy percent of what we sell, we design and produce on the island in our workshop and in a cottage-industry type process. We are concerned about climate change and make our products out of environmentally friendly raw materials. UNESCO honored us in 2012 with the Award for Excellence in Handicrafts. We are the sole Caribbean retailer for Little Suns — a work of art that works in life.

More Young Street art news: At the Grenada National Museum until the end of August, Grenadian artist Teddy Dwight Frederick presents his Creative Photography and Art Initiative, "Opposite of Orange", an innovative, inspiring creative exhibition. For more information visit http://arcthemagazine.com/arc/2014/07/the-opposite-of-orange-when-the-mask-falls-away.

Art Fabrik is open Monday through Friday, 9:00AM to 5:00PM, and Saturdays 9:00AM to 1:00PM. On the last day of sale, Sunday, August 31st, we'll be open 11:00AM to 4:00PM.

For more information see ad in Market Place section, pages 42 though 44.

Ahoy, Sailors — Curaçao is Calling!

Curaçao Marine reports: Curaçao is safely located out of the hurricane belt, and hurricane season is high season at Curaçao Marine, where many yachts can be stored for an indefinite time period. It is nearly full house, but if you still need a place to moor, haul out, get some maintenance done or for storage do contact us through www.curacaomarine.com so that we can check the possibilities for you or we can add you to the waiting list and inform you when there are changes or cancellations.



Meanwhile, the line-up of the 5th Annual Curaçao North Sea Jazz music event is complete, so mark your calendar for August 29th and 30th! This year legendary pop artists Rod Stewart and Bruno Mars are two of the headliners. Feel the soul with music by Smokey Robinson, Joss Stone, Boz Scaggs and Chaka Khan. Jazz it up with Dianne Reeves, Henry Butler and Dr. John and The Nite Trippers. And you will be blown away by Chic, Maceo Parker, Janelle Monae and Seun Kuti playing a groovy mix of Funk. Latin lovers can move their feet to a salsa beat by Juan Luis Guerra, Sierra Maestra and Latin Rock by Mana.

Don't take our word for it; read, see and hear more at www.curacaonorthseajazz.com. During the week surrounding this event, many other fun and enjoyable evenings are organized all around the island. Curaçao Marine is the closest mooring option to the festival ground, so don't wait to reserve your spot!

For more information on Curaçao Marine see ad on page 5.

Grenada's One-Stop Service Shop

Nauti Solutions in Grenada is the one-stop shop for all your boat-servicing needs. Services include mechanical, electrical, plumbing, air conditioning, hydraulics, water makers, stainless steel and alloy welding and fabrication.

The owner, Danny Gray, has over 40 years in the marine and auto industry working on all types of systems from fishing boats to container ships, and from log skidders to buses and luxury cars. Four years as service manager in Hong Kong allowed him to work on mega-yacht brands such as Azimut, Riva, Sea Ray, and also Beneteau and Bavaria yachts.

A new member to the team, Brad, also has expertise in diesel systems (trained in Cummins and Caterpillar), Volvo Penta, Mercruzer, outboards and outdrives. He has worked on oilrigs as an on-site troubleshooter in hydraulics, diesel and electrics, and also in the steel and ship building industries, welding and fabricating.

Gardiennage services are available. Those who wish to leave their boats in the water while away visiting family and friends can be assured that good care will be taken. Services include not only keeping the boat in tip-top shape, but also organizing last-minute laundry to be done after you leave the boat, transport to shore on departure and pick-up on arrival back to the boat, beds made and fridge stocked if required.

Storage sheds are also available, as well as access to commercial divers and wood workers.

This past year Nauti Solutions have been involved with the TA Marryshow Community College offering students work experience, teaching them mechanics and welding skills. One of these young men has just been employed by Nauti Solutions, and another has been granted a scholarship to further his studies in Trinidad.

Now operating in Grenada for four years. Situated just over the road from Port Louis Marina on Lagoon Road.

For more information see ad in Market Place section, pages 42 though 44.

Strong Attendance at Inaugural Panama Show

As reported by Reagan Haynes in *Soundings Trade Only* on July 11th, crowds eager to see the latest boats and gear from leading manufacturers and local dealers surpassed goals set by show organizers at the inaugural Panama International Boat Show, which took place June 20th through 22nd at Flamenco Marina near downtown Panama City.

"We exceeded our goal of 50 boats and 50 booths, with 53 boats and 58 exhibitors," Efrem "Skip" Zimbalist III, CEO of Show Management, the show's producer, said in a statement. "Attendance was strong, particularly on the weekend and during afternoons and evenings, and exceeded the first year for other similar shows we produce."

"We were very pleased with the turnout at the first Panama boat show," said Lou Sola of Evermarine, an exhibitor at the show representing Benetti, Azimut, Bertram, Tiara and Boston Whaler. "We had three displays at the show and interest was so strong on Saturday that we ended up running out of staff to greet all the people who came out."

All of the exhibit space on land and in tents was reportedly sold out.

The show, designed to encourage participation in boating and fishing, featured fishing clinics for children and adults on the Saturday and Sunday hosted by the Navegante TV Fishing Team.

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Sessions included knot tying, fish handling, local fishing seasons and local fishing locations.

The show was produced by Show Management, presented by Mercedes-Benz and sponsored by Visit Panama, Flamenco Marina, Fuerte Amador Resort & Marina, *Panama Fishing Magazine*, MedCom, Navegante TV, Cable Onda, BoatShowHotels.com, Grupo Evenfer and the AIM Marine Group.

Outer Reef Yachts Comes to Colombia

Outer Reef Yachts, a world leader in the design, construction and sale of long-range motor yachts, has announced that the company will have a premier sales center located in Cartagena de Indias, Colombia.

Outer Reef's Latin American sales team, located in this new retail center, will be led by the area's representative and active community leader, Jaime Borda. The Cartagena area was particularly attractive to Outer Reef as it is a growing center for business and tourism, and a favorite destination of the Caribbean yachting community, as it is close to turnkey service facilities and overall commerce.

Jeff Druek, Outer Reef Yacht's President and CEO, stated, "We chose to continue our company's growth in Cartagena, given that in the last five years, the city has become a prominent location in the Latin American market, as a burgeoning commercial center for Central and South Americans. Many of our clients in Latin America see Cartagena as the heart of yachting activity, with magnificent views reachable within minutes of the inlet."

In a statement from Jaime Borda, "Cartagena offers both a strong home base for Latin America's elite yachting community and is a convenient location, offering myriad services to a diversified group of yacht owners, including the strong and growing demographic of clients from surrounding Latin American countries including Panama, Brazil, Mexico and Argentina."

The Outer Reef Cartagena and South Florida sales team successfully participated in the first annual Panama Boat Show, which took place June 20th through 22nd.

For more information visit www.outerreefyachts.com.

300-Berth Marina for St. Kitts

As reported at www.superyachtnews.com and www.boatinternational.com, June 20th saw the groundbreaking ceremony of St. Kitts' new 300-berth Christophe Harbour marina, owned and developed by Charles "Buddy" Darby, owner of the 154-foot Perini Navi ketch *Andromeda La Dea*.



The first phase comprises a 24-berth section of superyacht slips ranging from 50 to 65 metres, each with full three-phase power, water and pump-out facilities. These are scheduled to come on stream by the end of 2014, and the berths are offered for sale on a freehold basis with attendant benefits including citizenship of St. Kitts & Nevis.

Governor General His Excellency Sir Edmund Lawrence, Prime Minister Denzil Douglas and Minister Richard Skerritt attended the ceremony; the government has a 30-percent stake in the project.

Spearheading much of the marina development is marina business development manager Aeneas Hollins, a highly experienced former superyacht captain. "One of the overriding feedbacks I get from various boatshows is that people are looking for a new destination in the Caribbean, a new opportunity," he says. St Kitts lies less than 50 miles from both Antigua and St. Martin, making a convenient triangle of cruising destinations.

On completion, the marina will offer visiting yachts an entry and turning basin, and reduced bunkering costs due to lack of import duties on the import or sale of fuel. Christophe Harbour will also form a Port of Entry, with its own Customs and clearance station on site.

For more information visit www.christopheharbour.com.

Horizon Announces Crewed Charters

Horizon Yacht Charters announces that crewed yacht charters are now available at their Caribbean bases in the British Virgin Islands, Grenada, Antigua and St. Maarten as well as at their newest base, at Blue Lagoon Marina on St Vincent. You may wish to consider a one-way charter from St. Vincent to Grenada (or vice versa), the perfect way to take in as much as possible of one of the great yacht cruising areas in the world.

Horizon's fleet includes monohulls and catamarans (both sail and power) ranging from 45 to 62 feet, as well as the traditional 73-foot Carriacou schooner *Jambalaya*. All of the crews on Horizon's crewed yachts consist of a qualified yacht captain and a gourmet chef (and additional crew on larger yachts) who have sailed the Caribbean waters for many years. Their local knowledge is unsurpassed and all crewed yacht charters are child-friendly.

For more information visit www.horizonyachcharters.com.

New Delta Flight to St. Lucia

Delta Air Lines has announced the introduction of a new Saturday service from New York's John F Kennedy airport to St. Lucia. The weekly service is scheduled to start on December 20th, 2014, and will be operated using a Boeing 737-800 aircraft with capacity for 160 seats.

Anchor! App

Anchor! app for iPhone and iPad warns you if your anchor drags. As a sailor, you have probably already experienced a few sleepless nights at anchor: "What will happen if my anchor drags? Will I notice it in time?" To detect a dragging anchor in time, you need an anchor alarm.

Designed by a skipper, Anchor! is intuitive and easy to handle:

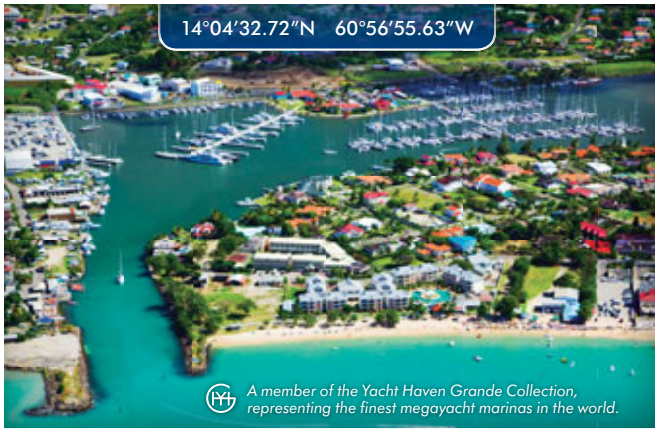
1) set up your anchor position: slide the alarm circle where you want it to be with your fingertip,

2) adjust its size by sliding the edge of the circle,

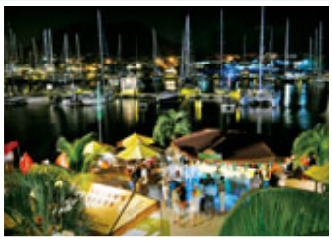
3) and now relax; Anchor! is monitoring your position

By default, Anchor! warns you with a ring tone associated with an eye-catching blinking screen. You can also choose to be alerted by an e-mail or a phone call. Moreover, Anchor! can monitor your position remotely. Even ashore you can check your boat's position and be alerted.

For more information contact anchor.alarm.app@gmail.com.









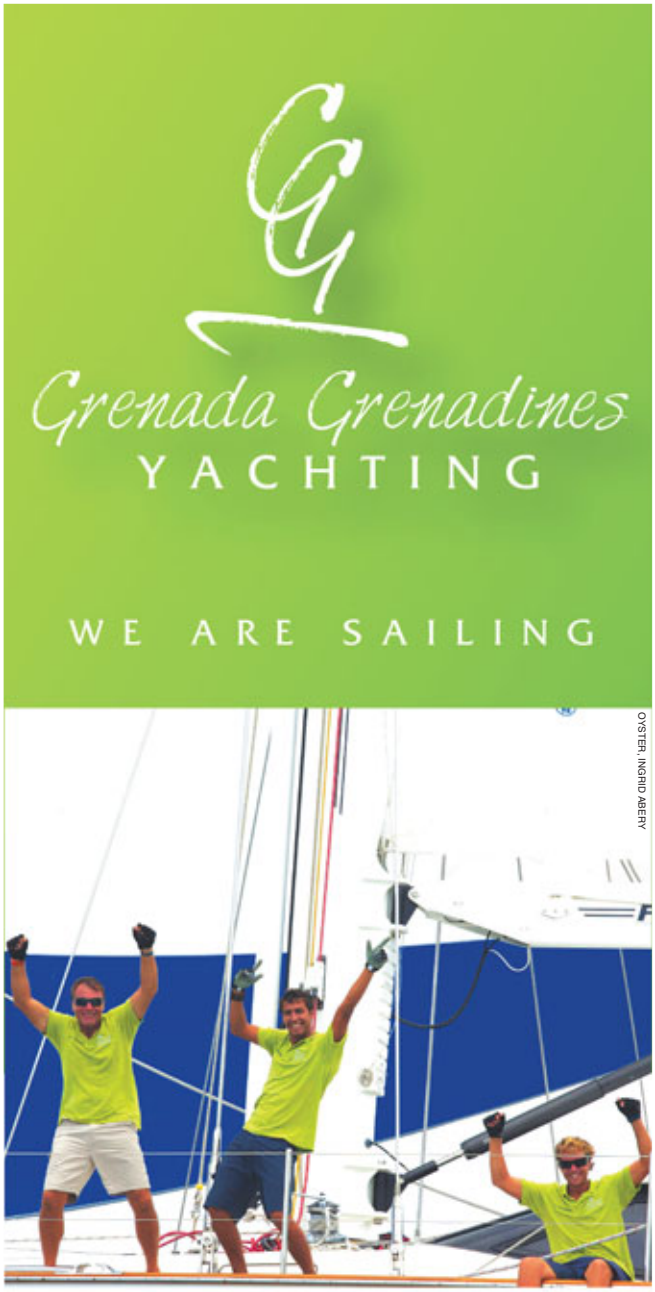


IGY RODNEY BAY MARINA
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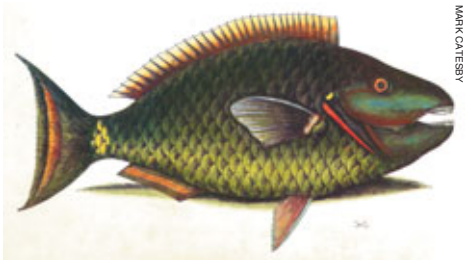


Caribbean ECO-News

Parrotfish and Sea Urchins Can Save Caribbean Reefs

A new study has found that the dramatic decline of Caribbean coral reefs can be reversed.

As reported by the Caribbean Media Corporation, the study by the Global Coral Reef Monitoring Network (GCRMN), the International Union for Conservation of Nature (IUCN) and the United Nations Environment Programme (UNEP), has also found that Caribbean corals have declined by more than 50 percent since the 1970s. But according to the authors, restoring parrotfish populations and improving other management strategies, such as protection from over-fishing and excessive coastal pollution, could help the reefs recover and make them more resilient to future climate change impacts.


MARK CATESBY

"The rate at which the Caribbean corals have been declining is truly alarming," said Carl Gustaf Lundin, director of the Washington-based IUCN's Global Marine and Polar Programme. "But this study brings some very encouraging news. The fate of Caribbean corals is not beyond our control, and there are some very concrete steps that we can take to help them recover."

With only about one-sixth of the original coral cover left, the study finds that most Caribbean coral reefs could disappear in the next 20 years, primarily due to the loss of grazers in the region.

According to the IUCN, the world's oldest and largest global environmental organization, the study, "Status and Trends of Caribbean Coral Reefs: 1970-2012," is the most detailed and comprehensive study of its kind published to date. It said the study is the result of the work of 90 experts over the course of three years. IUCN said the study contains the analysis of more than 35,000 surveys conducted at 90 Caribbean locations since 1970, including studies of corals, seaweeds, grazing sea urchins and fish.

The report shows that while climate change has long been thought to be the main culprit in coral degradation, the report finds that the loss of parrotfish and sea urchins — the area's two main grazers — has, in fact, been the key driver of coral decline in the region. It says that an unidentified disease led to a mass mortality of the sea urchin in 1983, adding that extreme fishing throughout the 20th century has brought the parrotfish population to the brink of extinction in some regions.

"The loss of these species breaks the delicate balance of coral ecosystems and allows algae, on which they feed, to smother the reefs," the report says, noting that reefs protected from over-fishing, as well as other threats, such as excessive coastal pollution, tourism and coastal development, are more resilient to pressures from climate change.

"We must immediately address the grazing problem for the reefs to stand any chance of surviving future climate shifts," warned Jeremy Jackson, lead author of the report and IUCN's senior advisor on coral reefs.

The IUCN said that reefs where parrotfish are not protected have suffered tragic declines, including Jamaica, the entire Florida Reef Tract from Miami to Key West, and the US Virgin Islands.

The study also shows that some of the healthiest Caribbean coral reefs are those that harbour vigorous populations of grazing parrotfish. These include the Flower Garden Banks National Marine Sanctuary in the northern Gulf of Mexico, Bermuda and Bonaire — "all of which have restricted or banned fishing practices that harm parrotfish, such as fish traps and spearfishing".

The study is urging other countries to follow suit. "Barbuda is about to ban all catches of parrotfish and grazing sea urchins, and set aside one-third of its coastal waters as marine reserves," said Ayana Johnson of the Waitt Institute's Blue Halo Initiative, which is collaborating with Barbuda in the development of its new management plan. "This is the kind of aggressive management that needs to be replicated regionally if we are going to increase the resilience of Caribbean reefs," she added.

World Bank Gives Millions for Eastern Caribbean Marine Conservation

South Florida Caribbean News has reported that the Global Environment Facility (GEF) through the World Bank has contributed US$7.2 million to the Caribbean Biodiversity Fund (CBF) to promote the conservation, protection, management and expansion of national protected area systems and other areas of biodiversity significance across the Eastern Caribbean region.

The marine and coastal resources of the Caribbean — its coral reefs, beaches, fisheries and mangroves — serve as an essential economic engine. However, unsustainable coastal development, climate change and over-fishing, as well as land-based sources of sediment and pollution, are negatively impacting the region's marine and coastal ecosystems.

The CBF will distribute the proceeds generated by the investment to conservation trust funds that are in the process of being established in Antigua & Barbuda, Grenada, St. Kitts & Nevis, St. Lucia, and St. Vincent & the Grenadines. These locally managed funds will make grants to government agencies and non-governmental organizations to execute conservation projects with a strong emphasis on marine habitats.

"The return on investments from the CBF endowment will be a sustainable source of funds that will help countries cover their costs for the management of protected area systems and other conservation needs," says Yabanex Batista, Chief Executive Officer of the CBF. "We are currently working on increasing the CBF capital and bringing more resources to further assist countries."

The contribution was made under the aegis of the GEF/World Bank's Sustainable Financing and Management of Eastern Caribbean Marine Ecosystem Project, which aims to ensure the long-term conservation and sustainable management of fragile marine ecosystems in the Eastern Caribbean. This project is being executed by The Nature Conservancy on behalf of the participating countries.

"The Caribbean is the most biologically rich area in the Atlantic, retaining ten percent of the world's coral reefs and 12,000 marine species," says Dr. Philip Kramer, Director of The Nature Conservancy's Caribbean Program. "Continued investments in the Caribbean Biodiversity Fund, such as this generous support from the World Bank/GEF, are critical for putting the Caribbean on a path to a sustainable future."

—Continued on next page

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Satellite Tracking for a 'Truly Oceanic' Seabird

The American Bird Conservancy reports: A new study has begun that for the first time will track via satellite one of the North Atlantic's most threatened seabirds — the Black-Capped Petrel — to help better understand the movements and threats faced at sea by this globally endangered species. The tracking project is being led by the US Geological Survey (USGS) South Carolina Cooperative Fish and Wildlife Research Unit at Clemson University, Grupo Jaragua in the Dominican Republic, and American Bird Conservancy.

Black-Capped Petrels, approximately 16 inches long with a 38-inch wingspan, are truly oceanic seabirds. They come to land only to breed. There are only 13 known breeding colonies, all in remote areas of Haiti and the Dominican Republic, and an estimated 600 to 2,000 breeding pairs. The species' non-breeding range is currently known to include the US coast, but it is possible that knowledge obtained via satellite tracking may expand that range.

Interest in the Black-Capped Petrel is high not only because of its threatened status and the lack of detailed knowledge of its distribution and threats facing the birds, but also for cultural reasons. The species has developed a local, common name, *diablotín* or little devil, because of its nocturnal habits, which include its unusual, eerie calls and its tendency to produce a haunting, flute-like sound during nocturnal flights, apparently created by wind passing over its wings.

Satellite transmitters were placed on three birds on April 8th and 9th that will track daily locations and foraging trips for the next several months. The tags weigh approximately ten grams, are solar-powered, and run for eight hours at a time before turning off for the next 24 hours to conserve power and to recharge. Locations are accurate to approximately 100 to 1,000 metres depending on the satellite coverage. Among the wide variety of tracking technologies, satellite transmitters yield some of the highest-resolution location data, which, in spite of the very small numbers of individuals tracked, may provide extremely valuable information that may direct the design of future tracking efforts.

"This is a pioneering effort for this species that will yield unique information about the petrels' travel routes and foraging locations while breeding, the rate at which the birds provision their chicks over the course of the breeding season, and, we hope, their dispersal following breeding," said Patrick Jodice of the USGS South Carolina Cooperative Fish and Wildlife Research Unit at Clemson University.

The three birds are members of established pairs that are raising chicks this season in burrows high in the mountains of the Sierra de Bahoruco along the border between the Dominican Republic and Haiti. Once the transmitters were affixed, the birds were returned to their burrows. By April 12th, all three birds had left their burrows and headed out to sea to forage. Petrels normally attend chicks for brief periods of time in between lengthy foraging trips at sea. They flew to waters over the undersea Beata Ridge approximately 60 miles south of the coast of Hispaniola. Then one bird headed due south to an area off the coast of Colombia's Guajira Peninsula; another southwest to waters off Panama and western Colombia; and the third bird flew around Hispaniola between Jamaica and Haiti, northeast over the Bahamas, and out into the Gulf Stream.

The satellite tagging project is supported by American Bird Conservancy, Mohamed bin Zayed Fund for Species Conservation, Cary and David Paynter through the H. Smith Richardson, Jr. Charitable Lead Annuity Trust, Jeff Rusinow, South Carolina Cooperative Fish and Wildlife Research Unit, The Nature Conservancy, US Fish & Wildlife Service, and Stuart and Lynn White.

You can follow the birds' journeys at www.atlanticseabirds.org/bcpe-new

Grenadines MPA Network Strengthens Reef Management

Staff from six marine protected areas in Grenada and St. Vincent & the Grenadines met on the Grenadine Island of Mustique, June 11th through 14th, to discuss actions to strengthen reef management in the Grenadines.

Organized by Sustainable Grenadines Inc., this is the fourth consecutive year that the MPA network has held such a meeting. Members are Tobago Cays Marine Park, St. Vincent's South Coast Marine Conservation Area, Mustique Marine Conservation Area, Sandy Island/Oyster Bed Marine Protected Area, Moliniere-Beausejour Marine Protected Area and Woburn/Clarke's Court Marine Protected Area. Representatives from government departments in both countries, the University of the West Indies and St. George's University and The Nature Conservancy were among the other participants.

"By acting as a network, the members seek to achieve their objectives of conservation and the sustainable use of marine resources more effectively as a group than



CHRIS DOYLE

any one individual marine park could otherwise achieve on their own," explained Martin Barriteau, Executive Director of Sustainable Grenadines, Inc.

Since 2011, the six MPAs have shared information and collaborated to promote the conservation and sustainable use of marine resources that are so important to local communities and to local livelihoods. Now the network has agreed to jointly monitor the health of coastal and marine resources in the Grenadines.

"This means that each marine protected area agreed to set up and collect data on permanent sites which they will monitor in the long term. With this information, the network will be able to produce annual reports on the status of marine and coastal resources across the Grenadines, which will help to highlight the most important needs and concerns, and show progress made," commented Mr. Barriteau. "It's an achievement and a milestone in our collaboration together."

The meeting was hosted by the Mustique Company Ltd. and sponsored by the US National Fish & Wildlife Foundation. In addition to meeting sessions, the participants gathered with local fishers to discuss sustainable fisheries practices. The participants also gave short talks for local school children about the marine environment.

For more information contact susgrenpm@vincysurf.com.



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PORTUGUESE MEN O' WAR
Summer's Here — and So Are They!

by Marine DuPont

WARNING: It's not what you think!

A jellyfish? No.

The Portuguese Man o' War (*Physalia physalis*), is not a jellyfish, but a pelagic hydrozoan. The Man o' War is actually a colony of minute animals called zooids, while a jellyfish is a single organism. Equipped with a float or "sail", it drifts at the surface of the sea, looking like an attractive, fully inflated pinkish-blue translucent plastic bag. The children love it!



POPULAR SCIENCE MONTHLY

Are there dangers posed by the Portuguese Man o' War? Yes, there are! We have therefore decided to share with you the results of our research.

Below the surface, the colorful "sail" trails fine tentacles ranging from ten to 40 metres long, each one armed with microscopic harpoons loaded with venom used to paralyze and kill prey such as small fish. Quite fragile, these tentacles break easily into several minuscule particles drifting with the current, thus contaminating sea, rocks, waves and beaches. The venom remains active for hours or even days, and thus the Portuguese Man o' War is able to contaminate extensive swimming and diving areas. Even when washed up on the beach, scattered pieces of broken tentacles hidden under the sand are still venomous.

The sting can provoke fainting, vertigo, excruciating headaches, spasms, vomiting and/or shock. Albeit rarely, in some cases it is known to have been fatal, especially to divers.

The Do's and Don'ts

The stings look like lacerations or welts from a whip. REMEMBER: Should you get stung, the first aid rules to follow are *not* the same as for the jellyfish.

DO NOT:

• Unlike treating a jellyfish sting, *do not* apply vinegar, lime juice or urine.

• *Do not* use ointments, creams or gels.

• *Do not* rinse immediately with fresh water (you can use sea water).

• *Do not* attempt to suck the venom out at the site of the sting.

• Most of all, *do not* rub! The barbed tentacles hook strongly to the skin and if squashed they will release even more venom.

DO:

• Delicately attempt to remove the tentacles by using shaving foam together with a piece of hard thin plastic (for example, a credit card). "Shave" slowly with an upward movement.

• You can also sprinkle the affected area with *dry* sand (heavier wet sand would squash the tentacles segments further).

• Whenever possible use a tourniquet to slow down the spread of venom into the bloodstream.

• In case of an emergency intervention in the water, rescuers must wear a full diving suit with the headgear; no thin gloves that would allow the venomous harpoons to go through. Don't immerse your face, or rescuers could be facing another victim!

• Remain calm; don't panic.

• And, of course, call emergency services as fast as possible. Take professional medical advice.

Encounters with the Portuguese Man o' War are not a joke and should not be taken lightly. The stings are excruciatingly painful and dangerous.

They are reproducing more and more as we kill their predators, such as whales, tunas, ocean gars, etcetera, and as our oceans become warmer.

Obviously this is only a glimpse into the Portuguese Man o' War: a huge amount of additional information is available on the internet. If you have first-hand knowledge about this species, please do share it with us for everyone's interest and safety.

Good luck with your next swim, dive or beach lime — and be safe!



BUSCH

Turning the Tide on the Lionfish Invasion

by Kay Wilson

The island of St. Vincent recorded its first confirmed lionfish catch in April 2012. A local divemaster made the grim discovery while on a dive tour on the south coast of the island. St. Vincent & the Grenadines was one of the last countries to record the lionfish's appearance in the Eastern Caribbean.

The sad thing is that it wasn't a surprise: those in the know, who had been following the slow but certain march of the lionfish, knew that it was only a matter of time before these waters would face the threat of a new, potentially disastrous, invasive marine species.



KAY WILSON

Lionfish becomes food 'fit for a king' as prepared by a chef from the Cotton House hotel on Mustique. By becoming their apex predators, we can turn the tide on the lionfish invasion

The Caribbean now has two almost virtually identical species of lionfish thriving in our waters, the Devil Firefish (*Pterois miles*) and the Red Lionfish (*Pterois volitans*). It's speculated that they found their way into the waters of the Atlantic via the tropical aquarium trade. The first documented sightings of lionfish in the Atlantic occurred off Dania, Florida in 1985 but lionfish sightings in the area remained rare until 2000.

The invaders then began their relentless spread throughout the waters of the Atlantic coast, Gulf Coast and Caribbean. It didn't take them long: lionfish have now colonized the entire region, from North America to the Venezuelan coast and everywhere in between. The only thing stopping them spreading further is their intolerance of cold water.

Lionfish are native to the Indo-Pacific, where a natural balance exists between predators and prey, despite the lionfish's defensive venomous spines, as they have evolved alongside each other for millions of years. But generally our native fish ignore lionfish, our predators don't eat them, and the fish and invertebrates that lionfish prey on don't know to swim away, making them a very easy catch for the gluttonous invaders.

The Invasion

Lionfish reproduce at an incredible rate; females reach sexual maturity within their first year, producing 30,000 to 40,000 eggs every three to four days — that's over 2 million a year! On spawning, the eggs form gelatinous globs that are unappealing to predators. The egg masses rise within the water column and float along on the ocean currents. On hatching, the baby lionfish continue their journey, drifting at the mercy of the sea, until they find a nice spot to call home, be it reef, seagrass bed, artificial reef, rocky outcrop, mangrove, river mouth or estuary. Depth is not an issue either: lionfish have been recorded in depths from just a few feet to over a thousand. They will make pretty much anywhere their home.

Then the real fun starts as the tiny lionfish begin a lifelong habit of gorging on whatever food is available; they will eat whatever moves and fits into their mouths; their stomachs will expand to 30 times normal size to accommodate the menu. Our marine environment has become the equivalent of an "all you can eat" buffet for the invaders, and boy, can lionfish eat!

This is really bad news for the Caribbean. Left alone, the lionfish numbers can increase to a point that eventually they have the potential to strip the reef and its surrounds of almost all its fish and invertebrates, including commercially important species such as snappers, groupers, and lobsters, which means fragile economies dependent on tourism and fishing stand to lose the most.

First Aid

The spines situated on the top and bottom of the fish are the ones to watch out for. Toxin is found in tissue along the length of each spine. The sharp tip is designed to scratch or puncture an attacker. Only a tiny poke is required to cause humans extreme pain and severe swelling.

In the event of a lionfish sting, immersing the wound in very warm water or applying heat immediately will decrease the likelihood of further swelling and extreme pain. Over-the-counter heat packs can be very effective, and a lot easier for independent spearfishers and divers to keep on their person rather than relying solely on access to hot water. The best advice on offer is "don't get stung". If you do, have the heat ready but do not exceed a water temperature of 60°C to avoid scalding.

—Continued on page 44

Dometic

Chillin' on your Yacht in the Caribbean...



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REGATTA NEWS

CSA Jettisons Minimum Safety Requirements

The Caribbean Sailing Association has made the decision to no longer provide Minimum Safety Requirements for regattas in the Caribbean.

It was discussed and recognized at the 2013 Annual General Meeting that this important function is being addressed by several other sailing organizations at a much wider level, and it was therefore voted that the CSA should remove itself following the 2014 racing season. This announcement is being made now so that organizers can include reference to the appropriate rules in their Notices of Race for 2015 events.

Regatta organizers are now encouraged to look at the existing available guidelines and select those that best suit their event(s) and the conditions they will be sailing under. They are encouraged to further customize chosen guidelines as they see fit, to ensure the right level of safety requirements are in place for their particular event.

Two of the leading organizations that have recently addressed Safety Regulations and offer several categories to choose from are ISAF and US Sailing. Their regulations can be found at www.sailing.org/specialregs and www.ussailing.org/safety/equipment-and-requirements.

The Caribbean Sailing Association is a non-profit organization registered in Antigua with members from regional sailing associations, regattas and yacht clubs. Its goal is to promote sailing and racing activities in the Caribbean region and the development of youth and dinghy sailing. The CSA administers the CSA Rating Rule under which most Caribbean keelboat regattas are run.

For more information visit www.caribbean-sailing.com.

SMYC's Keelboat Season Closer

The St. Maarten Yacht Club's last keelboat race of the 2013-2014 season was sailed June 1st in a 16-knot easterly breeze under clear skies. There were five boats each in Racing Class and Cruising Class.

A new entry in the cruising class was *Sleeper*, a J/39 owned and sailed by Robbie Ferron. Sleeper was going very well in the stiff breeze, especially upwind where her narrow beam and high sloop rig allowed her to point very high. She won all three races and will have her competition worried for the coming season!

Second place went to the Beneteau First 300 *Vanille,* with Garth Steyn and his crew that mainly consisted of Milton Peters College students, and third place was for the Beneteau First 36.7 *Kick 'em Jenny 1,* sailed by SMYC Commodore Ian Hope Ross and his crew. The other competitors were Ben Jelic skippering *J-Aguar*, a custom J/120, and Rien Korteknie skippering *Moondance*, a Catalina 36, also filled with youngsters from MPC.

In Racing Class, four Melges 24s came out, including one from St. Barths, joined by *Panick Attack*, the Open 750 from Jan van den Eynde. *Island Water World* started the first race with just three crew on the boat, way too few to properly sail the boat in the breezy conditions. They ended last in the first race but, with crew now complete, they won the second race of the day, albeit by a small margin. The third race, a longer race



Team Budget Marine/Gill won Boat of the Year

to Great Bay, Proselyte and back to Simpson Bay was won by *Budget Marine/Gill*, co-skippered by father and son duo Andrea and Alec Scarabelli, with *Amcon*, skippered by John Gifford and crewed by several youth sailors in second place. *Island Water World* ended third.

After the racing and tidying up the boats, all sailors gathered at the Sint Maarten Yacht Club for the prize-giving. Prizes and gift certificates were donated by local companies including FKG, Budget Marine, Island Water World, Tropical Sail Loft, St. Maarten Sails, Bobby's Marina and St. Maarten Shipyard, making it even more convenient to get the boats ready for the next keelboat season starting in November.

The keelboat race is done in stages throughout the season and is open to anyone. It allows the local sailing community to practice and stay sharp in between regattas. A special mention goes to the St Maarten Sailing School, which has brought a lot of young sailors out on the waters throughout the season, promising a bright future for sailing in St. Maarten.

For more information visit www.smyc.com.

BVI's Duff Wins 22nd International Optimist Regatta

Carol Bareuther reports: Shifting strategies to match wind speed and direction, staying out in front of the fleet and remaining calm provided successful strategies for 11-year-old Rayne Duff. Duff won the 22nd International Optimist Regatta (IOR) hosted out of the St. Thomas Yacht Club, St. Thomas, USVI, from June 20th to 22nd. At the conclusion of the final two races, the Tortola, British Virgin Islands-based sailor continued to lengthen his lead and comfortably finished with 33 points separating him from his closest competition.

That's quite a feat considering the keen level of competition in the 59-boat Advanced Optimist fleet and wind conditions blowing a brisk ten to 15 knots, plus higher in gusts.

"I still need to work on my starts," says Duff, who along with his other team members represented the BVI in the Optimist North American Championships, in Riviera Nayarit, Mexico, July 9th to 16th. "But being consistent, in the top three in every race, is really what helped." Duff not only won the overall championship, but also the 11- and 12-year-old Blue Fleet.

In the 13- to 15-year-old Red Fleet, it was 13-year-old Teddy Nicolosi, from St. Thomas, USVI, who finished first in spite of poor scores at the beginning of the regatta.

"The first day I was too nervous, I couldn't think straight," says Nicolosi, a member of the USVI National Team that also competed in the Optimist North Americans in Mexico. "The second day I relaxed and told myself I didn't care about the results, that it was just practice. Then I started sailing better."

The USA's Stephan Baker won the age 10 and Under White Fleet.

DEAN BARNES



"I played the left side of the course. That's what my coach recommended and he has a lot of experience here. It really paid off," says Baker. Baker is coached in Miami, Florida, by Antigua native and former BVI coach, Omari Scott.

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The trophy for Top Girl was awarded to 11-year-old Isabella Casaretto from the USA. Casaretto also finished an impressive 7th overall.

"I sailed here last year and didn't do well," says Casaretto. "This year, I got clean starts, clear air and kept up with the top of the fleet. I like it that there's a lot of wind here."

Twenty-two junior sailors competed in the Green or Beginner Fleet, which bodes well for the future of the sport. In the end, it was nine-year-old Caroline Sibilly from St. Thomas, USVI, who emerged victorious.

"I was very impressed with the level of skill here, especially in the top sailors," says David Campbell James of Southampton, UK, who served as the IOR's Principal Race Officer.

A total of 81 sailors competed in the Advanced Red, Blue and White Fleets and beginner Green Fleet. The Advanced Fleets completed ten races and the Green Fleet a total of 18 races over the three days of competition. Sailors hailed from ten nations and territories: Antigua & Barbuda, Argentina, the British Virgin Islands, the Cayman Islands, Germany, Puerto Rico, Spain, the Netherlands, the USA and the US Virgin Islands. The IOR is organized under the authority of the Virgin Islands Sailing Association. It is a Caribbean Sailing Association-sanctioned event.

The week started off with the Sea Star Clinic, run by local coaches and coaches from OptiSailors.com, and included the one-day Sea Star Team Race. The team race was won by STYC 1, made up of Teddy Nicolosi, Christopher Sharpless, Mateo DiBlasi and Robert Hunter.

Major IOR sponsors include the USVI Department of Tourism, Sea Star Lines and Seven Seas Water.

For full results visit www.regattanetwork.com. For more information about the IOR visit www.styc.net. Also visit the International Optimist Regatta on Facebook.

ON THE HORIZON…

Wider-Ranging CSA Conference for Antigua in October

The newly renamed Caribbean Sailing Association (CSA) Annual Conference will take place at Antigua Yacht Club in English Harbour, Antigua from October 24th through 26th.

Over the last few years the event has been held in St. Maarten and Puerto Rico and the move to Antigua, which is more centrally located among the Lesser Antilles, is to encourage representatives from as many islands as possible to attend the conference.

The event started as a Regatta Organizers' conference some years ago, and latterly included the Annual General Meeting. In 2014 the event will further expand with the addition of a Measurers' Meeting and a session on youth sailing development. It was therefore decided that renaming the event the "CSA Annual Conference" more clearly communicated the broadening scope of the meeting and its desire to be more inclusive to the full sport of sailing in the Caribbean.

The CSA Annual Conference will bring together key stakeholders in sailing throughout the Caribbean and provide a unique opportunity for measurers, race officers, Member National Authorities, regatta organizers, yacht clubs and other interested parties to network. With the inclusion of industry representatives, participants will gain updates on all the critical issues affecting our sport and hear from industry professionals about everything from marketing to the latest rating rules, sponsorship, regatta management and all the latest developments in yacht racing.

At last year's conference the CSA Board covered a lot of ground and identified particular areas that it wanted to improve and expand on. One of those in particular was the area of Youth Sailing Development. To that end the CSA will be personally inviting existing youth development professionals, established youth programme coordinators and others wanting to get programmes started. And as part of the CSA AGM, a session will be dedicated to youth sailing, where members can learn and network with their neighboring clubs and associations on the opportunities and challenges in this field. As part of the programme, Elizabeth Jordan, President of Antigua's National Sailing Academy, will share her own experiences in setting up Antigua's youth programme.

Peter Holmberg, President of the CSA, hopes that all interested parties will attend. "The Caribbean is becoming a premiere destination on the international race circuit, and our sailors a true powerhouse in the sailing world. I encourage everyone dedicated to the region or the sport of sailing to attend and help shape the course of this organization and the sport of sailing."

The conference will run from Friday through Sunday, with the AGM on October 24th and the Regatta Organizers' Conference on the 25th and 26th. The Measurers' Meeting will also be held on the 25th and 26th, with an agenda coordinated with the Conference to enable participants of both groups to attend the relevant sessions. A conference package is being created to offer delegates a discounted fee to cover the costs of breakfast, lunch, snacks and drinks as well as the conference facilities. For those who cannot attend all three days, a daily rate will be offered so that delegates can target particular events on the agenda.

Attendance is open to both CSA members and non-members, including Member National Authorities, yacht clubs, sailing associations, measurers, regatta organizers and individual corporate members as well as any other yachting stakeholders who are interested in finding out more about the CSA. Limited corporate sponsorship opportunities are also available.

Accommodation is available at Antigua Yacht Club Marina Resort and other nearby properties with which the CSA has negotiated affordable rates, most of which are within walking distance of the conference.

A dedicated page for the Conference has been set up on the CSA website (see below) where all the information you will need about the event can be accessed and you can register.

For more information, contact the CSA Secretariat at secretariat@caribbean-sailing.com or call (268) 734-6366, or visit www.caribbean-sailing.com.

Exceptional Interest for ARC 2014

Interest is exceptional for both of this year's ARC (Atlantic Rally for Cruisers) starts, with the traditional ARC route and ARC+ Cape Verdes both already close to capacity. More than 260 yachts have signed up so far to depart Las Palmas in November, with ARC+ setting sail on November 9th, followed by the ARC route direct to St. Lucia departing on November 23rd. Crews are already sharing their stories about how their preparations are coming along on the ARC Facebook Page.

Entries for ARC 2015 will open in September this year, and those keen to be on the start line are reminded to sign up early to receive an entry place. Pre-register at www.worldcruising.com/contact.

Meanwhile, 25 yachts have already confirmed their entry in the next edition of World ARC, leaving St. Lucia in 2015. The World ARC fleet will stop at Santa Marta, Colombia for the first time in 2015, and then continue on westwards in the New Year to transit the Panama Canal, and head across the Pacific Ocean.

For more information visit www.worldcruising.com.



SALLY ERDLE

Happy arrivals in last year's ARC being greeted with a fresh fruit basket, cold rum punch and warm St. Lucian vibes





Colombia's Trio of Gems:

The Archipelago of Isla Providencia, Isla Santa Catalina, and Isla San Andrés

by Bill and JoAnne Harris

After a four-plus-day trip sailing our trimaran, *Ultra*, from Guanaja, Honduras, the Colombian islands of Providencia and Santa Catalina appeared as a mirage on the horizon. The weather was okay, the wind and seas were much rougher than expected, but all in all it was a great trip. The autopilot was still on the fritz, but after some rigging it worked 60 percent of the time. We had sailed safely past the dreaded Mosquito Coast of Honduras and Nicaragua, which is well known for security issues. All vessels should take caution when traveling this area.



SAILESPIRITU

A few hours after our departure from Guanaja, we had a wonderful experience. We had heard one vessel calling another on the VHF and we recognized the name of one of them, but thought it must be another boat with the same name. We saw only one boat in the distance off to starboard. Well, neither boat was able to communicate with the other, so we offered to relay for them. (We also announced that we had a pod of over 100 dolphins all around the boat.) We were unable to get through on the VHF either, but then noticed the sailboat off our starboard in the distance coming towards us. What a wonderful surprise: it was our fun friends from S/V *Memory* whom we had not seen since Dominica a few years ago. YAY! They were headed to the Bay Islands of Honduras. We said our hellos and they told us that sometime on our trip we might encounter a Colombian Coast Guard vessel that would be patrolling the waters off of Providencia and Santa Catalina, and not to be surprised. They are protecting these islands, along with San Andrés and many other outlying cays that are Colombian territories even though they are only 120 miles off the coast of Nicaragua. They are trying to prevent Nicaragua from taking over their islands and also to keep the drug traffickers at bay.

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Above: 'Santa Catalina is full of glistening palm trees, rocky cliffs and aquamarine water'

Below: The anchorage below Morgan's Crack on Isla Providencia



ALL PHOTOS: J&B HARRIS

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Arriving in the Islands

Providencia and Santa Catalina lie side by side within a large lagoon surrounded by a coral reef. When we were sailing past Santa Catalina to the harbor between the two islands, we passed a rock formation that has been dubbed Morgan's Head for its likeness to the profile of pirate Captain Henry Morgan, who fought for the English against the Spanish in the Caribbean in the 1600s. The island is full of glistening palm trees, rocky cliffs and aquamarine water. Off in the distance on Providencia, we could see a peak that has been dubbed Morgan's Crack. This is a wonderful anchorage with excellent holding. It is mandatory to contact the local agent, Mr. Bush, on VHF 16 upon entering the harbor, to set up an appointment to check in. He takes care of all of the necessary Immigration and Customs paperwork. Additionally, you may also get a tourist card for San Andrés through him. The cost to check in is US$150 to enter the country for one year. A tourist card for San Andrés can be purchased through him for US$50 and then, upon arrival and check-in at San Andrés, an additional entry fee of US$50 is paid to an agent there.

The charming islands of Providencia and Santa Catalina have approximately 5,200 natives, meaning people actually born on the island. They call themselves Creole and are descendents of slaves and privateers. They speak both Spanish and their own Creole English. The islands' additional approximately 3,000 inhabitants are from mainland Colombia or other countries.

Only a handful of families have the privilege of living on Santa Catalina, since it is a national park. While we were there, the families were receiving fresh water for their cisterns via a hose from Providencia. To add more pressure to the hose system, a fire truck was pumping the water across the 100-metre floating Lovers' Bridge that connects the two islands, and then down the street. The channel that runs under the bridge was dredged by pirates to protect the islands from invasions.

It is very important to the locals of Providencia and Santa Catalina that they not have an overabundance of tourism, like their sister island San Andrés. They have fought hard to keep out large resorts, to keep their island extremely natural, and to maintain their culture. In 2000, UNESCO declared the archipelago to be part of the World Network of Biospheres and to be named the Seaflower Biosphere Reserve. The reef system is one of the largest true barrier reefs in the Americas.

Pirate Tales

The English admiral and privateer, Henry Morgan, terrorized the Spanish fleets from this area. The tale has been told that the Spanish Crown had a reward of about US$6.5 million (by today's standards) for his life. In 1630 English Puritans from the North American colonies decided to settle Isla Providencia, so they would not have to bear the terribly cold northern winters. They arrived via a ship named *Seaflower*. However, they did not succeed in farming as well as they hoped and turned to a life of privateering to support themselves. In 1641, the Spanish invaded. Morgan first attacked the islands in 1665, but returned triumphantly in 1670. For almost 20 years this archipelago was used as a pirates' headquarters to attack and conquer the Spanish Main.

Over the next century, the islands changed hands between the English and the Spanish. In 1818, the French privateer Louis-Michel Aury captured Providencia and Santa Catalina and used them as his base for the pursuit of independence for Central America. He also offered assistance from this location to Simón Bolívar in his fight against the Spanish for independence of Colombia. Today in Providencia, surnames such as Robinson, Hawkins, MacDonald, etcetera, date back to the time of Henry Morgan.

After the hold of the Spanish was thrown off, the inhabitants of Providencia, Santa Catalina and San Andrés voluntarily agreed to become part of the Republic of Gran Colombia in 1822. Since that time Nicaragua has filed numerous claims to the islands, but on November 19th, 2012, the International Court of Justice decided that Colombia had sovereignty over the islands. However, the Court granted Nicaragua control of the surrounding sea and seabed, which includes lucrative fishing grounds.

Interesting Family History

We were blessed to meet a lovely woman by the name of Adela. She has an adult son and daughter, studying to be a business administrator and lawyer respectively, and both working in Cartagena. She shared her amazing family history with us. Her grandfather, Frederick Boresky, was from Poland and arrived in the Caribbean via ship. He soon realized that to be a pirate/privateer he needed to change his surname to a more British name, so he changed it to Robinson. He acquired a great bit of land and had plantations of coconut and citrus, and pine tree groves. He transported his harvest to Panama, Nicaragua, Honduras and Grand Cayman; two of his boats' names were *S/V Jesynel* and *S/V Fred*. While Mr. Robinson was on his travels to Grand Cayman, he met Anna Lucia Diez, married her, and they lived in Providencia. Adela entrusted us with the original and only photo that she had of her grandfather so we could take a photo of it.

Other Areas of Providencia and Santa Catalina

One of our favorite snorkel trips, and one that we did several times, was at the Three Brothers Cayes. It is very easy to dinghy there from the harbor. This is a protected marine park. It is full of conch, fish, lobsters and some of the most brilliantly colored corals we have seen.

Other areas to visit include Bottom House. Our local friends told us that this is the area where many of the freed slaves settled, and they named it this since the plantation owners and their plantations were located high above in the mountains.

There is a great Rasta bar at Almond Bay, run by our friend Alex and his family.

Other areas to see include Smooth Water, Machineel Bay, Freshwater Bay and Rocky Point.

Diving Highlights: Lionfish and Sharks

We had a fabulous scuba diving experience with Felipe Diving. Our boat captain, Alex, and our divemaster, Jim, took us on a spectacular two-tank diving adventure.

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This submerged statue of Jesus Christ at Providencia is an attraction for divers like JoAnne



Dive shop staff taught sharks to eat lionfish offered to them on a spear

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The water was gin clear down to 75 feet. The vibrant coral gardens were teeming with life and yes, countless gray reef sharks. Since Jim knew we had lionfish-killing spears and knew we liked to kill lionfish, he asked us to bring one. In these islands, they are adamant about protecting their precious reefs; they take every measure to keep the lionfish population at zero!



Above: One love! The Colombian archipelago of Providencia, Santa Catalina and San Andrés shares the wider Caribbean island culture

Top right: Folkloric dancing at one of Providencia's many festivals

Bottom right: The 'red tide' among the mangroves was really more a shade of purple

On the first dive, we were enjoying our dive when suddenly there were one… two… three… ten and more gray reef sharks all around us. The sharks were following us like pets. The surprise for us that day: Jim feeds the lionfish he spears to the shark via his spear. Amazing! He speared a very large lionfish and immediately held it out so a shark could eat it. Within seconds a shark ate the lionfish right off the spear.

We continued to hunt for lionfish, but on the way, we enjoyed seeing huge green moray eels, turtles, lobsters, and more.

On the second dive, we did a wall dive that included some swim-throughs. We love that! JoAnne was asked by Jim to spear a lionfish. She speared him in "mid-air", but he wiggled off and died in a hole. We spotted another lionfish and JoAnne asked that Jim get him instead. We did not want him to wiggle off this time, since we wanted to feed him to a shark! Jim speared the lionfish, and proceeded to again offer the lionfish to the sharks that were swimming all around us. Finally, one takes a big bite and the fish is gone. Then the crazy part happens: the feeding frenzy begins. The sharks all want a handout, but there are no more lionfish. Just keep your hands at your chest, slowly leave the scene and swim on to enjoy the reef, *No problem, Mon.*

This was definitely an experience of a lifetime and genius for the divemaster to be teaching the sharks and other fish to add lionfish to their diet. Check out our YouTube video at https://www.youtube.com/watch?v=g43WBpRrDWw

Hiking Highlights: The Peak

We hiked to the highest peak at 360 metres — twice! It gave us an amazing 360-degree view of the islands. On our way up we got to the see the local celebrity of the island: a beautiful blue lizard. After each of these hikes, we headed to Southwest Bay for a refreshing swim in the sea and to eat a spectacular lunch at Divino Niño, where a platter for two complete with a whole large grouper, two lobsters, conch, shrimp, fried plantains, coconut rice and beans costs US$20. Both times, we witnessed the infamous red tide — which was actually a brilliant purple — up in the mangroves behind Richard's Beach Bar. On our second hike to The Peak (El Pico), we took a giant blue and white flag and hung it on the flagpole. We signed it, and now when you visit and climb the peak, you can too!

Festivals

During our visit, we were blessed to participate in some of the local festivals. The first was the Cangrejo Negro (Black Crab) Festival, which demonstrated the rich culture of local music, dancing and art, plus a crabmeat-picking contest and more. The black crab is a staple of the local diet here and every year when it is time for breeding season, the festival is held and the black crab, as well as other gastronomic delights, is served. After the festival and for the next few months, the black crabs are protected and not harvested.

During this festival, there is also a regatta with a magnificent fleet of more than 20 catboats. This was a truly invigorating experience, since we were able to watch the men rig their boats with massive masts and sails and then thrust them into the sea with eight to ten men as crew.

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The other festival was the island horse races at Southwest Bay. Everyone comes from around the island to see this event that takes place on the beach. We hopped a *moto* and headed to see what this was all about. To our surprise, it was not a series of horse races, but a single horse race, which consisted of two horses and two jockeys. They proceeded to race from one end of the beach to the other and tremendous amounts of money were at stake. While there, someone told us that they had gambled US$5,000 on the race. Yikes! It was an exhilarating experience to see these beautiful horses come racing by in a flash on the sugar-white sand beach. However, the real entertainment seemed to begin just after the race when fingers were being pointed that someone cheated. We could not understand anything, but we could hear a lot of yelling and arguing.



Above: 'On our way up El Pico we got to the see the local celebrity of the island: a beautiful blue lizard'

Right: 'At the catboat regatta we were able to watch the men rig their boats with massive masts and sails and then thrust them into the sea'

We were interviewed for a local television show called Cool TV. The host, Katia, asked questions about our travels and our day-to-day cruising life over the past five-plus years. The interview was also to be used for promotional advertising to attract pleasure boats to these islands. You can see our interview on YouTube at https://www.youtube.com/watch?v=2euCZvP9HvY&list=UUyTGp4VWo4RP5-zsx8RfxuQ

One more fiesta: We celebrated Bill's birthday by snorkeling, hiking Santa Catalina to see the ruins of Fort Warwick (Captain Morgan's old headquarters) and Morgan's Head, and then heading off to the ruins of one of the homes of Pablo Escobar, once head of the Colombian drug cartel. That night there was an outstanding birthday party aboard *Ultra* with all the other cruisers in the harbor.

Getting Around

While there, we traveled all different ways: taxi share, two-passenger scooter (US$25 per day), passenger on a *moto* (for US$1 to $3 you jump on the back of someone else's motorcycle) and then also you can hitch a ride with a local.

San Andrés

We arrived in San Andrés to an amazing turquoise channel/bay with white sand beaches and shoals dotted with countless wrecks of fishing boats and sailboats — a little intimidating, to say the least. The reef and cays that encircled us were spectacular. We hailed René, the ship agent, on VHF16 and he met us at Nene's Marina for check-in. You can purchase gas and diesel at Nene's Marina. The anchorage has good holding.

This island is the place where many Colombians from the mainland come for vacation. It is the complete opposite of the other two islands. It has duty-free shopping, upscale restaurants and bars, numerous beaches and tourist attractions. It has highrise-hotel-lined beaches, complete with jet-setting tourists. There are many hardware stores, electrical supply shops, etcetera, for getting some boat parts and supplies.

However, when you get out of the downtown area, you will find a stark contrast in the outlying areas. There you will find agriculture, sandy roads, thatched roof huts, and more. We even saw a field of sugarcane and they still had the traditional mule-driven grinder system to turn the sugarcane into juice. They had set up a roadside stand on the side of the road and were selling all of the sugary delights: juice, candies, syrups and more. The pile of leftover sugarcane bits was piled as high as a one-storey building.

We visited all of the wonderful beaches and toured the island on a scooter, as well as loading up our bicycles and riding around the entire island several times. We enjoyed meeting the locals and taking in all of the interesting culture. We rarely eat out at restaurants, but there were a few bargains to be had. The two restaurants that we splurged at were Miss Celia and La Regatta.

We explored several of the cays in San Andrés: Johnny Cay, Rose Cay, Haynes Cay, and more.

Highlights: Message in a Bottle

The bonus of our visit to this island was to meet in person a family that had found a message in a bottle that we had thrown into the sea more than three years ago! They had contacted us long ago and said that whenever we were in San Andrés to contact them. Well, we did!

We invited the lovely family to come aboard *Ultra* for dinner some time while we were there, but the husband explained that his wife could not be on a boat since she was five months pregnant and gets seasick. However, he explained that he was a fisherman and would meet up with us via his boat in the harbor. He brought us a gift of several fresh-caught red snapper, cleaned and ready to go. Yummy! He and his nephew came aboard for some refreshing coconut water and homemade guacamole and chips. We shared lots of fun stories. A few days after that, he and his family came to pick us up in their car. We had a great visit and they gave us a wonderful tour and history of the island. They explained that they are of Creole heritage, just as the majority of the families in Providencia and Santa Catalina.

Finding Anansi

We were encouraged by our friend Katia to visit the island *biblioteca* (library) for more information on the history of the islands. After reading the history books, another book piqued our interest: *Historias de Anansi y Otras Historias de La Vieja Providencia* as told by Hildreth Bent, Delia Eden, and Dionicia Gomez. It is a book of stories that have been passed down from generation to generation in this archipelago. In one story section, the



main character is a spider named Anansi. Anansi stories are an old West African tradition that was carried to the English-speaking Eastern Caribbean in the days of slavery, and then dispersed throughout the Caribbean. Discovering Anansi as part of the folklore here was another reminder of the ties that unite the rich cultures of the Caribbean.

JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master Licenses. They sail aboard their trimaran, Ultra. *They are currently island hopping their way to Panama. JoAnne and Bill enjoy writing cruising articles and sharing their experiences. To follow their adventures visit www.jandbyachtultraadventure.blogspot.com.*



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Santa Marta, Colombia: DESTINATION DETAILS

by Selinda Wirkus

Paul and I have been cruising the Caribbean for five years aboard our Privilege catamaran, *Mupfel*. We travel slowly, since for us it is important to get a deep sense of a country and its inhabitants (the two-legged ones and all the other creatures we can find!). We love nature and hiking, and we explore a place to get more insight than is possible for the desperate sailors on their "quickie" to the Pacific. We love to get in touch with local people and learn about customs and food.

We are currently spending time in Santa Marta, Colombia, and think this destination will be interesting for our fellow *Compass* readers.

Anchoring Off Santa Marta

The best anchorage is in the bay south of the marina (to the right as you come from seaward), as close to the breakwater as possible. Here you will find good holding in sand.

The anchorage to the north (left of the marina) is less idyllic, with all the major shipping going to and from the commercial port, and a popular public beach. You will find sandy bottom here also.

In March 2014 one yacht stayed for two weeks on anchor here with no problems.





Above: You can clear into Colombia at the Marina Santa Marta

Left: Fresh fish and local produce, no problem!

Customs & Immigration Formalities

At the marina you can arrange for the following:
Immigration (valid for 90 days on arrival)
Arrival document (Acta de Visita)
Temporary import permit (valid for one year)
Cost: US$130

Provisional Cruising Permit

If the boat will be more than three days in Colombian waters, you need a Provisional Cruising Permit. After application, it will take up to five days until you get it from the port captain or from your agent (we used Dino). It is valid for two months.

Cost: 200,000 Colombian pesos (Cop) (approximately US$100)

Local Clearance from the Marina

To exit the marina — even for a day trip, or to anchor in nearby Taganga, Tayrona National Park or elsewhere — you need to obtain Local Clearance. It is valid for 15 days only and must be renewed at least two business days in advance of expiration. This can be repeated as often as desired.

Cost: 60,000 Cop (approximately US$30)

To anchor overnight you need an additional "Permiso Especial de Navigación Nocturna".

Cost: 60,000 Cop (approximately US$30)

Warning: If you leave the marina without Local Clearance to go anchoring in another bay, it can cause serious difficulties. We strongly advise against it!

Good news: The government is in negotiations to let go of the Local Clearance in general.

Extensions at Immigration

You want to stay over 90 days and up to one year in Colombia? Then you have to apply for your extension two business days before expiration of your initial paper.

Cost: 100,000 Cop (approximately US$50)

Extension of Provisional Cruising Permit

If the boat remains more than 60 days in Colombia, your Provisional Cruising Permit can be extended another ten months.

Cost: 100,000 Cop (approximately US$50)

Departure from Santa Marta

You have to apply two business days in advance prior to your departure in order to give the authorities enough time to issue a zarpe. Departure clearance is valid for 24 hours after issuance.

If you plan to stop on your way to Cartagena or San Blas, enter in your zarpe all possible (and impossible) intermediate stops in Colombian waters. This way you will be on the good side and do not have to face any trouble with the Guarda Costa while you are travelling along the Colombian coast.

If your departure is delayed by more than two days, the zarpe is invalid! A current zarpe must get issued.

Cost: 100,000 Cop (approximately US$50)

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Note: If you have already cleared for departure but owing to the weather conditions you need to stay in the marina, you must clear in again — which goes hand in hand with the entire cost and time of the entire Customs and Immigration formalities.

Tip: In order to avoid new costs and waiting times, you could anchor at Taganga (protected) or in front of Playa Blanca in Rodadero. Make sure these locations are part of your initial zarpe.

Marina Santa Marta

When we arrived in Santa Marta in December 2013, only one third of the slips in the marina were occupied. However, when we wanted to pick the place we liked, we learned that many berths were already reserved and the marina would be fully booked for the turn of the year: Christmas and New Year is the peak season here.

Pontoon C at Marina Santa Marta will be our home for the coming year. We put the stern to the east, against the prevailing winds, and the bow to the marvelous sunset, which every single day, in shining glory, reminds us of the privilege of our gypsy life. Because of the strong winds here, which can carry a lot of sand and dust, we advise you to put the bow to the east to protect the cockpit.

In January and February, the average wind speed in the Santa Marta Marina is between 20 and 40 knots! March this year was much quieter, but that's probably the exception. In 2013 very strong winds and waves thundered over the breakwater into the marina and the boats had to be relocated to the east side of the marina. The entire breakwater system has since been strengthened. This should provide safety for future stormy seasons.

The gate at the marina entrance is guarded day and night. Indeed, the marina is only separated by the breakwater from the adjacent public beaches, but there are plenty of security guards to prevent anyone slipping over the breakwater into the marina grounds. The position of honour at the gate goes to the local kitten.

The office staff at the marina are alert and friendly. General Manager Mauricio Cucalon Micolta is responsible for just about everything. He always has an open ear and is helpful and he tries to settle problems immediately, which is not always easy. He is always present and gives his best. Diana, the enchanting and smart señorita in the office, welcomes you with an open smile. Always helpful and engaged, she will find proper and useful answers to your questions.



A surprise visit from Customs, including a drug-sniffing dog, was part of the country's drive to conclude the era of the drug lords

The showers are nobly and generously equipped. Everything is high quality and fairly new with plenty of hot water and air conditioning. There is no key for the showers; the fingerprint of your right index finger will be scanned and saved in the system to allow you free access to the showers, the Captain's Lounge and the main gate.

There are two large washing machines with hot water (what a luxury!) and two dryers. Just opposite is the Captain's Lounge. It is a comfortable little air-conditioned room with a sofa, TV, internet and library.

Around the office building you find many picnic tables and benches in the shade under pretty flowering vines. This chill-out area invites you to meet fellow sailors or surf in the internet. For barbecues and potlucks, there is a fireplace and prep area.

Right in the marina there is also a helicopter pad, which is used for sightseeing flights in the area. In case of emergency, an ambulance flight can render fast and reliable aid.

In Marina Santa Marta a lot of work and maintenance on your yacht can be done. Good quality repairs are reliable and not very expensive.

The Cherry on Top

Thanks to its dry climate and a constant temperature of 32°C and more, one can finally unpack all the storage bags, wash everything and keep it dry and clean. Owing to the constant breeze there are rarely any mosquitoes. And last but not least, with extremely low humidity, Santa Marta is a natural mold exterminator. This climate makes Marina Santa Marta an ideal spot to leave your boat during an extended absence.

Customs Inspection on Board

One day an unexpected group from Customs — including a drug-sniffing dog — appeared in front of our boat. It was many days after all our paperwork was concluded and we thought our official interactions were long since completed. It turned out this was part of the "Fight against the Drug Mafia". Colombia is working hard to improve its image. The time of the drug lords and guerrillas is ending and Colombia wants to conclude this epoch. The modern Colombia has new goals, new ideals and a new government. Thus political relaxation, better security and more peace are being established in Colombia.

Just Outside the Marina

To the left and the right of the marina there are two nice beaches. The residents of Santa Marta and Colombian tourists from all over the country love to spend their holidays here. On the western side of the breakwater one can jump in wonderfully refreshing and usually very clear water to swim with a backdrop of big container ships anchored far out in the distance.

Within five minutes walking distance you will find the magical city with a beautiful historic centre. Security is also very good here. The police and the military are ubiquitous, always friendly, polite and helpful. Part of their duty is to provide tourists with information. They present themselves more as friends who are always up for a nice chat — a good opportunity to practice your Spanish.

The markets offer fresh vegetables and exotic fruits of all varieties. The bus system is very efficient, reliable and cheap. Taxis are present everywhere, at all times helpful and cheap. They do not cheat; nevertheless ask for your price before you start your trip.

And the residents of Santa Marta are very, very nice people, always open for a small talk or a nice conversation. They are a proud folk with a healthy self-confidence. Pushy salesmen and tourist-trappers will hardly be found here.

Want more? The nature in the surrounding countryside is spectacular!

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THE BEAUTIFUL BLUE OF THE BVI

by Rosie Burr

DESTINATIONS



ALL PHOTOS: BURR/HOGGARTH

It's hard to believe that my husband, Sim, and I have been sailing in and around the Caribbean for nearly a decade and barely touched the British Virgin Islands. Put off by stories of mobbing charterers hijacking peaceful bays with their raucous babble and bad anchoring techniques, and anchorages full of costly moorings, we had always found that the rest of the Caribbean had so much to offer, so why bother?

But what fools we have been.

The BVI can be expensive but they don't have to be; the clearance fees aren't prohibitive, especially when you consider what these multiple islands have to offer in terms of sailing, snorkelling and hiking, and sheer natural beauty. Some bars and restaurants are pricey but many are not, the same as in all the Caribbean islands. And it's true that many BVI bays, especially the popular ones, are full of mooring buoys at exorbitant prices, but we always found places to anchor. We lucked out with the weather, too, having settled conditions the entire time we were there.

Every day you see the white canvas of unfurled sails as dozens of charter boats dash from one destination to the next. The Sir Francis Drake Channel acts like a super highway as yachts race about. And it's hard not to get caught up in the same mad dash when your time is limited; visiting yachts are allowed to stay for just a month, unless you choose to import your boat, and there is so much to see.

We started our whirlwind tour of the British Virgins at Spanish Town in Virgin Gorda, our boat, *Wandering Star*, laden down with stores from St. Maarten to avoid some of the higher prices here. The anchorage is easy with good holding in soft white sand, the Customs procedures efficient. The marina village offers everything from fuel dock to supermarket, shops, restaurants and bars. The views out to the west across the Sir Francis Drake Channel are stunning.

With over half a dozen islands and scores of anchorages in the BVI, there are many places to be visited. We tried to avoid bays with mooring buoys, instead choosing as our theme less-visited anchorages with good snorkelling possibilities. In Virgin Gorda, Savannah and Pond Bays were peaceful spots with reefs all around to snorkel (unless a swell runs in from the north and the bay becomes untenable). Richard Branson's private Necker Island and Eustatia Sound, Peter Island and Norman Island are all fabulous. Walks and hikes ashore can also be found, whether it be a stretch of sandy beach, a short track to a lookout point with magnificent panoramas, or trails within the national parks.

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There is no doubt that the highlights of the British Virgins for us were The Baths and Devils Cay. If we had not seen anywhere else this trip I would not have been disappointed. We had been advised to get there early — so we did; in fact, we were the first boat there.



We would have been the first ashore to explore the caves, too, but a charter boat's crew had dropped their boat hook and then run over a mooring, wrapping the pick-up line around the boat's propeller. They needed our help.

Ashore, The Baths are stunning, with myriad little coves and grottos amidst the huge boulders and rock pools that have stood there for centuries, scattering shimmering light this way and that as the sun rises over them. The beautiful changing blue hues out across the bay are breathtaking. Underwater the sea is glass clear, the snorkelling a delight.

In Tortola you have a heady mix of lively ports like Road Town, where the cruise ships visit, and smaller harbours like Trellis Bay where yachts are packed in like sardines, mooring buoys back-to-back, and any anchoring space squeezed into tight corners with shallow depths or on the outer limits where water is deep or unprotected. Tortola's northern coast is stunning. The whole area is a great place to go gunkholing, if the swells permit.

Occasionally it was frustrating to arrive towards the end of a day to find that the anchorage described in a guidebook barely exists when you need to keep clear of the moorings. Maybe we are too conservative in our anchoring. But we would always find another bay just around the corner or on a neighbouring island that was nice and calm, and we would be all alone wondering why no one else was there; maybe because it was not mentioned in the guidebook!

It was impossible for us to see everything. We ended up finding a little piece of heaven on Norman Island called Benures Bay and it seemed to hit the spot. We stayed there longer than we planned, at the cost of exploring other places. Maybe it was the good holding with little swell rolling in; maybe it was because there were no mooring buoys taking up the bay or perhaps it was the wonderful snorkelling with abundance of fish and coral gardens waiting for us below the water's surface. Maybe it was the deep blue of the sea, where even in 15 metres we could clearly see the bottom.



This is what strikes us about our entire BVI trip — how blue the sea is. Even on the greyest day the water was so clear and blue and inviting, with the green hills of distant islands undulating in the background. It sets the tone; the snorkelling is some of the best we have seen in a long time. Although there was dead coral there was also plenty that was alive. Brain coral, sea fans, sponges as well as all sorts of worms, starfish and molluscs, the seabed was literally littered with them.

Don't let any negative stories put you off cruising these Virgins — you will truly be missing out on something very special. Sim and I may not have seen everything the beautiful blue BVI holds this time around, but one thing is for certain: we will return.

Rosie Burr and her husband, Sim Hoggarth, formerly aboard Alianna, *a 39-foot Corbin, now sail* Wandering Star, *a 44-foot custom steel cutter. Visit their blog at www.yacht.alianna.co.uk.*

Left: Snorkelling at Benures Bay yields a flamingo tongue sighting

Right: The beautiful blues of the BVI

Below: The view at Benures Bay on Norman Island: a little piece of heaven'



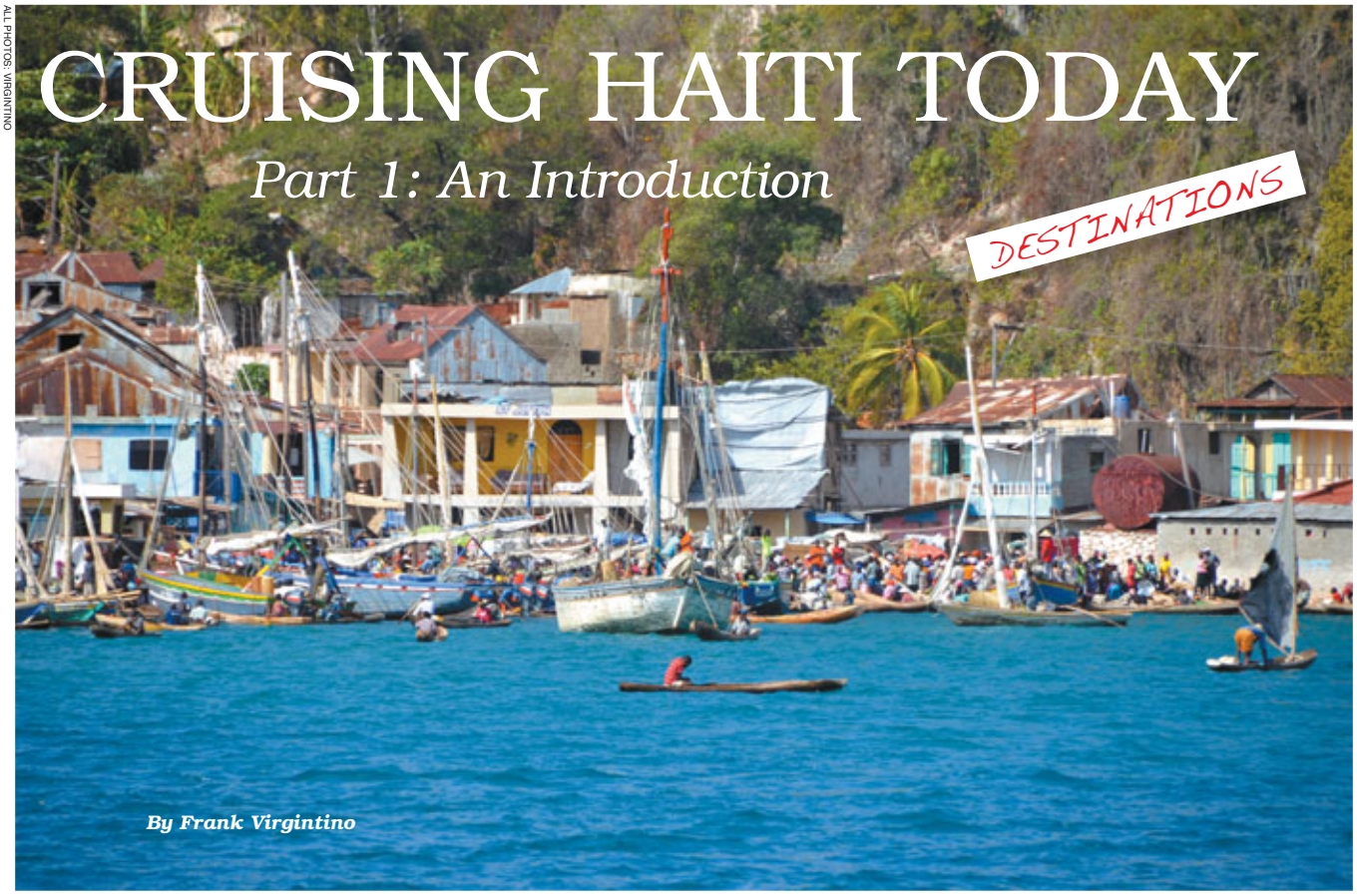


ALL PHOTOS: VIRGINTINO

CRUISING HAITI TODAY

Part 1: An Introduction

DESTINATIONS



By Frank Virgintino

A busy Haitian waterfront. This scene could have been any Caribbean seaport in years past

Please note that some of the opinions expressed in this series may be offensive to some readers. It is not the intent of this article to accuse or blame anyone for the problems that exist in Haiti. The third edition of my Cruising Guide to Haiti *has been recently released and can be obtained free at www.freecruisingguide.com or purchased as an e-book (which contains interactive elements) at stores such as Amazon.com. The new edition of the guide contains an extensive bibliography that is part of the basis of the opinions expressed in this article. The balance of the opinions is the writer's own personal experience garnered over two decades of cruising Haiti. — F.V.*

I have cruised Haiti for two decades. In all of that time, I have found Haiti to be an exceptional Caribbean cruising ground, provided that areas of dense population are avoided.

To explain why more cruising boats should consider cruising Haiti today, it is first necessary to explain why many boats did not call there in the past. This is because — no matter how well Haitian cruising destinations are described and no matter what is said about the beauty of cruising there — the single greatest reason that many boats avoid Haiti is *fear*. Haiti is feared because Haiti is largely misunderstood. It is my hope that this series will help dissipate that fear by providing some understanding and insight into a marvelous cruising area. The Bible says that the truth will set you free. In the case of Haiti, this is particularly apt, as there are so many misconceptions that have formed over such a long period of time.

I have written a number of Caribbean cruising guides and I would not knowingly send anyone into a dangerous place. The greater part of Haiti comprises good cruising grounds. If you decide to cruise Haiti, do your best to set your perceptions about Haiti aside and let your experience be your yardstick. Given what most people believe about Haiti, I believe that your experience will be in conflict with many of the popular notions about the country.

Haiti is off the beaten track. If you like marinas, restaurants and areas to shop in, Haiti is not your port of call. On the other hand, if you like cruising through small villages to see life lived simply in its own way, you will enjoy Haiti a great deal.

Many people think that Haiti is destitute and hopeless. Haiti is not prosperous but it is not destitute by any account. Haitians are full of hope and joy and live life in the moment, ready to celebrate life for its basic value: life itself. Life can be challenging in Haiti. Notwithstanding the difficulties, families take care of their elderly and children are clean and clothed, often in school uniforms, and attend school and church. I am not referring to the "one percent", well-to-do white Haitians or even the light-skinned Haitian elite who live at a higher standard. I am referring to the 95 percent of the population who are black and who live life without any surplus in their day-to-day lives. Haitians say in Creole, "Lespwa fe viv" (hope makes us live) and Haitians are and have always been very hopeful.

The Inner Voyage

Creole (Kreol) became the official language of Haiti in 1987. It is full of charm and color and the many, many sayings that are heard daily and well describe what it means to be Haitian. "Deye morne gin morne" means mountains beyond mountains: the name Haiti means the land of mountains and Haitians see life as a series of challenges to be overcome, as one mountain after another. However, you will not find most Haitians dour or angry; in fact Haiti is a country of artists who sing and paint. Singing, dancing and art are part of their deep West African-based culture. They believe that God the creator is like an artist, creating something out of nothing. Therefore to be an artist is to be God-like. Music is essential to their lives as well. To listen to Haitians sing at church or at a celebration is to listen to the most essential element of the human spirit that raises its voice; a sound so beautiful and so pure that it will uplift you. If you visit a schoolroom in a fishing settlement and see the hopeful faces of so many young children, so willing and ready to learn and then to listen to them pray or sing, it will bring you to tears.

Many of my friends tell me that I have fallen in love with Haiti and that I am blind to its dark side. To that I say in Creole, "Ayiti mete met, hounga sou mwen", Haiti has cast a spell on me, and if you cruise through it, it will cast a spell on you as well. Visiting Haiti will be as a litmus test for your inner self: if you are not deeply moved, you will know that somewhere along the way you have given in to doubt and cynicism.



The author's yacht, Raffles Light, *at anchor with a local boat under sail. Many Haitian fishermen have a sailboat like this and are excellent sailors. Their greatest needs are sails and fishing equipment of all types*

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A Little Haitian History

The Republic of Haiti was founded after more than a decade of war between rebellious black slaves and the army of Napoleon, which was defeated hands down.

The Haitian Republic was formed in 1804 as a republic and a democracy. It was founded on many of the same principles as those of the American Revolution. However, because this independence was achieved by black slaves, it was feared and resented by many white people, as their prevailing beliefs at the time were that the black race was inferior and that black people were not capable of very much at all, let alone a successful revolution that resulted in a free Republic: the only successful Black Republic in the history of the New World. "The rebelling Haitian slaves are the cannibals of the terrible republic," wrote Thomas Jefferson in 1791.

The USA did not recognize the Haitian government until 1862 and supported attempts to have it overthrown. Rudyard Kipling, British poet laureate, in his poem "White Man's Burden" refers to black people as "Your new-caught, sullen peoples, Half-devil and half-child." It would seem that these perceptions have taken hold and persisted over the centuries. The net result of it all is racism and, in the case of Haiti, abject racism in its most virulent form. One result of such racism is that many perceptions have formed about Haiti and Haitians that have little or no basis in fact. Another is that today Haiti has two distinct cultures. One is elite, book-educated, white or light skinned, French derivative and urban. The other is black of West African origin, tradition-educated and rural. As you travel through Haiti, you will clearly see what the ramifications of the two cultures are.

There are also two Haitis: the media's version of Haiti — a country in the perpetual state of political violence and crime — and the real Haiti where political demonstrations are usually confined to the capital.

The countryside is quite provincial and just awakening, owing perhaps to the availability of cell phones and internet access. I have watched a village such as Cai Coq on Ile-à-Vache transform over the last two decades from a backwater devoid of electricity, cars, cell phones, etcetera, to a community lit by streetlights powered by solar panels, using generators to make electricity, and enjoying the widespread use of cell phones and the internet. You would not yet call the community prosperous, but neither is it destitute. The younger generation is ever more educated and very aware of who they are and what they need to do to improve their lot in life. They are not ignorant by any means. In fact, they are quite inventive and adapt quickly.

For all of the setbacks in Haitian history, there is no Creole word for disaster.



Above: A market vendor measures out black beans. Purchasing directly from local vendors, farmers and fishermen is appreciated where cash is in short supply

Haiti Cruising Basics

To cruise Haiti safely, it is important to avoid dense areas of poverty such as are found in the capital, Port-au-Prince, or on the north side of the north peninsula, where some areas are desert-like and truly impoverished. Outside of those areas, you will find the balance of Haiti to be provincial and largely still caught in a time warp from the mid-20th century. Most of the coastal villages are fishing settlements and the people live frugally.

The country is heavily deforested and droughts are frequent. This is attributed to the cutting down of trees to make charcoal. Until recently Haiti was exporting charcoal throughout the Caribbean, as it was a way to raise cash. Additionally, owing to the mountain ranges, on the average more rain falls on the eastern portion of Hispaniola (Dominican Republic) than on the west side of the island (Haiti).

While cruising through Haiti you can lend a helping hand. Haitians are most often not short on food or clothing. But most Haitians who live in rural areas are short of cash and do not have a great deal of potable water. Cash, generally gotten from selling fish or from plot farming, is always in short supply and it is very hard for the average family to purchase school supplies, fishing equipment, medicine and so forth.

Those who seek to cruise through Haiti must be reasonably self-sufficient. A watermaker is an important piece of equipment for any extended cruise through the country. At a minimum, extra water should be carried on deck. There are no marinas and therefore repair services are not easily found. That said, you would find that Haitian fishermen are excellent sailors and know a great deal about rigging and boatbuilding. They also are very adept at repairing motors of all types. Sourcing parts is always a challenge, so it is best to have adequate parts on the boat. Most mid-size towns and cities can fabricate and weld if needed.

Some cruisers have shared with me that they are concerned about piracy. I have not encountered any piracy in the nearly two decades I have cruised Haiti. Virtually all vessels in the rural areas of Haiti are fishing boats that are powered largely by sail. If they pose a threat, it is that they are unlit at night and one must take all measures to be alert to avoid collision.

Below: Schoolroom at Bombardopolis, a fishing settlement on the southwest side of the north peninsula. These students were a delight to watch as they did their lessons



Next month, Part Two of this series will address some of the popular notions about Haiti and Haitian culture. In October, in Part Three, we will take a cruise through Haiti.

Frank Virgintino is the author of Free Cruising Guides, *http://freecruisingguides.com.*



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Caves and Surprises at Los Haitises National Park

by Devi Sharp

I am always game for a boat-based land exploration, and after an overnight passage between Boqueron, Puerto Rico and Samaná, Dominican Republic I was anxious to get out and stretch my legs. In the company of the boats and crews of *Bella Blue* and *Knot Yet*, my husband, Hunter, and I explored Los Haitises National Park.

Samaná is a great stop whether you are heading east or west along the rugged north coast of the Dominican Republic. There are ample places to anchor near Santa Barbara or the town of Samaná or you could treat yourself to a night in at the luxurious Puerto Bahia Marina for a very reasonable cost. The town of Samaná has a very good fresh fruit and vegetable market and small grocery store where you can stock up for your visit to Los Haitises National Park.





ALL PHOTOS: SHARP

In the Line Caves, pictographs made by the Taíno people resemble birds, lizards and...







Always up for some land exploration, Hunter and Devi at the caves

Tucked in San Lorenzo Bay in the south end of Samaná Bay, Los Haitises National Park will provide the adventurous cruiser with several days of exploration. Los Haitises (pronounced High-tee-sis) National Park protects an area of approximately 1,000 square miles of tropical forest, mangroves, limestone caves and cave drawings, (pictographs). This area was under the sea about a million years ago and the resultant limestone substrate is called karst. You can spot karst topography by the cupcake-like hills with valleys in between. The rock beneath the vegetation is irregular limestone with sinkholes, underground streams and caverns. The name Los Haitises means mountains in the indigenous Taíno language.

You can anchor anywhere the depth and wind direction seem suitable. We began our exploration of the south coast of the bay by dinghy. The rugged karst coastline is undercut with small open caves and blocks of limestone that have eroded from the main shoreline. The blocks are mushroom-like with undercut bases and caps of lush vegetation. We poked up a few mangrove creeks that even at midday were alive with herons, egrets and small songbirds. The mangroves' roots gave the impression that they were frozen in place while walking.

There are two official park sites to visit with caves, and the fee of 100 Dominican Republic pesos or US$3 will buy you a wristband so you can go to both sites. Be sure to get your wristband or receipt, or you will have to pay twice. The administrative site has a dock that is used for tour boats. The sound of dominoes slapping on a table greeted us as we approached the two-storey administrative building and paid our fee. The caves are to the west and are a bit reminiscent of The Baths at Virgin Gorda in the British Virgins. The caves are open and have some nice formations including stalagmites and stalactites. These caves are not the main attraction, but worth the time to see them.

Far more interesting are the "Line Caves". A bit farther to the west there are abandoned pier pilings at approximately 19°4.935N, 69°28.170W. On the west side of the pilings and the small island there is a small mangrove creek. Follow the creek and bear left at the Y and in a few metres you will come to a concrete dock. You can leave your dinghy here, but leave room for the tour boats. When we visited there was someone selling or checking for the entrance bracelet. Follow the short trail to the caves with the pictographs and interpretive signs. A flashlight is handy to see your feet on the damp cave floor. Pictographs are line drawings on the walls of the cave made by the indigenous Taíno people. Local plants and bat guano were used for the "ink". It is fun to speculate what the crude drawings represent. I could see herons and other birds, what looked like hunting scenes, sharks, hands and perhaps whales, caiman and shamans.

At the entrance of the cave there is an interpretive sign that explains that this was once the terminus of a railroad that carried produce, probably mostly bananas, from the rich humid forest to Santa Domingo, the capital of the country. The pilings in the bay were the railroad terminus.



We had been told about an eco-lodge up one of the *caños* (mangrove creeks) at the east end of San Lorenzo Bay (approximately 19°4.31N, 69°26.94W). Not knowing what to expect we motored our dinghies upstream and as we rounded a bend we heard what sounded a lot like a troop of monkeys crossed with a parrot. The call of the White-Necked Crow is unlike any other birdcall I have ever heard. It was an odd mix of squawks, raven-like liquid sounds and monkey hoots.

The creek ended in a little boat basin with small tour boats, a few modest houses and a repair shed. I asked one of the guys tinkering with an outboard about the lodge and he told me that Caño Hondo Lodge (translates to deep creek) was about a kilometer down the road. The walk was interesting with fields on either side, but the lack of shade was giving me a deep yearning for a cold Presidente beer.



Top: Our friend Scott enjoying a waterfall at Caño Hondo

Above: Walking toward the park office, we could hear dominoes slapping

The first view of the lodge was breathtaking. There were several rock pools that captured a natural stream and stepped the water down to the next pool with a short waterfall. The restaurant did not fail me; I had a cold beer and a delicious fish soup for lunch. We had our swimsuits and found the pools refreshing. We were surprised to hear a helicopter and then see it land in a field near the Lodge. Four well-dressed people exited the helicopter, had lunch and left. Over the next few days Hunter and I returned a few times to enjoy the bird watching and access to the internet. We were happy to pay the 100 DR peso entry fee.

My binoculars and bird book attracted the attention of a very outgoing guide named Michael, who incidentally is a look-alike for Will Smith. Michael told us that we could hike a trail that starts at a dock west of the Line Caves (approximately 19° 4.723N, 69° 28.646 W) to the Lodge and it would take us through a few different habitats with great bird watching. The next day Hunter and I were out early in the morning. The hike was lovely and took about two hours at a leisurely pace. The trail was in very good condition and we were rewarded by some really good looks at Broad Billed Todys (tropical birds that look like a hummingbird on steroids). We had a second breakfast at the lodge and hiked back to the dinghy.

Leave a few days for leisurely exploring this area. It is full of surprises.

Devi and her husband, Hunter, have recently retired from eight years of cruising the Caribbean aboard Arctic Tern *and are currently dwelling on dirt in the mountains of North Carolina.*

STAYING COOL ABOARD

Caribbean sailors know Don Street as a cruising guide author and compiler of Imray-Iolaire charts — not to mention a legendary beer drinker — but many are unaware of his seamanship and sailing-gear expertise.

Don sailed the engineless yawl Iolaire *for more than half a century, and made 12 successful Atlantic crossings and some three-dozen passages between the Caribbean and the US East Coast on various boats. On these ocean crossings, as well as during cruises in the Caribbean, he contributed to the development of what is today considered standard sailing gear by testing new equipment for manufacturers. Among other items, Don tested the then-experimental Ampair wind generator aboard* Iolaire *in 1975, proving that the wind generator is a viable proposition, and tested Harken's first big roller-furling/roller-reefing headsail gear in 1983 — gear that is still working aboard* Iolaire *today.*

In this new series, Seawise with Don Street, the guru shares his seamanship tips and knowledge of boat gear.



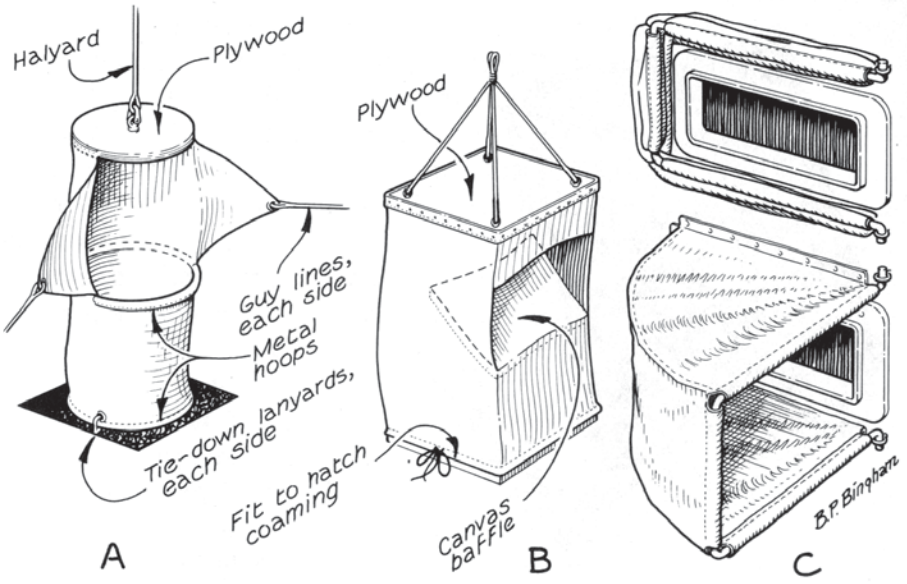
LUKA RONE

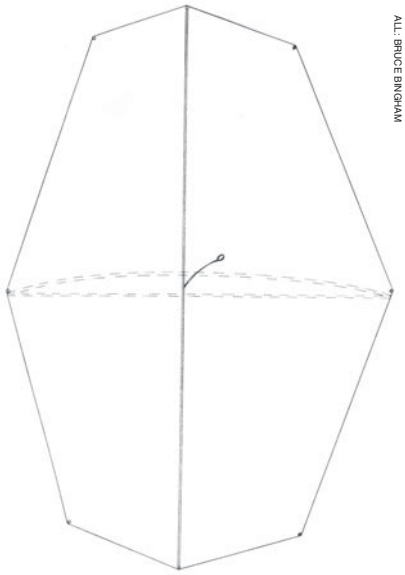
It's high summer, and in the Caribbean it's HOT, especially in confined spaces. Unfortunately, many modern yachts — having been hermetically sealed to keep water out at sea — are so poorly ventilated as to be uncomfortable in port. It can be impossible to stay below decks in the tropical summer unless the boat is air-conditioned.

But if the owner is willing to spend some money and take my advice, the modern boat can be well ventilated in port — and even when making inter-island passages with spray flying. Here are some additions to your boat that will help you keep your cool.

Wind Scoops

When I purchased *Iolaire* in 1956 the ventilation was so poor that by 0900 it was impossible to comfortably stay below decks and it did not cool off until 2200. I quickly solved the in-port ventilation problem by making a proper wind scoop — the "dancing nun" (A in Figure 1).





ALL: BRUCE BINGHAM

Passive cooling devices such as wind scoops can help you beat the heat onboard without depending on energy-consuming technology. A mast-to-stern awning like the one at right shades and cools the cabin as well as the cockpit

The square ventilator (B) was designed by the late Syd Miller of *Isoletta*. This is a wonderful option, as it sits outside the edges of the hatch so rainwater drains out and it does not have to be taken in during rainsqualls.

A nifty folding scoop for portholes is shown in C. If you have round portholes you can just cut a plastic container that fits the hole to make a scoop in a jiffy. (If it starts to rain, just turn the cutout to face downward.)

The type of wind scoops illustrated must be faced into the wind, but *Maverick*, the Brixham trawler that the late Jack Carstarphen ran as a charter boat in the Virgins, had an omni-directional wind scoop. Jack found the design in an 1824 British Navy seaman's manual, but today you can just Google "wind scoops" and many styles are waiting to be purchased, plus a broad array of different designs is available to show to your favorite sailmaker or canvas worker or to run up on your own sewing machine.

Many multihulls have windows facing forward that can be opened for good ventilation in the main cabin, but hatch- or port-mounted scoops can really help air out the spaces in the hulls.

Awnings

Making your own source of shade is another way to keep the boat cool, but every boat's deck layout is different so it's unlikely you'll find an awning off the shelf. A bimini shades only the cockpit, but a full-length awning on a monohull will keep the cabin cool, too.

Iolaire was a sloop when I bought her, and rigging a full-length (mast to transom) awning was a problem. To get it full width required a spreader in the middle of the awning, and that was a head-knocker for short people, while tall people had to duck under. One day my cook, Patty from Boston, said, "Why don't you make a curved spreader and secure the center of the spreader to the ridge line?" This I did. There was a centreline rope, hand-stitched to the awning like a sail's boltrope, which was secured to the mainmast and tensioned by a tackle to the main backstay. Another spreader was required at the aft end. After we converted *Iolaire* to a yawl, rigging the awning was much easier as we could dispense with the after spreader.

Iolaire's awning does not have permanent side curtains, which make a big awning heavier and harder to rig. I made removable side curtains in two pieces, one going from the spreader forward to the main shrouds, the other from the spreader aft to the mizzen intermediate shrouds. Because of the angle of the sun in the Caribbean, we usually only needed these curtains on one side or the other.

A small foredeck awning is also useful, and can be rigged low enough so that the forward hatch can be left open in the rain. If possible, rig it so that you're not tripping over strings if you have to get to the bow in the middle of the night!

Marine-grade Sunbrella is probably the most popular fabric for boat awnings, and comes in a wide range of colors. Resist the urge for a handsome navy blue, racing green or other dark color that will absorb heat.

Double-Opening Hatches

This is a bigger job than rigging a wind scoop or an awning, but if you can find — or construct — double opening hatches (hatches than can open either fore or aft), they are worth installing.

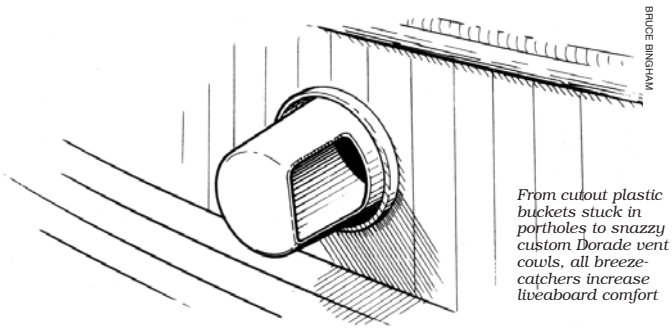
I was lucky enough to be able to buy four such second-hand hatches in 1961 (for US$40!) after the 53-foot yawl *Calhoo* replaced them with clear Lucite ones. They had hinges with removable pins fore and aft and with some alterations to the existing deck structures they were installed aboard *Iolaire*. At sea they were opened facing aft, protected by canvas covers that would allow good ventilation below even when the spray was flying.

—Continued on next page

—*Continued from previous page*

The trouble with these older double opening hatches in port was that when they were opened facing forward and a rainsquall approached, somebody had to go up on deck to reverse the pins and open up the hatch so it faced aft to gather some air but no rain.

In the early 1970s, Goiot solved this problem by designing a double opening hatch



BRUCE BINGHAM

From cutout plastic buckets stuck in portholes to snazzy custom Dorade vent cowls, all breeze-catchers increase liveaboard comfort

that could be reversed without going on deck. Many sailors felt they had a real winner and hoped that the stock boatbuilders would install them on their boats. However, the manufacturers building production boats worth US$200,000 or more were unwilling to pay an additional one tenth of one percent of the value of the boat to install a really good double opening hatch. So few were ordered that they disappeared from the Goiot catalogue. Not only that, but after I checked with Goiot for this article, and was referred to one person after another, Goiot claims they never made that hatch!

Double opening hatches can be constructed of wood, with hinges on both the fore and aft sides and pins that can be swapped from one side to the other. Although people fear that wooden hatches are prone to leak, the ones designed by Maurice Griffith don't, as they have an outer coaming with scuppers. Any water that gets in drains right back out without going below. Plans can be found online.

Dorade Vents

On modern yacht designs you rarely see Dorade-type vents; low-profile ventilators have become much more popular. But try this: Take a piece of wool yarn and hold it three, six, nine and then 12 inches off the deck. It will be obvious that very little wind moves across the deck until a foot off the deck.

To my mind, for really good airflow nothing beat the old Moyle ventilators, with a cowl four inches in diameter and standing 19 inches high, which meant that when mounted on a Dorade box four inches high they gathered in plenty of air and were high enough that in heavy weather they only swallowed spray, not solid water. The big drain holes on the after side of the Dorade boxes easily drained off the spray.

Copies of these ventilators are made by Frank Luke in Maine (www.peluke.com/marine-hardware/ventilators or frank@peluke.com). To me, they are the only ventilators on the market worth buying. You often see expensive "croquet hoops" over ventilators to keep sheets from fouling them. These are not needed on Luke ventilators, as the lip underneath the mouth is so small (7/16") that the lip does not grab the sheet. If a sheet loops around a Luke ventilator it usually throws itself free. If it catches, since the ventilator has such a small lip, the sheet looped around the ventilator is easily lifted free.

The drain holes on the standard Dorade boxes are too small and poorly located, being on the side of the box. I think we were all told when we were very young that water will not run uphill. Heeled well over, the windward Dorade, since the drain hole is on the uphill side, fills with water that spills down below, usually on expensive electronic gear! Plug the holes on the side of the box and cut two drain holes on the after end of the Dorade box, holes big enough that you can stick your thumb in.



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All the above alterations can be done to the modern production fiberglass boat. Do some work, spend some money and even the modern "sealed up" boat can be altered to have good ventilation, making both life in port and inter-island passages much more pleasant. Adding wind scoops and awnings is easy, but altering hatches and building proper Dorades is time consuming, sometimes difficult and in all cases expensive. But your boat is priceless, especially if it's your home, and to spend one or two percent of the value of the boat to make her habitable below decks both in port and on passage is a well worthwhile investment.

Don Street — at 84, possibly the longest-serving yachting writer in the world — is the author of The Ocean Sailing Yacht, Volumes 1 and 2; Seawise; A Cruising Guide to the Lesser Antilles; Street's Cruising Guide to the Eastern Caribbean*; and the* Transatlantic Crossing Guide*, all available at amazon.com. Visit Don's website at www.street-iolaire.com.*

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AUGUST 2014

♈ **ARIES (21 Mar - 20 Apr)**
Any inventiveness that involves verbal skills will be under full sail until the 23rd, so make the most of this aspect before then. Romance will get a lift after the 12th, which will put even more wind in your creative sails for a short time.

♉ **TAURUS (21 Apr - 21 May)**
You may have some poor propagation while expressing yourself creatively until the 16th, but then rough seas in your love life will keep you busy.

♊ **GEMINI (22 May - 21 Jun)**
This is a good time to ease your mainsheet and recharge the batteries. Later in the month there may be static in communications, which could cause problems with projects aboard ship.

CANCER ♋ (22 Jun - 23 Jul)
While love is upping anchor and sailing over the horizon, turn your attention to and put your energies into taking care of boat finances.

♌ **LEO (24 Jul - 23 Aug)**
Your imaginative energies will be at high tide and your way with words will serve them well until the 16th. After the 12th, romance will sail in — just in time to make things more interesting.

♍ **VIRGO (24 Aug - 23 Sep)**
Drop the hook and just relax for the first two weeks of this month. After that, an increase in communicative abilities will help crew or workers get things done on board.

♎ **LIBRA (24 Sep - 23 Oct)**
August will be boringly smooth and the course you have chosen will require little correction. A good book is in order or just a long snooze in the foredeck hammock.

♏ **SCORPIO (24 Oct - 22 Nov)**
There's a good breeze abaft the beam for boat-business success, even though creativity, communications and romance are experiencing some sloppy weather.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Concentrate on unusual aspirations and you'll make swift way to your chosen landfall. An affair of the heart will sail in to your harbor after the 12th, just when you are getting bored with onboard projects.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Your love life, which has been a slog to windward of late, will pick up anchor and sail off the hook in your heart after the 12th. Don't let arguments and nitpicking distract you from the bright side of life.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Romance and creativity will both be in irons this month, along with your sense of humor, which has left you feeling adrift. Don't despair; with the exception of your love life, which will still require a lot of tacking to find a clear course, everything will enjoy fine weather soon.

♓ **PISCES (20 Feb - 20 Mar)**
Put that radio down. You will have difficulty making yourself understood this month and the harder you try the worse it will get. Aspects are better next month so be patient and don't risk alienating crew or cruising pals with thoughtless comments.

Lost at Speed

Island Poets

It doesn't matter where you go
The boats around just can't go slow
Be it in day or dead of night
There's always some to cause a fright.

"A flashlight called us to the place;
"An empty dinghy marked the space."

Pirogues or dinghies, all the same
You've only got yourselves to blame.
For powering up between the boats
Won't get you brownie points or votes.

"I've heard this sound before," he said.
"He's struck the post — he could be dead."

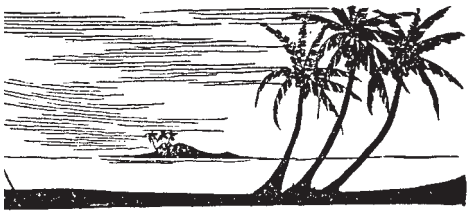
We've seen pirogues speed after dark
The owners think it quite a lark
To scream past anchored yachts so tight
The wash would cause them quite a fright.

"We searched and called the coastguard here,
"We searched and searched with growing fear."

You've seen young men who've drunk a rum
Think speeding back is just some fun.
They crash 'cross waves, speed through the dark
And think it's all a great big lark.

"And then I saw a coastguard dive
"And bring him up, but not alive."

And some speed on without a light
And we can't get them in our sight,
Until they're on us — far too late
So no one can anticipate.



"They tried to save him but too late,
"He had sped on towards his fate."

Remember when you hit at speed
It could be fatal, please do heed.
You could be lucky, yes, until
A child or mother you might kill.

Now every time we dinghy past
That place we searched until the last,
We shiver, and can't quell the pain
And pray we won't see that again.

— Christine Webster

Seaweed



CRUISING KIDS' CORNER

Patsi and the Cooking Contest

by Lee Kessell

In a small island in the Caribbean where the mountains form a green background to the golden sands of the coast, Patsi lived with her hardworking father. Her mother had died when she was only five and for the past five years Patsi had been cooking for her father and herself after she came home from school. Her dad spent all his day tending to his sweet potato garden and fishing in the sea. When the sweet potatoes were ready for harvesting he sold the tuberous roots at the market. Patsi's dad brought home fish and vegetables for her to cook, and occasionally a chicken or a piece of pork. Bananas were plentiful and Patsi cooked them in many ways and made delicious banana bread.

One day after school Patsi could hardly wait for her dad to come home to tell him, "Daddy, our teacher told us that as cooking contests are so popular a thing these days our school is having one and there will be semi finals and finals and..."

"Take it easy, young lady," her dad smiled. "Sit down quietly and tell me, when is the contest to be held?"

"Oh, all the children who want to compete must bring a dish cooked from home on Friday afternoon and the teachers will taste them and decide the three best and then on the Saturday afternoon we will present our dish again and the parents will decide who wins."

"Mmm," Patsi's father answered, "but you'll have to cook your dish on Friday night."

"Oh no, school will be closed for everyone on Friday morning!"

"The choice should be one that everyone liked — and everyone liked banana bread!"

Patsi and her father then discussed what should be cooked, perhaps a fish and vegetable broth, or a chicken and sweet potato pie, or their favourite banana bread. It was important that the choice should be one that everyone liked and everyone liked banana bread, and Patsi's was irresistible with its nuts, berries and spices, so the banana bread it would be.

On Friday morning, Patsi made breakfast, sent her father off to work in his garden then set about making her very special banana bread. It came out perfectly and off she went to school full of hope. The judges tasted the six offerings that included three different types of cake, a lobster in a rich cream sauce, and a chicken-and-almond pie. The judges had a hard time choosing the best, but because some teachers were allergic to lobster and some did not like chicken, and the cakes had too much of this or too little of that, the winner was Patsi's banana bread.

Well, there's no need to tell you how Patsi greeted her father that evening or how happy he was the next day to see his daughter's face when the parents declared Patsi the winner of the local cooking contest.

Now it was off to the finals! With her basket of ingredients, Patsi sat in the big school bus that went around picking up the students and, as they looked much older than herself, Patsi grew very nervous and wondered if her banana bread would be too simple for such a big contest?

When the bus pulled up outside the big hall everyone was taken to the kitchen where they were given a preparation area, all the utensils they would need and a stove. So the final contest began. Patsi did her best and to her relief the banana bread came out just as nicely as ever.

In the auditorium of the big hall, the judges read out the names of the runners up — and then they paused dramatically. Everyone held their breath.

"We have tasted many excellent dishes this afternoon," began one of the judges, "but we all agreed that often it is the simple dish that is best. And so, we name Patsi with her perfect banana bread the winner! Now, as the prize is a scholarship to the best cooking school in the Caribbean, and as Patsi is too young is go next term, she will have to wait until she is 16. That is a long time to wait for such a little girl, but in the meantime, keep cooking, Patsi, and hearty congratulations!"

Patsi looked out and saw her father beaming at her from the audience. Every one cheered and clapped. And Patsi smiled her biggest, proudest smile.

THE END

CARIBBEAN COMPASS FREE
AUGUST 2014 NO. 227 The Caribbean's Monthly Look at Sea & Shore

COMPASS COVERS AND YOU!

The amazing ongoing technological advances in digital photography have really lifted the quality of images we are able to offer in *Caribbean Compass*. Whereas in years gone by, most of our cover shots were taken by pros, today an amateur photographer with good-quality equipment and an eye for color and composition also has — no pun intended — a shot.

If you would like to submit a photo for consideration as a *Compass* cover, read on.

We love images of people on sailboats having fun in the Caribbean. If you can show some coastline recognizable as Caribbean, or other recognizable Caribbean landmark or subject of interest to boaters, all the better. Action and color are good.

Although a tiny distant boat in swathes of sea and sky isn't too interesting, do try to make sure there is some space at the top of the image (usually a bit of sky) for our header.

Remember to shoot in portrait (vertical) format — just turn your camera sideways for a "tall" shot!

Images should be at least 10.2 inches wide by 12.5 inches high at 300lpi or greater. If you don't know what this means, set your camera to take the largest photos possible. Image quality must be sharp. If your images are too large for e-mail, send them through an online service such as Dropbox.

Please don't get all artsy with Photoshop. Please. Just don't.

We can't use photos that have appeared previously, or will appear simultaneously, in any other Caribbean publication or anywhere on-line.

Cover photos are judged and chosen by a number of criteria including technical specifications and our particular needs at the time. If your photo isn't used, it doesn't mean it wasn't good.

Send submissions for cover photos to sally@caribbeancompass.com. Be sure to tell us the name of the photographer, and include a brief description of the shot (i.e. who is in it, when and where it was taken, etcetera). We look forward to seeing Caribbean sailing through your lens!



Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs 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; i.e. the tide floods from west to east. Times given are local.

Note: the maximum tide is 3 or 4 days after the new and full moons.

For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

August 2014					
DATE	TIME	21	0852	10	0044
1	1607	22	0937	11	0138
2	1647	23	1025	12	0232
3	1734	24	1109	13	0325
4	1825	25	1153	14	0417
5	1918	26	1235	15	0509
6	2015	27	1318	16	0559
7	2114	28	1401	17	0648
8	2215	29	1446	18	0736
9	2315	30	1532	19	0822
10	0000 (full moon)	31	1621	20	0907
11	0014			21	0950
12	0111	**September 2014**		22	1033
13	0206	1	1711	23	1116
14	0259	2	1805	24	1200
15	0352	3	1901	25	1242
16	0443	4	1959	26	1330
17	0534	5	2057	27	1418
18	0625	6	2155	28	1508
19	0715	7	2253	29	1600
20	0804	8	2349	30	1654
		9	0000 (full moon)		

NIGHT OF THE LIVING DREAD

Part Two: In Which My Boat is Recovered

by Robert Berlinghof

Owner/skipper Bob Berlinghof was ashore in Grenada one October night in 1982 when he discovered that his 41-foot sloop, Apogee, *had been stolen from her mooring in Prickly Bay — by four men who had escaped from Richmond Prison. Aboard the sailboat* Argus, *loaned from Spice Island Charters, and with his friends Liz and Floyd and six armed militiamen from the People's Revolutionary Army, Bob sails into the night in search of his boat.*

We sailed on without our running lights, not a star in the sky, sailing blindly. After an hour or so we saw a red flare a mile or more off our starboard bow. We couldn't believe they were celebrating their escape! After turning the boat towards the flare, a second one rose off our port bow. I was suddenly frightened that we were getting too close to our prey. The militiamen lay across the foredeck with their AKs locked and loaded. What if by chance they spotted *Apogee* before daylight? Would they blow her out of the water?

But Lady Luck smiled, and we had no more nocturnal encounters. I slowed the engine to 1500 rpm. Trigger fingers relaxed and I resumed our zigzag course. Nobody spoke for the next hour until Liz offered to spell me at the wheel. I let her steer and went forward to peer into the abyss. There wasn't much to do but wait until dawn.

My stomach tightened as the first streaks of gray peeled back the black to windward and imbued the east with its first colors. Soon the sun was trying to poke out through the clouds. To our disappointment, *Apogee* was not obvious and new doubts crept into my mind. I refused to believe that they had eluded us, nor would I consider the possibility that they had sunk, or were sinking — that those flares had been in distress. What if they'd changed course? The coming daylight revealed nothing.

"They ought to be off to port," I said, but I panicked moments before the sun broke the surface of the sea. "Maybe we passed them and they slipped behind us." The long night was over and, though tantalizingly close at one stage, I had lost my boat. Strike three, I thought. I was defeated. We changed tacks, heading north back towards Grenada. Two minutes later, a soldier on deck saw it first, silhouetted by the rising sun, now off our starboard bow, more than six miles to windward. A tiny speck backlit by the sun! We tacked onto a port tack and headed for our quarry. Thirty seconds later a warning buzzer sounded. What now? The engine had overheated! I throttled back and then shut her down. "Looks like we'll have to sail," said Liz.

It was too hot for Floyd to climb into the engine room so we lay a course for *Apogee* under full sail, while the boat ahead of us drifted lazily downwind under her reduced canvas. How fitting, I thought, we'd have to approach and board *Apogee* with both boats under sail, as in the days of Drake, Morgan and Teach. Like successful pirates we had the edge in both sail and firepower. The long night was over. But what next?

It took more than 20 minutes before the speck turned into two triangular sails and we were positive it was *Apogee*. We knifed through the water at six knots, the wind was ten to 12 knots now and we were closing slowly but steadily. With the dawn the cloud cover had dissipated, revealing a perfect late summer morning with calm seas.

Had the sky remained soupy, we may never have spotted *Apogee* so far to windward of us. Had the breeze been stronger, her reduced sail plan would have worked in her favor. Though 15 years older, *Apogee* could outpoint, outreach, and outrun *Argus* in a heavy breeze, even with a dirty bottom. But in the gentle morning she sailed like a wounded duck.

We narrowed the distance, and by 7:15 I could see her clearly two miles ahead, drifting south towards Trinidad at four knots. We still had no discernible plan for engagement, a fact that worried me as much as the teenage gunslinger behind my back. How would the militia act in a crunch? I had to accept that they might blow my dear *Apogee* apart. Twenty miles south of Grenada was no place to find assistance for a bullet-riddled hull.

Floyd topped up the radiator with fresh water and said we could use the engine again. We closed to within a mile. A young militiaman wiped and inspected his AK-47. It wouldn't be long now. At 500 yards Liz rolled in the jib and we stoked up the diesel. The men crouched or lay on deck and trained their weapons on the figures in *Apogee's* cockpit.

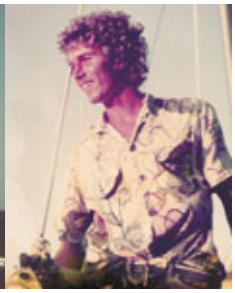
"Ready to fire," said Evans.

"Hey fellahs," I said. "That's my boat out there. Please don't shoot below the waterline!"

Nobody smiled, but at least they heard me. A stillness settled over *Argus*. We were within 200 yards and closing when Evans gave his command. The air was rent by bursts of automatic fire, splitting the sky over *Apogee*. It was merely the first warning.

I ducked under the wheel and steered by peering through the spokes. Were they armed? Thankfully, I never have carried a firearm on board. Liz was ordered below by Evans, while Floyd sat slumped in the cockpit with me.





Apogee held her course as if guided by an unseen hand

"I only see three," said Evans. "Fire again."

Again, the concussion of a dozen rounds, the stench of sulfur, men prone or crouched on deck with their rifles on *Apogee*, their bullets tracing harmless parabolas.

"Four! Four!" shouted Evans over the last 80 yards. "I want four on deck!" We would pass astern of *Apogee* by 15 yards. In my worst-case scenario the fourth man had a gun and could fire upon us through one of the two aft portholes.

"Again," said Evans, and for the third time the men fired staccato bursts into the air.

"I want the fourth man on deck!" shouted Evans. "Hands on your heads." Liz stole a glance through the cabin port and I whispered for her to get down. It wasn't over yet. We closed within 20 yards of *Apogee's* stern and, overtaking her to windward, I eased the helm and we pulled even alongside, keeping 20 yards between us. The fourth man straggled on deck from below with his hands behind his neck, elbows out, and Liz emerged from the galley, speechless. It was over at 7:55AM; we had recaptured *Apogee*.

We now had to get the prisoners aboard *Argus*. Docking in the middle of the ocean is a tricky affair, but once again luck intervened. With no one at the helm, *Apogee* jibed and came into the wind, backwinding the jib so that she stood nearly dead in the water. This maneuver, called "heaving to," is often used in gales to keep from being blown onto a lee shore. It had happened by accident, and *Apogee* held her course as if guided by an unseen hand.

We circled *Argus* behind, jibed the main, and motored up gently, luffing the mainsail. I asked Floyd for a docking line, ran with it to the foredeck, tossing it to the prisoners on *Apogee's* aft deck. They made it fast and were not in the least hostile, in fact, two of them were grinning like shit-kickers following a Saturday-night fight. In typical island style they offered their opinions on how to dock the two boats. With Floyd at the wheel we gently closed the distance between bow and stern and I leapt aboard, careful to maintain my distance from them on the large aft deck. The four all had little traveling bags with personal effects, and they greeted me as if I'd just caught them playing hooky from school. I hurried to the cockpit and the four jumped aboard *Argus*, one by one, with their bags. Then Liz came aboard to help me sail *Apogee* home and we cast off.

My elation was tempered by the condition of the boat. I checked the engine room and was pleased to see the bilges dry. Then I went below. The boat had been torn apart in the search for guns or money. The liquor supply had been dented, and on the main companionway one of the escapees had deposited his last supper. The stench made me dizzy.

On deck things weren't much better. Halyards were tangled webs, and the undersized line they had used as a jib sheet had been attached to a deck stanchion! There'd been too little wind to cause any damage, but I wasn't sailing home that way. I lowered and raised each sail in turn, pushing my tired body to the limit, and then over the limit. After raising the main and sorting out the jib it was my turn to run to the lee rail where I was sick over the side.

Thankfully Liz was understanding. "You can rest up while I steer her home," she said. The sun shone cruelly on her while I cowered in the shade of the bimini for the next six hours. *God bless you, Liz Rankin*, I thought, before dozing off. I had one trick at the wheel for about an hour, but Liz remained cheerful. "No one will believe me," she said, shaking her head and laughing. She couldn't believe we had done it, either.

The only other time I made myself useful was when I jury-rigged the shaft coupling to the gearbox. We were within a mile of the coast, the wind had dropped, and the current was starting to set us down to the west. Liz asked if perhaps we should think of calling for help on the radio. Though I had to tinker with the bolts on the flexible coupling every 15 minutes, we limped back to Prickly Bay and tied to the dock, where Betsy, the Yugoslavs, and a dozen others sat waiting for us at the snack bar. The first of many Carib beers went down my throat at 3:00PM. The event had already passed into the realm of myth.

A police sergeant came on board and took the boom box, cassettes, and other items stolen from the med students. He told me I should come to the station to claim anything the four had "walked with". In addition to my fishing rod, which had been lost overboard, I was missing several stainless kitchen knives. One of the prisoners had literally walked with my only pair of shoes, the ones I'd been married in the summer before. Thanks to Betsy's sharp eyes, he was forced to remove them on the dock when *Argus* had returned at noon.

"He went to jail in his socks," Betsy chuckled.

It took me a week to check on my lost knives at the local police station. Before being ushered into the sergeant's office, I was astonished to see the four prisoners sitting quietly on the bench with their eyes downcast. Why weren't they back in prison? One, with Rastafarian locks, looked into my gaze and for some reason I felt he was the one who had refrained from being a rapist, and in that moment I felt sorry for him for some reason, sorry that it had to be me who had engineered his return to Richmond Prison.

The sergeant led me into his office where I was surrounded by recovered med student loot of little value. I recognized an unopened bottle of Beefeater's on his desk and a number of my galley knives. He followed my eyes to the bottle, grabbed its neck and slid it to the side of his desk.

"This is for me," he announced. "You can have anything else you want." I found my knives, including one I hadn't noticed missing. Then I searched through a box of dusty cassette tapes, but saw nothing from *Apogee*. It took me 15 minutes to write a three-page statement. In it I lavished praise on "Mr. Evans and his well-disciplined troops". On my way out the prisoners were gone.

Because Grenada was under "revolutionary" law, justice was swifter than on neighboring islands. In December the three rapists were each sentenced to 15 years in prison; the fourth man received ten. The irony here, of course, is that less than a year later, when US forces invaded Grenada (to "rescue" the medical school students, it was said), while the majority of Grenadians cheered our troops, the Richmond Prison was bombed and all the prisoners escaped. The police headquarters burned down, and with it all the records. Many of the criminals were rounded up, but to this day I am unsure of the fate of the four men who shattered my complacency, enabling dumb luck to prevail after a night of living dread.

You'll Be Needing



TOM GERRIS / PINEWOODWATERCRAFT.COM

Summer Reading!

In the cockpit, in the hammock, on the beach, on the road or in the air? You'll be needing some summer reading. Here's a salty selection of books to savor.

FICTION

Under Low Skies, *by Ed Teja. Float Street Press, ©2013. Paperback, 256 pages. ISBN-10: 1484069455, ISBN-13: 978-1484069455.*

In this suspenseful novel set on the Venezuelan coast, freighter captain Martin Billings is trying to prove that his brother didn't murder a local fisherman, and a mysterious and gorgeous woman lawyer is trying to get him to leave the country without stirring things up.

Then, when his brother's girlfriend is also murdered, Martin himself becomes a suspect. Meanwhile, a local crime boss and a vicious gringo called Highball have decided he knows where their missing drugs are hidden.

Teja, a former *Compass* contributor, spent plenty of time in Venezuela aboard his own boat; the sense of place in this murder mystery is nailed with a cactus spine and the boating references ring true. Teja says, "This story evolved from the great friendships I developed with the fishermen who eke out a living in the waters around Cumaná. Their life overlaps the rest of the world, is certainly affected by the politics and vagaries of the outside, but remains somewhat apart. And it is the story of an expat dealing with a justice system that is difficult enough for locals to comprehend."

Available at Amazon.com.

Ye Gods! A Tale of Dogs and Demons, *by Lynne M. Hinkey. Casperian Books ©2014. Paperback and e-book, 222 pages. ISBN-10: 1934081485. ISBN-13: 978-1934081488.*

In another Caribbean murder mystery, writer Jack Halliman, accompanied by his loyal dog and first mate, Hanna, sails to Puerto Rico looking for a cure for his writer's block. Instead, he finds a dead body and becomes one of two suspects in a murder investigation. The other suspect is the mysterious *chupacabra* ("goat sucker"), a creature that first came to media attention when it appeared in Puerto Rico in 1995.

Jack has to find out who — or what — is responsible for the killings before he ends up in jail. Again. But separating fact from myth is no easy feat when the lines between men and monsters, monsters and gods, and in this case, between gods and a dog, are thin and blurry. Is the chupacabra real or a myth? Dog only knows, and no one is asking him.

Hinkey moved to St. Thomas as a 19-year-old to attend the then College of the Virgin Islands and later worked for the UVI Marine Advisory Service. Her debut novel, *Marina Melee*, is set on the fictional island of São Jorge, a place that should seem familiar since it's based on St. Thomas. The story of *Ye Gods!* was inspired by actual events in Puerto Rico, where Hinkey did her doctoral studies at the University of Puerto Rico.

She's donating all proceeds from the e-book sales of this novel to animal rescue organizations around the Caribbean and southeastern US. "It's a two-fer deal," Hinkey explains. "When you buy *Ye Gods!*, you get a good read and do a good deed."

The Humane Society of St. Thomas and St. Croix Animal Welfare Center are the recipients for August and September, respectively. The Curaçao Animal Welfare Foundation received all proceeds in May; and the Animal Care Center of St. John, USVI was the recipient in July. Animal rescue groups in Puerto Rico, South Carolina, and Virginia will be future beneficiaries.

Ye Gods! *is available for Kindle at Amazon.com and for all other e-book formats at www.Smashwords.com. It's also available in print from the publisher (www.CasperianBooks.com), and at Amazon, Barnes & Noble, and other online booksellers.*

Coffee With Milk: A Love Story, *by Arlene Walrond. ©2009. Paperback and e-book, 208 pages. ISBN 10: 1470026538, ISBN 13: 978-1470026530.*

Trinidadian author Arlene Walrond, another former *Compass* contributor, has spun an engaging tale of a romance between a visiting American sailor and a beautiful Trinidadian woman. In it she explores the tensions of a budding relationship between two people of different races and cultures after an encounter on the beach results in love at first sight. Although the book includes the usual caveat ("any resemblance to actual events, locales, or persons, living or dead, is purely coincidental"), vivid touches of detail suggest personal experience.



This is Walrond's first novel, and any small missteps can be forgiven as the pace of the story and the character development draw the reader in. Adam has only a week before returning to his business in the States to reel Lisa into a serious affair, but the lovely dreadlocked lawyer is recovering from being dumped by her long-time lover and is wary. An exciting sail on Adam's boat is the catalyst that ignites their passion.

Lisa is able to get past the wince-inducing awkwardness of her introduction to Adam's WASP-y family, including his grandmother touching her hair ("I always wanted to know what it feels like") and demanding that she sing a calypso, his sister speaking to her in a fake Black American accent, and his mother calling Adam aside to whisper "You could have warned us" — even as Adam insists "There are no bigots in my family" and in his own mind still considers Lisa an "exotic creature".

A twist at the end of the story is foreshadowed by the concerns of a secondary character, Marisol, who denies her mixed-race heritage and passes for white, but is intrigued by Lisa's proud blackness. When the twist is revealed, one has to ask, "If love has conquered all, does this really matter?"

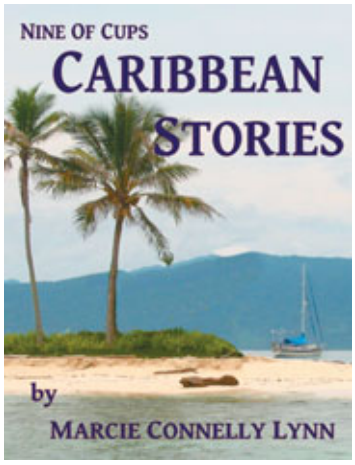
Available in Trinidad at Metropolitan Booksellers, Capital Plaza, Frederick Street, Port of Spain and online at Amazon.com.

NON-FICTION

Nine of Cups Caribbean Stories, *by Marcie Connelly Lynn. Nine of Cups Publications. ©2013 by Marcie Connelly Lynn and David Lynn. E-book, 62 pages. Color photos.*

"It only seemed natural when we moved aboard *Nine of Cups* to keep track of our travels by keeping journals. The journals became articles which I submitted to *Caribbean Compass* and those articles are now part and parcel of this book."

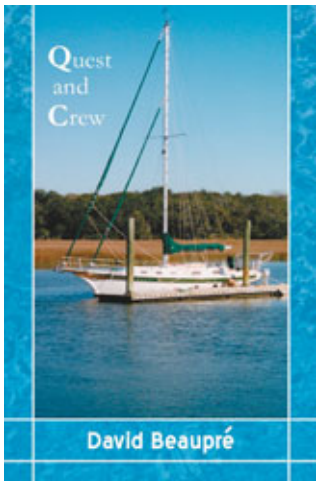
During *Nine of Cups'* years in the Caribbean (2002 – 2003), the author and her husband, David, sailed their 1986 Liberty 458 cutter throughout the region. Having many of their Caribbean stories now gathered in book form gives us a new appreciation of how varied and yet how typical of the cruising experience this couple's experiences were — and of how well Marcie conveys those life-slices to the reader. From climbing the highest mountain in the Antilles — Pico Duarte in the Dominican Republic — to witnessing Old Time Carnival in Tobago, to venturing up the jungle-clad Rio Chagres in Panama, you'll feel like you're sharing a ride with observant and good-natured friends.



This collection of 26 short, first-hand travel accounts — precursors of today's ubiquitous blog posts — will give prospective Caribbean cruisers a nice glimpse of the wide selection of shoreside fun the region holds in store, and seasoned sailors will find plenty (e.g. the way that chance meetings blossom into friendships, coping with broken heads, anchoring someplace for "a day" and still being there a week later) that resonates. Marcie's wry account of a Keystone Kops-style grounding in the San Blas Islands is worth the price of admission (Tip: Don't try to maintain your dignity at the helm of a distressed vessel with a rotten banana stuck to your butt.)

Available at http://justalittlefurther.com/tag/caribbean-stories.

Quest and Crew, *by David Beaupre. ©2014 David Beaupre. Paperback and e-book, 224 pages, color photos. ISBN-10: 0692223355, ISBN-13: 978-0692223352.*



This autobiographical cruising account starts out with a bang — literally — as Hurricane Ivan hits Grenada. The author and his wife are on their first Caribbean cruise, and their Bayfield 36, *Quest*, is tied up at Clarkes Court Marina on the island's south coast. They have elected to stay aboard during the storm. Other boats are breaking loose around them, the dock itself is cracking, and then their finger pier comes adrift… well, you've got to read the story to find out what happens next (surprising!), and all the events that led up to it.

In a nutshell, David and Wendy are a couple with a taste for travel and adventure. One day, David reads a magazine article that triggers a shift in the direction of their lives. Despite having absolutely no sailing experience, they are instantly smitten with the idea of becoming full-time Caribbean cruisers. After diligent researching and searching, they find their ideal boat in Florida, spend many painstaking months refitting her, and finally set out.

The author has wisely chosen to intersperse cruising tales with flashbacks to the refitting period, avoiding a routine chronological format. While much of the narrative takes place in the US as they are refitting *Quest*, and later in the Bahamas, David and Wendy's fellow Caribbean cruisers will nod in recognition as these determined newbies successfully make the transition from wannabes to an efficient and independent liveaboard voyaging team.

David's love-hate relationship with having boat work done by others in Chaguaramas, Trinidad can be understood in light of the years of hard personal effort he and Wendy put into perfecting *Quest*. In contrast, their dreamy getaway at nearby uninhabited Chacachacare, enhanced by their relaxed interaction with itinerant fishermen there, seems to be a well-earned tropical idyll.

Available at Amazon.com.

Paul Erling Johnson: The Good Mariner, *by Ken Matthews and Peter Muilenburg. Amalgamated General Publishers ©2014. E-book, 18 pages.*

This slim volume contains just two essays: "Time in a Bottle" by Ken Matthews, and "On the Brink of Mirth" by Peter Muilenburg. They add another splash of seawater to the growing legend of one of today's last remaining old-school sea gypsies, Paul Johnson, now 75 and living aboard his 42-foot gaff-rigged ketch, *Cherub*, in the Grenadines.

Dangerously verging on hero-worship ("Time in a Bottle" is also the name of a love song by Jim Croce, albeit also a nod to Johnson's famous bibulousness), the essays tell of an English boat-child who grew up into a consummate seaman and a charismatic life-long wanderer under sail: a boatbuilder and designer with an almost cult-like following, a womanizer and artist, a shipwreck survivor and father, a storyteller and a charmer.

A previously published book of nearly the same name (*The Good Mariner: Life of Paul Erling Johnson*, ©2007), no longer in print, included many more essays from (as written in its foreword) "his shipmates, friends, wives, lovers and the mothers of his children", and "On the Brink of Mirth" appeared there as Chapter Three.

—*Continued on page 45*

BOOK REVIEW BY BOB BERLINGHOF

The Man Who Launched Carriacou Regatta

***Sixty Years of Sport, Sailing From the Age of Gatsby to the Grenadine Islands, Memoirs of J. Linton Rigg**, by Art Ross, Sands Publishing, 132 pages, paperback. ISBN-10:1482732556*

This slim, nine-inch-square paperback has many wonderful anecdotes taken from the memoirs of gentleman yachtsman J. Linton Rigg, the founder of the Carriacou Regatta. Despite claims by others, this — having started in 1965 — is the longest-running regatta in the Caribbean; the 2014 edition takes place August 1st through 4th. Rigg initiated the event by commissioning the building of *Mermaid of Carriacou*, a 44-foot gaff–rigged island sloop, by Zepherin McLaren. He then offered a $500 prize to any boat that could beat her, which helped ensure that the tradition of boatbuilding survived in Carriacou. *Mermaid* was not defeated for eight or nine years, and is still sailing today. Carriacou sloops are still being built, and are raced in regattas such as the Antigua Classic Yacht Regatta and the West Indies Regatta in St. Barths, as well as in Carriacou.

Rigg was also the owner of Carriacou's legendary (and recently demolished) Mermaid Tavern. He died on Carriacou in 1981.



Still sailing: Mermaid of Carriacou

The story of how author Art Ross met *Mermaid of Carriacou*'s current owner, John Smith, aboard *Mermaid* and acquired Riggs' memoirs leads off this entertaining series of vignettes.

A well-written introduction by Bill Cameron follows, describing Carriacou life 50 years ago: "Cricket, football, swimming, diving, dancing, dominoes, fêtes, Big Drum, and sailing were all part of the social scene. Weddings, funerals, maroon, saracas, and wakes all formed part of a daily and seasonal round, shared by villages and communities scattered around Carriacou and Petite Martinique. In addition, of course, we had carnival, boat launching ceremonies, and the annual regatta."

John Linton Rigg was born in 1895 in Jamaica to a wealthy estate-owning family. His father, an Anglican minister, moved to New Castle, Delaware with his wife and five children in 1907. Linton lived on the Delaware River and spent many hours with the local fishermen, learning splices and hearing seamen's stories, which he preferred to his school lessons. His father helped him buy his first rowboat, a double ender, and on winter days he would row to the fishing boats moored in the lee of the concrete islets that acted as ice breakers. He would also help haul their shad nets. Once, while rowing too far downriver, he found himself in a squall. Rather than be carried out to sea he headed for a moored Gloucester schooner. The fishermen took his boat on board and returned him home a week later.

The family moved to Riverton, New Jersey, higher up the Delaware, where Linton became secretary of the local yacht club and owner of his first racing yacht, a 16-foot one-design sloop. Linton and his two little brothers won every race. Their competition was "negligible… while we worked on our boat as if she were a candidate for the America's Cup. Before every race we hauled her out, scrubbed her off, and sanded the bottom with the finest sandpaper. When that was dry we varnished it, and over the wet varnish we sprinkled powdered graphite." This they polished with newspaper, "till the bottom was like glass."

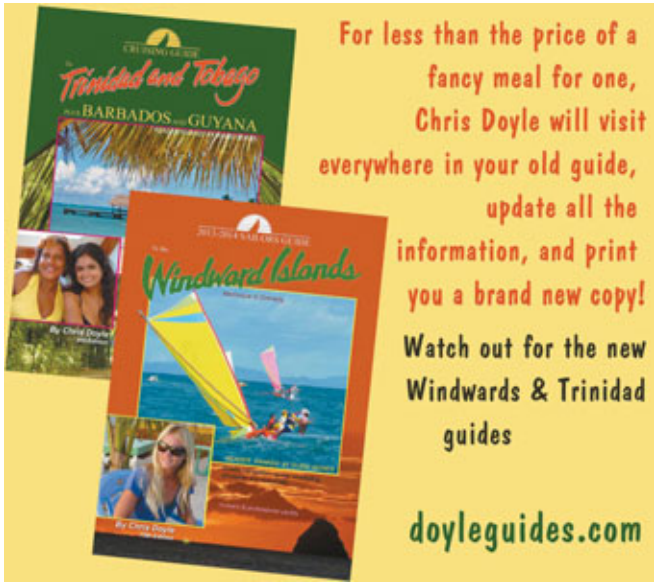
At 18, Linton was introduced to the lucrative world of yacht brokering through a friend who paid Linton to find him a suitable yacht. With that windfall, Rigg set up office in Philadelphia but business was slow at first. Upon viewing his first listing, a 21-foot Herreshoff, he fell in love and bought it himself. He eventually sailed her up to Marblehead, Massachusetts, and called upon the commodore of the yacht club



there since it was considered etiquette to do so before visiting the club. Ten years later, Linton bumped into that same gentleman after a race across the Atlantic to Spain, who remembered him as "the boy who pays courtesy calls on commodores." Charles Francis Adams would later become Secretary of the Navy.

Linton moved to New York City with $100 and soon established himself there, mixing with artists, writers, prizefighters, and the "theatrical crowd, I kept falling in love with actresses." He joined the Cruising Club of America and briefly sailed with legendary world cruiser Harry Pidgeon on Long Island Sound. Harry offered him bread and spinach for sustenance, explaining that he lived on 25 cents a day! Linton offered him his whiskey, but Harry declined, so Linton drank while Harry ate. Dropped ashore on Monday morning, Linton found the nearest restaurant and ate three breakfasts.

—Continued on next page



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CARIBBEAN Street CRUISING GUIDES

—Continued from previous page

The memoirs include fox hunting in the Baltimore area, where Linton was friendly with a group of young southern gentlemen who called themselves the Free and Easy Club. Their purpose, besides sumptuous dining and lots of drinking, was to perpetuate "English" sporting activities, such as "fox hunting, cock fighting, bull baiting, and rat catching." In the latter, each man brought his rat terrier and they bet on whose dog could kill six rats (previously caught by servants) the quickest in an enclosed space. Linton also writes that his friends were "not above a bit of whoring," but concludes that they were "the salt of the earth," and were among the first to die for their country in the First World War.

Following the transatlantic race in 1928, Linton befriended Alfonso, the King of Spain, then rudely turned down the King's request to play polo so he could visit a woman, who ironically turned out to be Alfonso's illegitimate daughter. Before leaving Spain, Linton and a pal visited the local red light district and were saddened by the result.

The memoir then skips four decades to New York City in 1962. It is sadly lacking any reference to Linton's disillusionment with New York, his move to the Bahamas, and his being instrumental in the founding of the Out Island Regatta (still going as the Bahamas National Family Island Regatta) in 1954. He also wrote several books and cruised down-island to settle in Carriacou.

Art Ross fills in the gaps somewhat at the end of the book. Linton was once married and had a young daughter, but his wife left him and he never saw either again. "Some were to say he was a horrible husband, overbearing, sexist, and a misogynist. He seems to have considered females a lesser species. He never referred to this loss in his writings." Ross also admits that Linton was "an outspoken racist... quarrelsome, a monologist, and an interrupter of other people's conversations, who bore no interruptions of his own." We are told he was a naval architect, but there is no mention of where he studied or for how long. Filling these gaps in Linton's life would make a more compelling narrative. (My other major criticism is that the many interesting black-and-white photos are somewhat lacking in contrast and chronological order.) Yet, despite the weaknesses of the main character, Ross's tribute to Linton Rigg is a very worthwhile and rewarding read.

This book is available at Amazon.com.



The beat goes on. Thanks in large part to Linton Rigg's founding of the Carriacou Regatta, this little island's fast wooden sloops continue to be a force on the racing scene

DAVON BAKER

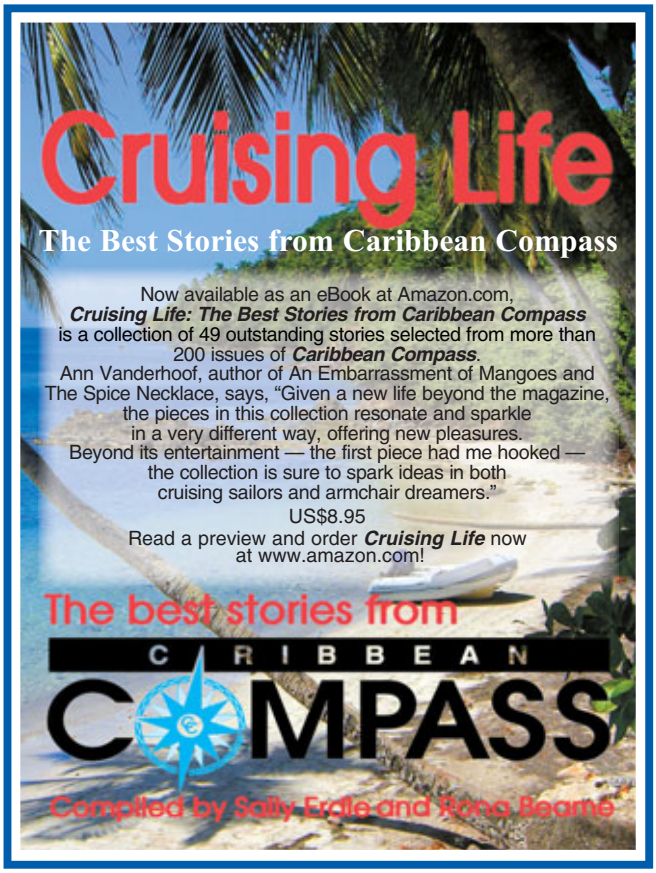
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The Sky from Mid-August to Mid-September

by Jim Ulik

We are approaching the mid-point of hurricane season. On August 16th the Sun transits the latitude that runs through the passage between St. Lucia and St. Vincent. Our star, the Sun, continues doing its part in potential hurricane development by heating the North Atlantic Ocean. During this period NASA is adding another satellite to its fleet that studies the weather and climate. Some of more than 1,000 satellites can be seen in the night sky without binoculars. (See Figure 1.) Just look for a moving spot of light amongst the stars. You may also catch the last of the Perseid Meteor Shower. The Perseids, the only major shower this period, ends on August 22nd. Keep watching the sky because there are 14 moderate meteor showers active during this time. Twenty-five known asteroids will pass near Earth from August 16th through September 15th. Maybe one of those will be captured during the NASA Asteroid Initiative mission and be placed in orbit around the Moon. Yes, the "space cowboys" at NASA are going to lasso an asteroid!

Monday, August 18th

There will be a conjunction between Venus and Jupiter. This will be the closest conjunction of two planets in 2014. Both planets are visible in the east before sunrise in the constellation Cancer. No binoculars needed. If you can get up before the sky gets too bright look left of Venus. There you will find an open cluster of stars. It is a cluster cataloged by the French astronomer Charles Messier in 1769 as M44. The group of stars is also known as Praesepe or the Beehive cluster.

Look towards the Moon and find Aldebaran about five degrees away. At 0430 Comet C/2012 K1 (PANSTARRS) will be below Venus and Jupiter just above the horizon. Unfortunately, it will be difficult to view. The comet is increasing in brightness and will reach its closest point to the Sun on August 27th. Figure 2 shows the location of two satellites that can be seen passing through this scene. The image of the sky before dawn also includes two bright stars. Pollux ("much wine"), found in the constellation Gemini, is the 16th brightest star in the sky. Procyon ("before the dog") in Canis Minor is the eighth brightest star in the sky.

Wednesday, August 20th

It has been 37 years since the launch of *Voyager 2*. Since then the spacecraft has traveled over 9,804,346,570 miles (15,778,566,384 km) at 52,006 mph (83,695 km/h). Hopefully the golden record on this spacecraft that contains sounds and images from Earth will make it to an advanced civilization before they receive the broadcast waves from the "non" reality television shows like "Here Comes Honey Boo Boo" or "Keeping Up with the Kardashians". After watching shows like these, aliens might not want to visit Earth and we will never make contact. Then again the aliens might not be able to watch the show because they are 1) out of the country or 2) because of the network territory restrictions. *Voyager 1* was launched on September 5th, 1977 and is the spacecraft that took the famous Pale Blue Dot photograph of Earth. That photo was taken at the edge of the solar system from a distance of about 3.7 billion miles (6 billion kilometers) from Earth.

Thursday, August 21st

Earth will pass through the tail remnants of an unknown comet creating the Alpha Cygnid meteor shower. Tonight is the peak event. The apparent source will be the constellation Cygnus the swan located in the northern sky.

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FIGURE 1

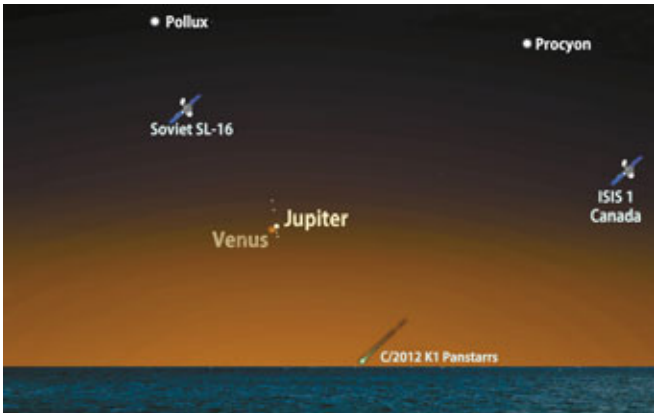


ESA

Above: There are over 1,000 satellites orbiting Earth

Below: Venus and Jupiter conjunction shown at 0430 hours

FIGURE 2





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—Continued from previous page

There will be little interference from the Moon. The moonrise will be at 0240 and 14 percent illuminated. As mentioned in the June column, that is the same region where the Kepler mission is looking for habitable planets. So far the scientists have found 977 planets orbiting distant stars in or near a zone that could support life.

Saturday, August 23rd

Look in the East before sunrise and a sliver Moon will be grouped with Jupiter and Venus. Just left of Jupiter is M44 or the Beehive cluster.

Monday, August 25th

Mars meets Saturn (Roman god of agriculture) in the constellation Libra. Figure 4 shows the location of the Japanese satellite EGS at 1959 hours. The satellite is carrying out land survey operations. The location of Vesta and Ceres can also be found. They are the two most massive bodies in the Asteroid Belt. On August 31st the Moon will be added to the grouping in a triangular formation just before they set in the west.

Monday, September 8th

The Harvest Full Moon rises at 1755 hours and reaches the full phase at 2138. The Full Moon will appear larger because it occurs 22 hours after perigee or the orbital point closest to Earth.

Thursday, September 11th

Comet C/2013 A1 (Siding Spring) will reach its brightest tonight. It could be visible low in the southern sky around 1900 hours. It will quickly move towards the horizon and finally set at 2300. The comet makes its closest approach to Mars on October 19th, passing just 86,000 miles (138,000 km) from the Red Planet. Don't wait to look for the comet next time around because it takes about one million years to complete an orbit. The comet could be up to 31 miles in diameter and the coma or atmosphere is 12,000 miles (19,300 km) across.

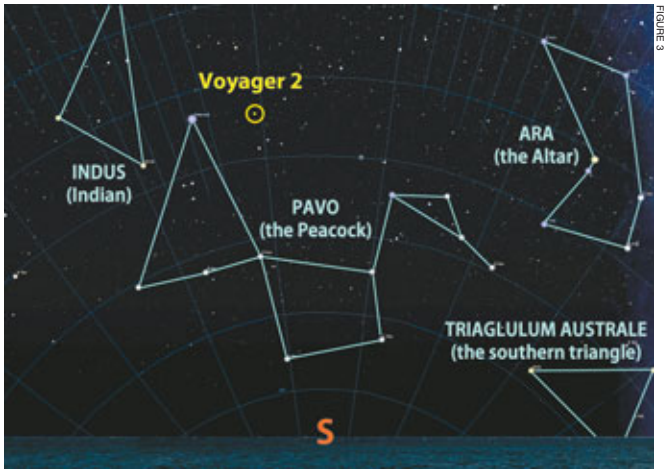


FIGURE 3

Top right: The night sky location of Voyager 2 *as it enters interstellar space*

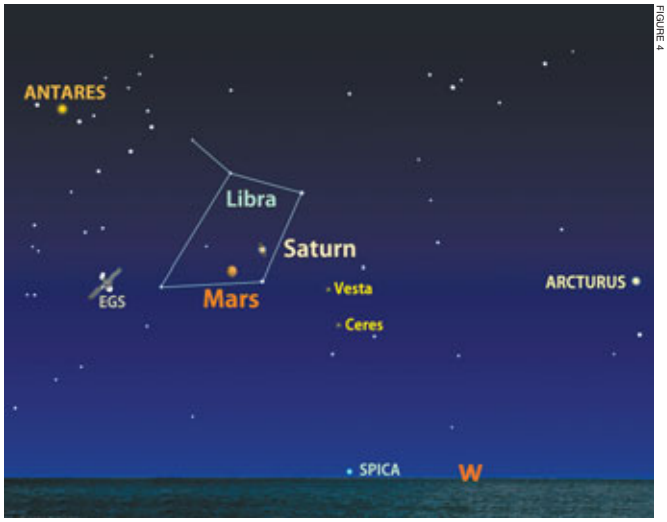


FIGURE 4

Right: Mars and Saturn in the constellation Libra at 1959 hours

In the News

NASA has launched the Orbiting Carbon Observatory 2 adding to the arsenal of 42 other NASA and 15 ESA (European Space Agency) satellites studying Earth. That satellite's mission is to study carbon dioxide in the atmosphere and provide scientists with a better idea of the chemical compound's impacts on climate change. It will also assess the major geographic areas that are generating carbon dioxide. The basic process is that the Sun's energy heats the Earth. The heat from Earth is radiated back to space as infrared radiation. That kept the heating and cooling cycle in balance. Some of the infrared radiation passes through the atmosphere. Some is absorbed by greenhouse gases and re-emitted in all directions by the atmosphere. The effect of this is to warm Earth's surface and the lower atmosphere. The increasing amount of carbon dioxide in the atmosphere absorbs more infrared radiation and prevents that heat from escaping into space. The heat is then reflected back to Earth increasing the temperature of the planet. Just like putting a pan of water on to boil, it takes time to get the full effects of the fire. The effects do not happen instantaneously. Whether you believe politicians or scientists about the global warming trend, the satellites are at the edge of space continuing to provide the data for scientists. Just look for the satellites as spots of light traveling through the night sky.

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

Jim Ulik is a photographer and cruiser currently based in Grenada.

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Tide's Table

by Ross Mavis

Easy, Sticky Cinnamon Wheels



It truly is amazing how coffee franchises have spread around the world. It is difficult to say who is Number One in the Caribbean, but many brew good coffee to get you up and ready for the day.

I can remember as a kid when coffee was brewed in cafés by a method not often seen today. A large upright aluminum pot or urn looking somewhat like a giant funnel with a filter was filled with coarsely ground coffee and immersed into a boiling glass pot of water. A rubber seal around the neck of the pot caused the pressure of the boiling water to bubble or percolate up into the coffee grounds until all the water was gone from the pot below. At that point, an attentive waitress either turned off the heat or removed the pot from the stove. As the pot beneath the aluminum jug cooled and the pressure decreased, the water (now coffee) fled back into the pot from whence it had come and was ready to serve. The dumping out of the used grounds and refreshing with newly ground coffee was done in preparation for the next pot of java.

It seems that not long afterwards commercial instant coffee reared its head. I will never forget getting a cup of coffee from a colorful corner café that the locals affectionately called "Ptomaine Timmy's". Timmy himself delivered a chipped cup and saucer of coffee to me with coffee granules festooning the saucer. There was no question how that brew was concocted. Some folks today still swear by instant coffee while most of us simply swear at it. However, with instant coffee you never have to choose from a list of 16 or 20 flavours, strengths, sizes and whether you want a latte, frappe, cappuccino, etcetera.

Although instant coffee is still popular with some boaters, others swear by their French presses, drip methods, espresso pots or even fancy counter-top machines.

No matter what your choice, the first hot beverage of the day deserves something simple yet sweet and sometimes sticky. "Stickies" is the name an English friend gave these easily made treats. Often sweet treats involve copious quantities of sugar but these little Stickies don't overdo it and they are easily made. I recommend them to you.

Sticky Cinnamon Wheels

2 Cups (500 ml) flour
2 Tablespoons (30 ml) white sugar
4 teaspoons (20 ml) baking powder
1 teaspoon (5 ml) salt
1/4 Cup (50 ml) cold margarine or butter
1 Cup (250 ml) milk or buttermilk
1/3 Cup (75 ml) margarine or butter, softened
1 Cup (250 ml) brown sugar, packed
1 Tablespoon (15 ml) cinnamon
Icing sugar glaze (see recipe below)

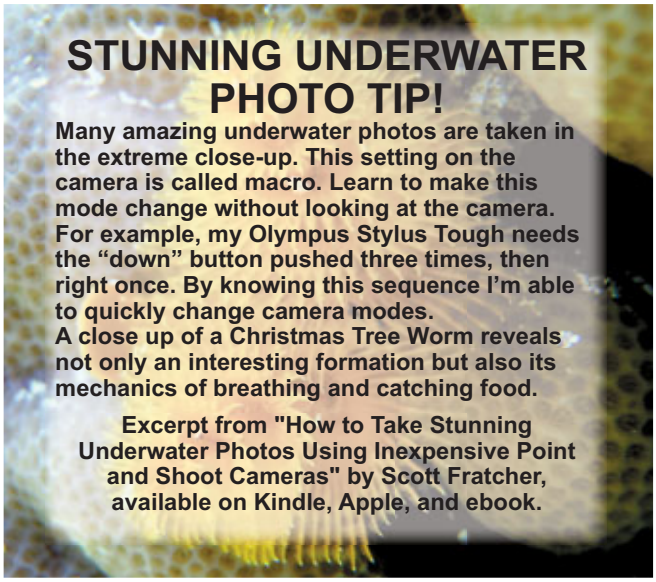
In a large bowl, stir flour, white sugar, baking powder and salt to mix. Cut in margarine or butter using pastry blender or two kitchen knives until crumbly. Make a well in the center and pour in the milk. Mix into a soft dough. Add a bit more milk if needed. Turn onto a lightly floured board and roll into a rectangle about one-third inch thick and ten or 12 inches long. Spread with softened or melted margarine or butter and sprinkle brown sugar and cinnamon over entire surface. Roll up into a long log shape. Cut into 12 slices and nestle together in greased baking pan. Bake for 20 to 25 minutes at 400°F. Drizzle baked biscuits with an icing sugar glaze and serve either warm or cold. Guaranteed to be sticky and really delicious!

Icing Sugar Glaze

3 to 6 Tablespoons milk
1 1/4 Cups icing (confectioners') sugar
1/2 teaspoon vanilla extract

Less milk will make a thicker glaze; more milk a runnier one. Stir milk into sugar until sugar is dissolved. Stir in vanilla.

Chef Ross Mavis can be contacted by email ross.mavis@gmail.com if you have any food-related questions for him.



PICK UP!

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

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MY DAD BUILT OUTWARD BOUND

Dear *Caribbean Compass*,

I've just read an article in *Caribbean Compass* dated 1998, "Farewell, Johnny Coconut" by Richard Dey, a eulogy for John Caldwell who owned Palm Island.



COLLECTION OF ROBERT GORDON

Top to bottom: Bob fitting Outward Bound's *stem knee, circa 1955; Bob shaping knights' heads;* Outward Bound's *launching*





My only insight into the man was that he commissioned my father, Bob Gordon, to build a 46-foot Herreshoff Mobjack for him in the mid-1950s. Bob was a professional boat builder whose yard was at Berry's Bay, Sydney, Australia at the time. The design was altered at Caldwell's suggestion from the original plans to have the cabin sides extend to the sheer to form a raised deck with a series of diminishing port holes along the raised deck sides.

My father's biggest disappointment in human nature occurred one weekend during the building of this vessel. Bob came down to his boatyard to find John Caldwell posing with Bob's tools pretending to build the boat while his wife, Mary, took the photos. This fabrication of the Caldwells' building *Outward Bound* has been perpetuated throughout both the Caldwells' books and promotions of their resort. I have the "other" photos on my desk in front of me as I type to prove otherwise!

Caldwell's first book, *Desperate Voyage*, was ridiculed as a work of fiction as much as fact; readers and admirers of Caldwell in later life should also consider the man and his stories as a mix of the two throughout his life. The fabrication of the Caldwells' building *Outward Bound* is entrenched. An internet search of "Caldwell Outward Bound" will bring up a number of references to their building of the vessel.

An antidote to the disappointment of Caldwell's fabrications is that in the late 1960s Bob's sister Winnie had the audacity to knock on the door of Francis Herreshoff's castle at Marblehead, Massachusetts with a collection of photos of the various Herreshoff boats Bob had built. This photo collection included several H28s, a Marco Polo and two Mobjacks including *Outward Bound*. Herreshoff's only comment about *Outward Bound* was that Bob "must have gone to a lot of trouble" to have the series of six diminishing-sized ports individually patterned and cast. Herreshoff then graciously took Winnie for a spin around the Marblehead waterfront in his red sports car!

I don't mean this letter to be malicious, but simply to put my father's name to one of his boats. Sure, the Caldwells can enjoy all the glory of what they achieved with the vessel, but at least they should have had the courage to acknowledge Bob Gordon as the creator of *Outward Bound* at their instigation.

Best Regards,
Robert Gordon

SIZE ISN'T EVERYTHING

Dear *Compass*,

I beg to differ with Louay Habib regarding increasing the number of yachts participating in Antigua Sailing Week (See "The Best for Last" in the June 2014 issue of *Caribbean Compass*). With a fleet of a hundred boats, Antigua Sailing Week 2014 obviously was a good regatta. It was the right size, and a welcome change from the zoo that it was when there were over 300 boats.

I have probably sailed in and observed more Antigua Sailing Weeks than anyone else in the world except Jol Byerley. I watched the regatta grow from 40 to 50 boats to 100. Then the organizers said they would put a limit at 125, but as years went by the regatta became bigger and bigger. It seemed like Antigua Sailing Week and the St. Maarten Heineken Regatta were having a race to see who could have the biggest regatta in number of boats rather than a contest as to who had the best regatta.

Finally at Antigua Sailing Week there were over 300 boats and one heard horror stories of drunkenness, drugs, fights, burglary, theft and credit card fraud. I have watched other regattas also grow to where they were, to myself and many others, no longer enjoyable. I took part in the Mediterranean classic yacht regattas, Cannes and St. Tropez, starting in 1995. They were wonderful small regattas that through the years became bigger and bigger to the point I felt they were just too big and were no longer fun. So I ceased racing in them.

In contrast, the last time I saw the late Kenny Coombs, we were sitting in the cockpit of his and Jane's little Harrison Butler sloop, drinking beer and discussing regattas. I expressed my views about good regattas growing in size, becoming too big and losing their charm.

Kenny agreed with me and said, "We once had a sponsor approach us who was willing to put massive amounts of money into Antigua Classics, but they wanted us to make the regatta really large, like the Med regattas, with over a hundred boats. I politely told them thanks but no thanks."

Kenny went on to say that he wanted the Antigua Classic to slowly build to 60 perhaps 70 boats, but no more. Rather than grow bigger, Kenny felt it was more important each year to make the regatta *better* than the previous year.

Let's hope the present custodians of Antigua Classics will continue with Kenny's view of the regatta.

And let's hope that Antigua Sailing Week, if it grows, will keep the numbers to, say, the previously suggested 125 boats.

Would that other regattas do the same: perfect the existing regatta and forget about being the biggest!

Don Street
Glandore, Ireland

We asked the organizers of Antigua Sailing Week and the "custodians" of Antigua Classic Yacht Regatta for their responses, which appear below.
CC

Dear *Compass*,

Many thanks for sending this through to us and allowing us to have a response.

It is always a tricky one, as it's often the desire to want to be the biggest event that can lead to some of the issues Don is referring to. Certainly from Antigua Sailing Week's point of view, as you know the numbers did significantly drop from the heady heights of near to 300 boats to the 100 boat regatta it is now — and it has been at that number for the last four years. There are many reasons for why that happened and certainly having a large event it's easy to lose focus on who you are running the event for.

—Continued on next page



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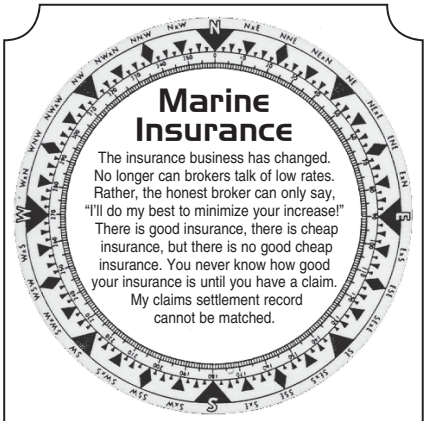
Read in Next Month's *Compass*:

Pick-Up Crew for the Atlantic Crossing?

Hurricane Ivan Recalled

Planning for the New Sailing Season

... and much more!



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—Continued from previous page

Kathy Lammers and I have now been involved in four editions of Antigua Sailing Week with total responsibility for the last three. The advent of the RORC Caribbean 600, the Superyacht Challenge and the strength of the Classics, along with the growth of new events such as Les Voiles de Saint Barths and the ever-increasingly busy Caribbean racing calendar, have meant that Antigua Sailing Week has had to re-establish the ground rules of what the event is all about. The first thing we did was make it very clear that it *is* all about the sailing. We even developed our strapline — "Where sailing comes first" — to ensure that whoever we were dealing with, that was foremost in people's minds.

We had a lot of feedback from other sailors this year, which backs up Don's opinion that this year was a great Antigua Sailing Week, and many have even said the best one in years. The establishment of consistently professionally managed racing on the water, and a place for the sailors to gather post racing, has helped really reestablish the camaraderie and competitiveness that the event is so well known for.

It has been a challenge on the ground to convince many people that this was the right strategy, as for so many people living in Antigua the success of the event is measured in numbers, whereas we look at the feedback from the sailors and our peers in the industry and also the international reach of the marketing, which is enormous and is what gives us our ability to attract great sponsors and deliver a regatta that will improve each year.

So we agree — bigger is not always better! We have to continue to deliver quality racing, listen to the sailors and ensure that they are getting what they want.

Alison Sly-Adams, Commercial Director
Antigua Sailing Week
www.sailingweek.com

Dear *Compass*,

Thank you for a copy of Don Street's letter regarding Antigua Sailing Week. I would not comment on behalf of Sailing Week but, as a competitor from the days of the 300-boat era, I would disagree with Don.

Before moving to Antigua, I frequently competed in Cowes Week with between 1,500 and 2,000 boats plus other regattas around the English Channel coast and further afield in which numbers often exceeded those of Antigua Sailing Week. Even the Fastnet Race has up to 300 competitors.

What this really comes down to is a question of one's individual preference. Don prefers smaller regattas and, because of the greater competition, I prefer larger ones. However, so long as the regatta, whichever one it may be, provides what the sailors demand then the sailors will appear in whichever numbers they deem to be appropriate. I believe it to be entirely wrong to set either artificial limits or targets on numbers apart from there being a minimum number to make a regatta economically viable.

With regard to Antigua Classic Regatta, although we have a separate committee to organize the event, as Commodore I have an overall responsibility, and it would be my view that it would be a mistake to restrict the number of entries if the demand is there. I would agree with what appeared to be Kenny's point — pouring money into a regatta doesn't always obtain the best result — but there is nothing wrong with natural growth. It should be up to the competitors, not the organizers, to decide on the number of entries. If they wish to come and compete, who are we to tell them they can't?

I sort of agree with Don that the unseemly competition between Antigua and St. Maarten of a few years ago did no one any favours, but times have changed and while we haven't seen a return to the heady days of the turn of the century, more recently Antigua Sailing Week has responded to feedback from the sailors and, as a result, has become a better regatta. If its numbers were to grow, I don't think anyone would be dissatisfied.

John Duffy, Commodore
Antigua Yacht Club

FISH HAVE FEELINGS, TOO

Dear *Compass*,

I noted with interest the letter in last month's edition about catch-and-release sportsfishing possibly being a form of cruelty to animals. Many aficionados will say, "But fish don't feel pain, at least not like warm-blooded animals do."

However, the latest scientific research ("Fish Intelligence, Sentience and Ethics", by Culum Brown of the Department of Biological Sciences, Macquarie University, published online in June 2014 at http://link.springer.com/article/10.1007/s10071-014-0761-0/fulltext.html) shows that fish undoubtedly feel pain in just the same way as other vertebrates and that they even have pain receptors remarkably similar to those in humans. The author writes, "…it would be impossible for fish to survive as the cognitively and behaviourally complex animals they are without a capacity to feel pain… Moreover, fMRI studies have shown that when suffering from pain, there is significant activity in the fish forebrain which is highly reminiscent of that observed in humans…"

So, I'd suggest that unless you're cool with putting fish hooks in other people's faces, dragging them around for a while, and then letting them go, you might not want to subject any other sentient beings to that treatment either.

Andy Brown
S/V Windrose

WANT A WAKE-UP CALL?

Dear *Compass*,

Just found your website via roundabout from Cap'n Fatty, Caribbean weather sites and just wanting to get away from the land-locked state of Iowa.

LOVE, LOVE, LOVE the e-zine so far and will be forwarding to my Caribbean friends from Antigua and Jamaica up here. One question though: Do you all have a way for me to sign up to receive this monthly, or do I just keep checking back once a month to see if a new edition is out?

If you all have a way to notify me, please do!

S. Mequine
Iowa

Dear S. Mequine,

Each new issue of Compass *goes online — free! — by the first of the month, so it's easy to check the website (www.caribbeancompass.com) whenever a new month rolls around… but hey, we know how it is. Your wish is our command. Any other readers who would like a monthly notification that the newest issue is online? Just drop a line to sally@caribbeancompass.com requesting that you be included on our "online now" list!*

CC

SCARVES FOR TRINIDAD

Dear *Compass*,

Breast Cancer Awareness Month is October 2014 and as it approaches once again, I will be collecting scarves, shawls, hats, costume jewellery, etcetera for the ladies at the National Radiology Center at St. James, Trinidad.

I started this charity when I was undergoing my treatment for Stage 2B breast cancer. Halfway through my chemotherapy treatment in 2011, I looked around at the many people passing through St. James and noticed that they all looked tired, depressed and wore some really ugly headscarves. That's the truth.

Most cancer patients tend to have self-esteem issues due to the changes in appearance that they undergo during chemotherapy. At one point, I turned to my husband and told him that I was sure the ladies would feel better if they only had nicer scarves. That's what started it all. Not realizing that I had started a charity, I began asking family and friends to donate scarves and hats to the cancer patients with whom I was now spending most of my time. E-mails were sent and Facebook posts were done.

Since then, I have been collecting scarves and hats for my ladies at St. James. This has since evolved to persons not only donating hats, caps, scarves and shawls but also their gently-used costume jewellery, handbags, sunglasses, etcetera. With the help of some survivor friends, last year we gave out these items free of charge to the ladies at St. James. The smiles were reward enough and it was a total kick to see the ladies walking around the compound with their fancy "church hats" on.

It is a proven fact that looking good makes you feel better — a theory that helped me through my chemo and radiation treatments. Even though I was bald and nauseous, I felt like a million dollars because I wore some "bling" whenever I had chemo. So with the help of my husband, we came up with the motto "Pretty… Powerful: look good, feel better".

Once again I am asking for donations of scarves, shawls, hats, caps, gently used costume jewellery, handbags, etcetera. Last year some people felt compelled to donate small amounts of cash. The money collected was given to Friends of St. James, a not-for-profit organization that provides snack meals to patients, free of charge, every day. These ladies prepare a snack, usually consisting of a sandwich and maybe one other item as well as coffee, tea and sometimes juice to the patients, some of whom arrive from as early as 6:30AM.

Please call me on (868) 354-1354 for directions to drop-off points or e-mail me on ginahatt@gmail.com.

Thank you for your kind support.
Gina Hatt-Carvalho
Trinidad

WE WANT TO HEAR FROM YOU!

Dear Compass Readers,

We want to hear from YOU!

Be sure to include your name, boat name or shoreside address, and a way we can contact you (preferably by e-mail) if clarification is required.

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Please keep letters shorter than 600 words. Letters may be edited for length, clarity and fair play.

Send your letters to sally@caribbeancompass.com.

CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day) and Jamaica (Independence Day)
1	Carriacou Children's Education Fund Annual Charity Auction. ccefinfo@gmail.com
1 - 3	10th Annual Bonaire Jazz Festival. www.bonairejazz.com
1 - 4	49th Annual Carriacou Regatta. www.grenadagrenadines.com
2 – 3	Windward Fête, St. Barths. Sailboat races at Lorient
4	Public holiday in Grenada (Emancipation Day); Grand Kadooment parade in Barbados
4 – 6	Public holiday in BVI (Emancipation Festival)
5 – 11	USVI Marlin Fest, St. Thomas. Atlantic Blue Marlin Tournament (ABMT), www.abmt.vi
7	Public holiday in Colombia (Battle of Boyacá)
8	Public holiday in Anguilla (Constitution Day)
10	FULL MOON Parties at Trellis Bay and West End, Tortola, and at Pinney's Beach, Nevis
13 – 14	Grenada Carnival. www.grenadaactivities.com
15	Public holiday in Colombia (Assumption of Mary)
15 - 17	Aruba International Regatta. aruba-regatta.com
18 – 25	Chocolate Festival, Grenada. http://grenadagrenadines.com/blog/grenada-a-chocolate-lovers-paradise
24	Carib Great Race (powerboats) from Trinidad to Tobago. Trinidad & Tobago Powerboat Association (TTPBA)
29 – 30	North Sea Jazz festival, Curaçao. www.curacaonorthseajazz
31	Public holiday in Trinidad & Tobago (Independence Day)



WILFRED DEDERER

SEPTEMBER

2	Nereid's Rally, Trinidad & Tobago to Guyana. www.marinaslm.com/rally
3 – 9	International Billfish Tournament of Club Náutico de San Juan, Puerto Rico. www.sanjuaninternational.com
6	Public holiday in Bonaire (Bonaire Day)
9	FULL MOON Parties at Trellis Bay and West End, Tortola, and at Pinney's Beach, Nevis
10	Public holiday in Belize (St. George's Caye Day)
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
19	Public holiday in St. Kitts & Nevis (Independence Day)
21	Public holiday in Belize (Independence Day)
22	Autumnal Equinox
24	Public holiday in Trinidad & Tobago (Republic Day)

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

YOUR USED SAILS WANTED!

Designed to benefit fishermen in Haiti, **SECOND LIFE SAILS** is a Clean Wake Project of the Seven Seas Cruising Association (SSCA) in a joint venture with Free Cruising Guides.

Donations of used sails and fishing equipment can be sent to either Minneford Marina at 150 City Island Ave., Bronx, NY 10464 (www.minnefordmarina.com) or to Marina ZarPar in Boca Chica, Dominican Republic (www.marinazarpar.com). School and first-aid supplies are also welcome. A receipt for your donation will be given upon request.

Frank Virgintino, developer of Free Cruising Guides, will take all donated items to Haiti during February 2015 and distribute them to fishermen in a number of communities.

For more information contact Frank Virgintino at fvirgintino@gmail.com or SSCA board member Catherine Hebson at cmvhebson@gmail.com.

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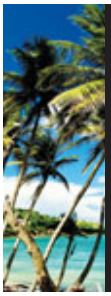
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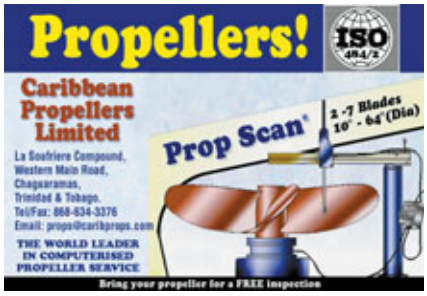

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—*Continued from page 13*

...*Lionfish*

Some Good News

There is some good news, though. Scientific research carried out across the Caribbean has shown that targeted lionfish removal will allow the local fish and invertebrate populations to recover. Lionfish competitions, where groups compete to catch the most fish at a given time, also known as derbies, are becoming an increasingly popular way to encourage targeted lionfish removal.



Contrary to popular belief, lionfish are edible, and best of all the meat tastes great! Lionfish flesh is light, white and flaky similar to cod or snapper. It's packed with Omega 3 oils and other nutrients. Each fish does have spines that can sting if not handled carefully, but once removed, lionfish can be processed and cooked like any other fish found in our waters. Demand for lionfish from restaurants and local consumers is creating independent fisheries, which in turn create employment opportunities while keeping lionfish numbers in check.

Act Now: Eat Them To Defeat Them!

Now that lionfish are in our waters we need to act accordingly. They are pretty easy to catch, so spearfishers and divers using safe handling methods have the ability to try and help keep lionfish populations down. All these folks need is the incentive to do so.

That's where YOU come in.

Please try eating lionfish; if you enjoy eating fish you're sure to like it! Ask for lionfish at your local fish market or supermarket. When you go out to eat, ask the restaurant if lionfish is on the menu. If you create the demand, the fishing and diving community will step up to meet it!

Tell your friends overseas to ask for lionfish in the supermarkets and restaurants that they use. There's enough lionfish out here that we could export from the region.

Tell our visitors about lionfish, and ask them if they've tried it yet. Advise them about the benefits they will bring to the reefs by requesting lionfish, and tell them about the health benefits of eating it. Don't forget to mention just how delicious it is; it's a very diverse fish, and can be served in many different ways; ceviche, sashimi, sushi, baked, grilled, boiled, broiled, fried, barbecued and even tempura style!



Above: Lionfish hors d'ouvres served in a conch shell, with dip and lime on the side

Left: The author with a day's catch: off the reef and headed for your plate

Support lionfish derbies; come out to cheer on the participants. There'll be some tasty lionfish treats for you to try too! If you are a diver, ask your local dive operator about lionfish dives, participate in educating your friends and join in with removal efforts.

Together we can keep the lionfish invasion in check.

Kay Wilson is the owner/operator of Indigo Dive, St. Vincent, www.indigodive.com. Indigo Dive is a member of Divers Alert Network and the Reef Environmental Education Foundation. For information on lionfish hunts in St. Vincent contact info@indigodive.com.

—Continued from page 33

A similar volume, *Memories from the Sea* by "friends of Paul Erling Johnson" (©2009) include both "Time in a Bottle" and "On the Brink of Mirth" as well as essays by "the mothers" and "friends, fans and the faithful".

If you can search out these expanded versions they are well worth a read as a more rounded pictures of the man. Meanwhile, for Johnson's fans and others intrigued by his persona, this newer version will add to the canon of johnsonalia.

Muilenburg speaks for many when he writes, "Johnson... had made such a difference in my life.... I gravitated towards the sea as my 'career' focus and Paul offered an enticing example of the possibilities of such a life."

Available at Amazon.com.

***A Stranding Guide to the Marine Mammals of the Wider Caribbean Region: An Introductory Field Guide for Stranding Responders**, by Nathalie Ward, Andrea Bogomolni and Charley Potter. PDF format, 75 pages.*

This illustrated guide was created by the Eastern Caribbean Cetacean Network in collaboration with the United Nations Program for Environment, the Caribbean Environment Program, NOAA and Cetacean Society International. It contains information and advice for managing marine-mammal strandings in the Caribbean region, and for marine-mammal identification.

The "Do's and Don'ts" guidelines to follow if you find a stranded animal are especially helpful, and the importance of data collecting is emphasized.

It is available as a free download at http://www.car-spaw-rac.org/?A-stranding-guide-to-the-marine.

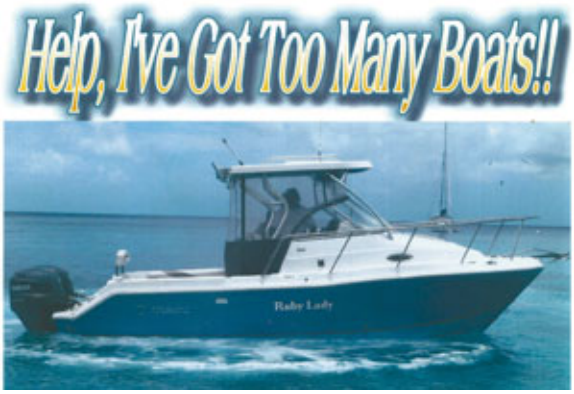


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***Surviving the Storm: Coastal & Offshore Tactics**, by Steve Dashew. Beowulf Publishing, first edition ©1998. PDF format, 675 pages. ISBN-10: 0965802892, ISBN-13: 978-0965802895.*

Steve Dashew says, "Dashew Offshore, Beowulf Publishing, and the FPB yacht design team have been blessed with the support of the cruising community for many years, and we'd like to return the favor in a small way. We are making two of our books, *Mariner's Weather Handbook* and *Surviving the Storm*, available for free as PDF files. Just go to the links below to download these publications. We hope the first title helps you avoid the need for the second."

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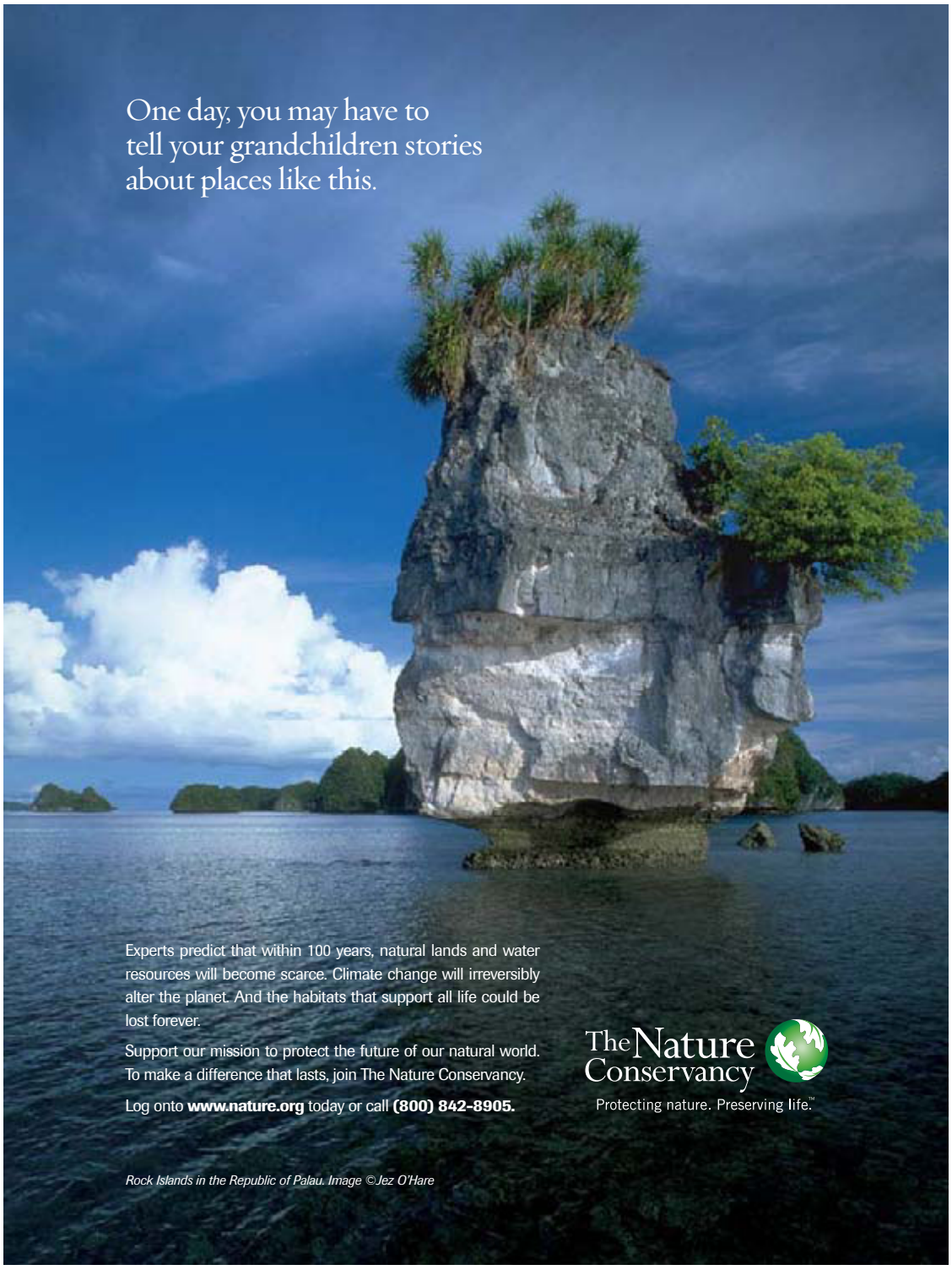
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Caribbean Marine Electrical	Trinidad	MP	Hotwire Enterprises	USA	15	Ottley Hall Marina & Shipyard	SVG	MP	Xtreme Fuel treatment	C/W	MP
Caribbean Propellers	Trinidad	MP	IGY Rodney Bay Marina	St. Lucia	9	Perkins Engines	Tortola	8	YES	Martinique	MP
Clippers Ship	Martinique	MP	Iolaire Enterprises	UK	34/40	Porthole Restaurant	SVG	MP	YSATT	Trinidad	MP
Cruising Life	SVG	35	Island Water World	Sint Maarten	48	Power Boats	Trinidad	MP			
Curaçao Marine	Curaçao	5	Island Water World	Sint Maarten	7	Renaissance Marina	Aruba	6			
Dometic	C/W	13	Island Water World	Sint Maarten	11	Sea Hawk Paints	C/W	29			
Dominica Yacht Services	Dominica	MP	Johnson Hardware	St. Lucia	18	Second Life Sails	C/W	41			

MP = Market Place pages 42 to 44
C/W = Caribbean-wide


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17.1% efficiency, 36.9V open voltage, size: 66" x 39". The only module to pass rigorous long-term testing performed by TÜV Rheinland. 20 Year Warranty, 90%+ Power Output.

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High performance polyurethane adhesive/sealant becomes tack free in 48 hours, and cures completely in 5-7 days. Retains its strength below & above the waterline. Stays flexible allowing for structural movement.

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