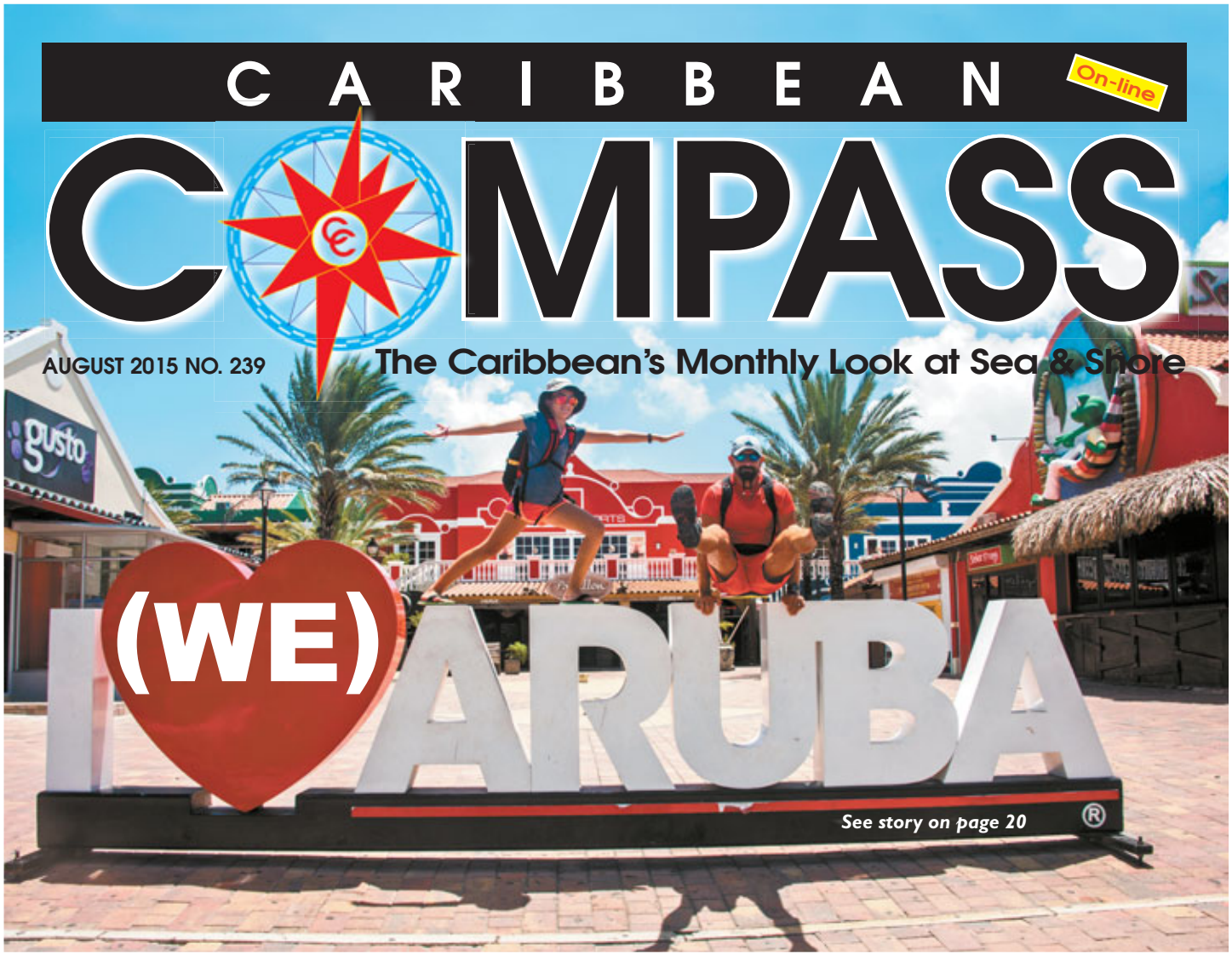
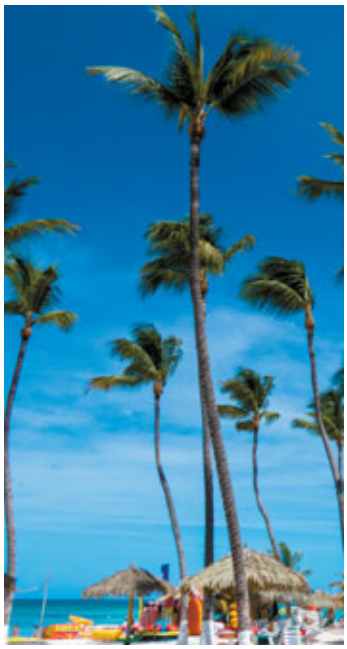
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See story on page 20



MIRA NENCHEVA





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ISSN 1605 - 1998

Cover Photo: The many facets of Aruba make this Southern Caribbean gem a place worth spending some time



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Info & Updates

'Hands Up' at Safety & Security Net!
Kim White reports: On July 9th the all-volunteer team at the Caribbean Safety & Security Net (CSSN) implemented a new feature on all future Incident Reports. Each report will now include a visual icon that makes it easy to understand the first-, second- or third-hand nature of each new report published.
CSSN always posts Incidents and News Items on their website, but e-mail Alerts allow subscribers to automatically receive these useful, and newly improved reports as well as News Items through the convenience of automatic delivery to their e-mail inbox on whatever schedule they choose.
The CSSN online incident reporting form, also accessed on their website, has made it easy to make a report, and first-hand reports are, of course, most valued by the cruising community. Please remember that reporting is everyone's responsibility: it's how we help each other.
Join those in the cruising community who want to make informed choices about managing risk, and "Know Before You Go"!
Visit the CSSN website www.safetyandsecuritynet.com and sign up today.

Coconut Telegraph SSB Net on Vacation
Because of a summer shortage of net controllers and lower traffic in the summer months the Coconut Telegraph Single Side Band Radio Net, usually heard daily on 8170 at 8:00AM AST, is taking a summer vacation until November 1st.

Grenada Cruisers Net, Friendly and Informative
Chrystal Young is one of the Multihull Company's yacht brokers. The Multihull Company has been located in the Grenada Marine office at Port Louis Marina, Grenada for almost two years. A few months ago, Chrystal began hosting the Grenada Cruisers Net on Fridays. It was a rough beginning, as the first time she broadcast, her VHF radio failed: everyone could hear her, but she couldn't hear anyone. A sad, lonely voice was airing for the very first time and it seemed like a total fail! Suddenly, someone came knocking on the door to let her know that another net controller was able to continue the broadcast. It would be another month before a new VHF radio could be acquired and an antenna installed before she would be back in business. Now more confident and experienced, Chrystal is able to manage the rigors of a volunteer net controller's job.



Chrystal decided to become a net controller when she heard about the need for more volunteers, thanks to the nomadic lifestyle of the cruising community. As a full-time resident in Grenada, she was happy to offer her time on Friday mornings. She says: "This is such a great service and so many people depend on it. Not everyone has access to the internet for information and the weather is critical to sailors."
The Grenada Cruisers Net can be heard on international VHF channel 66. It is a friendly and informative broadcast operating from Monday to Saturday from 0730. Many sailors have their ear to the radio for priority traffic and weather, which is the first thing on the agenda. The net would not be complete with welcoming new arrivals and saying good-bye to old friends. There are also announcements about treasures and social activities, and an opportunity to find out where to catch the closest shopping bus or lunch special. The broadcasts can be heard from Bequia to Trinidad on a good day.

—Continued on next page

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www.doylecaribbean.com

—Continued from previous page
So, when you are in the Grenada area turn your radio to 66i and give a shout out to Chrystal and the other volunteer net controllers who wake up early to give you the information you need.

Carry Identification in Curaçao
Curaçao is a sailing destination with friendly people and an abundance of high-quality facilities that make this a popular summer destination outside the hurricane belt. Yachting visitors to the island are reminded that you should have identification with you when you go ashore.


C. COLLEY

Last year, a visiting cruising couple was detained for several hours by police and charged as "undocumented" when it was discovered at a traffic checkpoint that the man did not have his passport with him and the woman, although she was carrying her passport, had only copies of their ship's papers with her rather than the original documents. As explained to them by the Ombudsman of Curaçao, the couple's rental car was "stopped during a rigorous police action called 'Ta Basta Awor' ('It's Enough')" that was aimed at curtailing gang-related crime.
We haven't heard of any other cruisers having this problem, but we take this opportunity to remind cruisers to carry proper ID while ashore. While it is impossible for each individual crewmember to have the original ship's papers in their possession when more than one person goes ashore, yachting visitors heading ashore in Curaçao are advised to carry their passports or other official ID with them, and to be able to present the original ship's papers when and if required.
For more Curaçao information, see related item in Business Briefs, page 8.

Win a Sail or Resort Stay and Help Hands Across the Sea
Sunsail, in cooperation with the American Sailing Association (ASA), is giving away a weeklong catamaran charter cruise for four people in Grenada. The charter comes with provisioning and ASA-certified sailing instruction courtesy of LTD Sailing. The purpose of the giveaway, valued at US$12,000, is to support the mission of Hands Across the Sea, a non-profit organization dedicated to raising literacy levels of children in the Caribbean.
The runner-up sweepstakes entrant will win a seven-night vacation for four valued at US$2,700 at The Verandah Resort and Spa in Antigua courtesy of Elite Island Resorts. Enter the sweepstakes any day in September 2015 by watching a one-minute video about Hands Across the Sea at http://asa.com/hands-across-the-sea.php. Entrants will be encouraged to make a tax-deductible charitable donation in order to enter to win these fantastic destination prizes. Airfare is not included.
Charlie Nobles, executive director of the ASA, says, "The Caribbean is a gift to sailors and the sailing industry, so we are proud to partner with Sunsail, LTD Sailing and Elite Island Resorts to support Hands Across the Sea's goal of improving literacy levels in the Caribbean, where economic conditions make children's books virtually unaffordable for both families and schools."
Established eight years ago by lifelong sailors and husband-and-wife team, Tom and Harriet Linskey, Hands Across the Sea has grown into the most effective organization of its kind operating in the Eastern Caribbean. The organization works directly with school principals, community leaders, and US Peace Corps volunteers to deliver brand new, high-quality books to Caribbean schools.
Tom Linskey tells *Compass*, "Back in 2007 while cruising the Windwards and Leewards we visited schools (Harriet is a former teacher) on Union Island, Dominica, and Nevis to see if we could help in some way. On each island, school principals and teachers told us the same thing: child literacy is a serious problem. At almost every school, reading books for children are in very, very short supply. Most children do not grow up with books in the home (too expensive), and many children are reading below grade level. Schools have their own government-mandated textbooks and curriculum, but government budgets don't stretch to providing reading books — the kind of books that excite and engage kids, the kind of books that can help open the door to a lifelong love of reading. It deeply disturbed us to see such bright, eager children growing up without books, without a love of reading, and we wanted to do something about it.
"But how could we give Caribbean kids access to high-quality, new and as-new books? Pondering all this as we sailed up to the US, we began imagining a way to get great books and vital school supplies to Eastern Caribbean schools on a wide scale. With fantastic help from corporate 'angels' such as Harte-Hanks (warehouse services), AIT Worldwide (trucking), and Tropical Shipping (ocean shipping), all the while working with the nonprofit Boaters for Books, in 2008 we sent our first shipment — 25 boxes of books and ten boxes of teaching resources — to three Caribbean schools. Back then, it seemed like a lot — it was too much, after all, to carry on our boat. In the eight years since that first shipment, we've sent about 173,000 new and as-new books and 345 boxes of teaching resources to 268 schools, reaching 58,000 children."

—Continued on next page



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The winners of the Sunsail charter with sailing instruction provided by LTD Sailing and The Verandah Resort stay will be drawn in early October.
Enter the sweepstakes any day in September at http://asa.com/hands-across-the-sea.php.

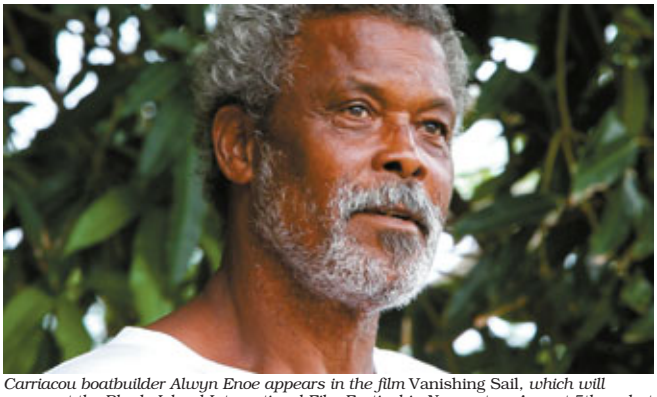
SVG Nominated for Best Cruising Ground Award
The UK-based magazine *Sailing Today* has launched its very own awards to recognize the best the marine industry and the cruising world have to offer, and St. Vincent & the Grenadines has been nominated in the Best Cruising Ground category.


WILFRED DEDERER

Admiralty Bay, Bequia, in St. Vincent & the Grenadines. SVG is the only Caribbean country nominated in the Best Cruising Ground category in Sailing Today's *new awards*

The other nominees are Scotland, the Canary Islands, Greece and Turkey. *Sailing Today's* 30,000 readers are already casting their votes at the Sailing Today Awards website, where a full list of nominees in each of the 12 awards categories can be found. Voting will remain open until midnight, Sunday August 23rd, and it's close in each of the categories, so don't forget to vote for the only Caribbean cruising ground on the list!
• Vote at www.sailingtoday.co.uk/awards2015, or
• Tweet your nomination! The shortened link for the above webpage is http://bit.ly/1dBory8. The hashtag to use is #STawards2015 when mentioning the awards on twitter.

Caribbean Boatbuilding Film Premiers in US
The film *Vanishing Sail* has been selected to screen in Newport, Rhode Island at the Rhode Island International Film Festival this month. The film represents over 15 years of research and documenting the art form of wooden boatbuilding in the Eastern Caribbean, and features the work of Carriacou boatbuilder Alwyn Enoe.


ALEXIS ANDREWS

Carriacou boatbuilder Alwyn Enoe appears in the film Vanishing Sail, *which will screen at the Rhode Island International Film Festival in Newport on August 5th and at the Caribbean Tales International Film Festival in Toronto, Canada on September 14th*

Filmmaker Alexis Andrews says, "It has been a long and winding journey to complete this film and it is with huge thanks and respect to the community of Windward, Carriacou that we begin sharing this story with the world."
The film's US premiere will take place at Newport's historic art house cinema, The Jane Pickens Theatre, on August 5th at 7:30PM. If you are in the area and would like to attend, send a message to vanishingsail@gmail.com and check Vanishing Sail's Facebook page for updates.
Visit www.vanishingsail.com for more information.

Department of Corrections
In last month's issue, we inadvertently omitted two photo credits. The photo of dinghy racers at Club Náutico San Juan on page 11 was taken by Carlos G. Lee, and the photo of Reinhilde and Frits aboard the yacht *Bella Ciao* on page 28 was taken by Wilma Welgraven.

Welcome Aboard!
In this issue of *Caribbean Compass* we welcome new advertiser Dino Melo Customs Broker of Colombia, in the Market Place section, pages 33 through 35. Good to have you with us!



Hurricane History 1851 to 2013 - Source: NOAA



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BUSINESS BRIEFS

Awlmix Custom Color System Comes to Trinidad



Ruth Lund reports: Budget Marine Trinidad in Chaguaramas now has an authorized Awlgrip Color Mixing Bank to provide their customers with state-of-the-art mixing for state-of-the-art coating.

In 2004 Awlgrip introduced Awlmix, the advanced color-mixing system that enables key Awlgrip distributors to offer a color-matching system for any Awlgrip or Awlcraft 2000 top-coat, including special requests for new colors.

This service has benefited captains and crew globally, ensuring that no matter where in the world, paint matched to their exact needs is always made available with colors made to the same high quality and specification as any factory-made product. Whether matching your custom fabric or your new car, Awlmix is the ideal choice when it comes to custom colors for your boat, no matter how large or small the job.

How is this done? A highly trained Awlgrip color chemist at one of the Awlmix centers in the UK, USA or New Zealand will analyze the reference sample, utilizing the latest in advanced color matching software. From this, a custom color paint is formulated and made available to every Awlmix distributor worldwide via www.awlgrip.com. Using the unique color code assigned to each custom color, the yacht owner can be confident that any paint produced in the future will be the same color and quality as they chose on Day One.

Budget Marine Trinidad's recently installed Color Mixing Bank has the latest color matching software, the relevant tint bases and a dedicated mixing and prep area. A senior staff member was trained at Awlgrip's dedicated Miami training centre in preparation for offering this exciting additional service to the many paint contractors and boatowners in the busy boating hub of Chaguaramas.

E-mail Trinidad@budgetmarine.com or call (868) 634-2006 to find out more.
For more information on Budget Marine see ad on page 2.

Sea Hawk Paints' Website Now Mobile-Friendly

Sea Hawk Paints' new mobile-friendly website went live last month, so no more zooming in to the text, images and forms; the site does that for you and puts all the content in an easy-to-use scrollable column. Boatyard professionals now have easy access to all of Sea Hawk products' Safety Data Sheets and Technical Data Sheets with their mobile devices. DIY'ers can find out about all of Sea Hawk's products, check out Sea Hawk's news stories and use Sea Hawk's "Choose the Right Bottom Paint" calculator.

For more information on Sea Hawk Paints see ads on pages 9, 11 and 13.

Primus Wind Power Introduces the AIR Silent X

Sailboats have harnessed the power of the wind for thousands of years to propel their vessels on the high seas. Today, with the assistance of small wind turbines, wind power is being used not only for propulsion, but also to charge battery banks without the use of an alternator or generator. This is more important than ever as onboard gadgets and appliances multiply.

To supply renewable energy to these onboard devices, Primus Wind Power has introduced the AIR Silent X 400 W wind turbine. Utilizing the proven, robust platform of the AIR X turbine and the quiet carbon fiber "blue blade" set, Primus has designed a turbine that is quiet and lightweight yet providing an impressive energy output from a turbine with a 1.2-metre-diameter rotor. The unit is manufactured in Colorado, USA with dealers and distributors worldwide to assure the support you need, wherever your sailboat may travel.

Up tower controls inside the turbine allow for ease of installation with no additional space needed for a down tower controller. The AIR Silent X is a great combination of very quiet operation, reliability, affordability and energy output.

The AIR Silent X is available at Budget Marine.

For more information on Budget Marine see ad on page 2.

New Parts & Power Sales Team and Specials

Parts & Power of Tortola has restructured its Sales Team. Ron Marchman has joined the company as Sales Manager, and existing staff members Shawina Jacobs and Dan Durbin have also moved into the Sales Department.



Ron is from the USA and joins us with a wealth of experience in sales and marketing in engineering and technical fields. "Diesel Dan" has a solid background in the field of diesel engines, and now brings his invaluable expertise to the assistance of Parts & Power's customers. Shawina is focusing on the Eaton product range, including switches and Uninterruptible Power Supplies. They join sales-team stalwart Ingrid Delgado.

The new team looks forward to working with you!

Meanwhile, with Hurricane Season upon us, Parts & Power is pleased to announce a Perkins Parts special offer campaign for the season. Selected fast-moving Perkins parts will be available at a discounted price for the duration of Hurricane Season.

For more information on Parts & Power see ad on this page.

Curaçao Marine Provides Free Info Guide

Curaçao Marine has recently published an Informational Guide for sailors sailing over or considering sailing over to Curaçao.

Besides information about the marina and boatyard and their services and facilities, you can also read up on some general information about Curaçao. Also included are some specific tips that will come in handy for the sailing community, such as places to stay or eat closest to the marina, where to buy supplies, bars and nightlife…

—Continued on next page

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...where the sailing community hangs out, how public transport works and that it is better to rent a car and where to do that. Find out what not to miss on the island and where to get up-to-date info on events or popular happy hours. It's all in there!



Upon arrival at Curaçao Marine you will receive this booklet. But Curaçao Marine knows that some of you might want to read up on it before arrival. Therefore they have also published it online at www.issuu.com/curacaomarine. Don't forget to bookmark it, or even download it as a pdf and print it for offline use.

If you have any questions concerning Curaçao Marine or Curaçao, don't hesitate to ask on Curaçao Marine's Facebook page (www.facebook.com/curacao.marine). Even silly questions like "Is there a supermarket close to the marina?" are more than welcome! They'll be glad to answer your questions. Sunny regards from the Curaçao Marine Crew!

For more information on Curaçao Marine see ad on page 14.

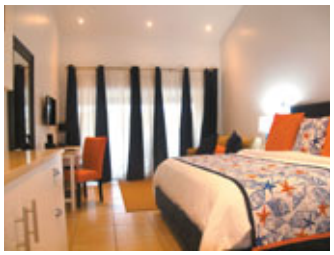
Convenient New Facilities at Grenada Marine



Laura Fletcher reports: Grenada Marine has heard you! Getting to the central shower block can be quite a trek if your boat is up in the top portion of our ten-acre site and you need to "go". So, we have built a very fancy new washroom facility for you, beautifully finished and with solar hot water, too! (It's so fancy, in fact, one of our quick-witted fellas has christened it a fun name that reeks of luxury; when you visit we'd love to share it with you. In the meantime, have fun thinking what it can be!) Thanks to Sue of *S/V Luludu* and Shermaine Brathwaite, part of our strong admin team, for being the official ribbon-cutting crew.

For more information on Grenada Marine see ad on page 12.

Cruisers' Summer Special at Blue Lagoon Hotel, St. Vincent



Blue Lagoon Hotel & Marina in St. Vincent is offering a special hotel rate during August and September for all cruisers! Enjoy a night or two on land and take advantage of all the available facilities for just US$99 per night per couple, plus tax and service. Facilities and services include a fitness room and a newly completed swimming pool, and with three dining options you will be spoilt for choice. Also, Indigo Dive is based at Blue Lagoon and is offering a great rate of just US$55 per tank dive to all marina or hotel guests.

A Customs & Immigration Office is based at the full-service marina.

For more information on Blue Lagoon Hotel & Marina see ad on page 17.

Award-Winning Four-Speed Winches Boost Performance

Innovative four-speed winches are enhancing life aboard race boats and other sailboats, thanks to Pontos Americas. The new four-speed winches from Pontos look like any conventional two-speed winches, but packed inside the same drum size are twice the number of gears, exponentially increasing the impact of each crank of the winch handle. The Pontos Americas Grinder four-speed winch offers extra speed when sheeting or furling. The Trimmer four-speed winch supplies three times the hauling power of a conventional winch. Pontos Americas also offers the Compact Winch, a powerful two-geared solution for sailboats 35 feet and under.

Pontos four-speed self-tailing winches won the *Sail* Magazine Pittman award for innovation at the Fall 2014 Annapolis Boatshow, and have been adopted by top racers around the world, including nine skippers in the 2014 Route de Rhum.

Pontos four-speed winches revolutionize the winch operation by use of a clutch and trigger mechanism that allows seamless engagement of the two extra gears with a simple change of direction in the winch handle. The patented trigger mechanism moves up and down in the drum housing to engage the clutch; as load decreases the clutch automatically moves back down. This clutch system provides two additional speeds. In the Grinder those additional gears provide faster line handling; in the Trimmer more gears provide more line-handling power for the same winch size.

Pontos Americas, headquartered in Miami, Florida, was founded and is staffed by veteran racers, sailors, sailmakers and marine equipment experts. Winches are in stock and available for shipment.

Visit www.pontos-americas.com for more information.

Suzuki del Caribe Bets on the Caribbean

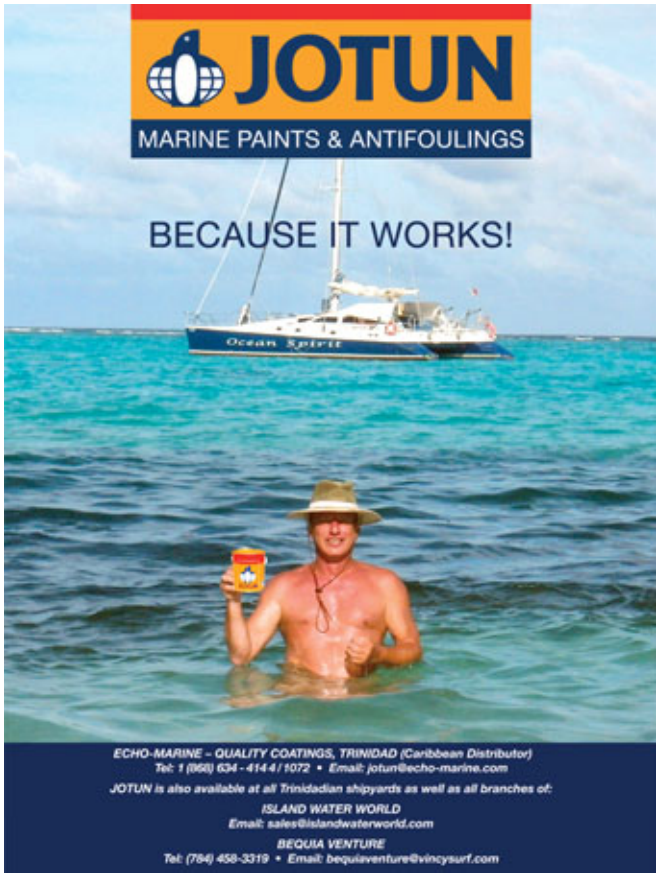
Suzuki del Caribe has reinvented itself to place Puerto Rico as the link for the distribution of marine motors in the region. Daily operations will be managed from the Suzuki Foreign Trade Zone, located in Sabana Gardens Industrial Park in Carolina, Puerto Rico. The Suzuki Foreign Trade Zone is the only one that distributes auto and marine motor parts in Puerto Rico. The space is 30 thousand square feet and accounts for an inventory of 1.2 million parts and accessories.

Currently, Suzuki distributes its marine motors in Puerto Rico, the US Virgin Islands, the British Virgin Islands, Trinidad & Tobago, Bermuda, the Cayman Islands, Barbados, Antigua, St. Maarten, and Bonaire. "Our goal is to reach 21 countries in the Caribbean and South America," said Erving Rosario, sales and marketing manager for Suzuki del Caribe.

New plans for Suzuki del Caribe also include an alliance with Mech-Tech College. In a joint effort with the college, Suzuki offers its product training workshops to the mechanics of Puerto Rico and the Caribbean.

Visit www.suzukipr.com for more information.







Caribbean ECO-News

Alien Microbial Algae Impacts Caribbean Reefs

As reported in *Science Daily*, new evidence has been reported that *Symbiodinium trenchii*, a stress-tolerant zooxanthellae alga found in coral communities across the Greater Caribbean, is actually an introduced species from the Indio-Pacific Ocean. The findings by the University of Delaware's Daniel Pettay appeared in the June 1st online issue of the *Proceedings of the National Academy of Sciences*.

Corals form symbiotic relationships with single-celled algae that live in their tissues. The coral provides the algae with a protected environment in which to grow and the compounds necessary for photosynthesis. In return, the algae provide organic nutrients necessary for the coral to survive, grow and produce calcium carbonate skeletons that form the structures of coral reefs. Environmental stressors due to climate change, particularly rising seawater temperatures, can disrupt this relationship, causing the coral to expel their algae and turn white. When this phenomenon, known as coral bleaching, occurs, the coral lose the nutrients provided by their algae and begin to starve. If they remain bleached for prolonged periods of time, the coral will die.

As a result, researchers have focused on identifying stress-tolerant algal symbionts that may allow reef coral to better cope with future temperature increases. *S. trenchii* is the predominant one in the Caribbean and was originally thought of as a "coral reef savior" because it made corals more thermally tolerant. Pettay's studies, however, reveal that this microscopic algal species can cause previously unknown negative effects on coral health. Pettay and his colleagues discovered that Caribbean coral colonies that associate with *S. trenchii* grew 50 percent more slowly than colonies that harbored native algal species.

"The real concern over slower growth is that reef formation may not keep pace with the natural destructive processes in the environment, and, in turn, could negatively impact the diverse marine species that rely on the habitat these reefs provide," said Pettay. In addition to habitat loss, a reduction in reefs' size would diminish their ability to protect coastlines from storm surges.

Researchers have concluded that *S. trenchii* is not natural to the Caribbean, but recently introduced, possibly via the ballast water of cargo ships coming through the Panama Canal.

According to Pettay, only time will tell whether the introduction of *S. trenchii* in the Greater Caribbean will lead to major changes in coral reef functioning, and if the short-term benefit of stress tolerance will be negated by the long-term effects of reduced growth.

Visit www.sciencedaily.com for more information.

Coral Nursery Grows Hope in Cayman Islands

As reported in the *Cayman Reporter*, scientists from the Central Caribbean Marine Institute (CCMI) and the University of Miami recently published an article in the scientific journal *Endangered Species Research*, describing the results of a study conducted in the Cayman Islands that focuses on optimizing the productivity of staghorn coral in artificial coral nurseries.

Coral nurseries are a method of re-establishing threatened populations of corals. Live coral samples are collected from wild colonies then cut into smaller fragments and attached to underwater lines and PVC "trees". Once the fragments grow large enough, they can be re-fragmented to increase the number of colonies in the nursery or outplanted to the wild.

CCMI and the Cayman's Department of Environment established the first coral nursery in the Cayman Islands, located on Little Cayman. The published study was conducted in an effort to determine the amount of coral that may be clipped from a nursery-reared colony for propagation purposes without causing mortality or decreasing growth of the nursery-reared donor colony.

"We anticipate that our observations will have practical applications for maximizing propagation of staghorn coral within nurseries throughout the wider Caribbean," said Kathryn Lohr, lead author of the article. The study found that up to 75 percent of a nursery-reared donor coral may be clipped to create new fragments without negatively affecting the colony's survivorship, growth, or rate of addition of new branches. However, fragmentation can increase a parent colony's susceptibility to stressors such as storms and disease. To avoid this problem, nursery best practices include avoiding fragmentation during hurricane season.

The researchers hope that their study may be used to plan nursery development and expansion throughout the Caribbean in an effort to facilitate the restoration efforts for staghorn coral. However, they caution that similar strategies may not be appropriate for coral species less adapted to natural fragmentation.

"Preservation is key," Dr. Carrie Manfrino, President and Research Director of CCMI, said. "While coral nurseries are a viable solution, we should expand our efforts to minimize negative impacts on wild populations."

Visit www.caymanreporter.com for more information.

International Recognition for Dutch Caribbean Marine Parks

The Saba National Marine Park, the St. Maarten Man O' War Shoal Marine Park and the St. Eustatius National Marine Park are now officially recognized as protected areas under the Protocol concerning Specially Protected Areas and Wildlife (SPAW), resulting in protection of six species, including environmentally important coral species. The international SPAW Protocol aims to protect areas of ecological value as well as threatened or endangered species and their habitats. The Saba Bank National Marine Park was one of the first protected areas to receive this recognition, in 2010. This prohibited tankers and other large vessels from anchoring on the Saba Bank, resulting in protection of many ecologically important species. The recently protected species include staghorn coral, elkhorn coral, boulder star coral, mountain star coral, the black-capped petrel and the holywood lignum-vitae.

Visit www.sabapark.org for more information.

Grenadines Marine Parks Review Progress

The fifth annual meeting of the Grenadines Network of Marine Protected Areas was held on Union Island from June 15th through 17th, attracting representatives of Marine Protected Areas from as far south as Woburn/Clarkes Court Marine Protected Area in Grenada and up through Carriacou, the Tobago Cays and Mustique to the South Coast Marine Conservation Area of St. Vincent. In attendance were marine park staff, government and non-government representatives, and media persons from both St. Vincent & the Grenadines and Grenada.

"We are very pleased to help bring together colleagues working in marine conservation from various islands to share about their progress in the last 12 months," commented Orisha Joseph, Acting Executive Director of Sustainable Grenadines, Inc. who coordinated the meeting.

Attendees shared news about a variety of initiatives including establishment of new MPAs, law-enforcement training and stakeholder-relations workshops, coral nurseries, and working with the media, and discussed the findings of a Grenadines-wide study of coral reef ecosystems. In 2014, representatives of each marine park sailed together from Grenada to St. Vincent to conduct underwater research into coral reef health.

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"The preliminary findings of this research indicate that large reef fish are quite rare in marine protected areas in both countries, especially the commercially important species such as groupers and snappers," commented Myles Phillips, Coordinator of Monitoring for the Grenadines Network of Marine Protected Areas. "These are the fish that we especially seek to protect in our marine parks so that they can grow large and reproduce, and then move out into surrounding areas with benefits for local fishers. But their numbers are critically low and those groupers and snappers that we found were generally small. On the bright side, the coral reefs in marine parks in both St. Vincent & the Grenadines and Grenada are still in reasonably good condition compared with the rest of the Caribbean, and on-going protection from illegal fishing will help fish to recover," he explained.

The marine parks are also making efforts with partner agencies, the private sector and local communities to establish Junior Park Ranger programs for children to help educate them about marine parks and marine life. These programs provide a great opportunity for children to learn to swim and snorkel, to get outside and learn about their natural heritage and, as they get older, to develop skills that can lead to employment.

The meeting was made possible with support from the US National Fish and Wildlife Foundation, The Nature Conservancy and USAID.

For more information contact SusGren at susgrenpm@vincysurf.com or (784) 485-8779.

Grenadine Seabirds are Back

Natalia Collier of Environmental Protection in the Caribbean (EPIC) reports: We were all a bit nervous at the start of this summer's seabird breeding season in the Grenadines after the catastrophic failure of the last nesting period. While numbers are not back to the level seen in 2009, when thousands of birds nested, there are several hundred nests. Graduate student Wayne Smart of Grenada is monitoring the nests to determine how successful the birds are in fledging a chick and whether the colonies are able to sustain their populations over the long term.

Visit www.epicislands.org for more information.

Turtle Rescue Project in Carriacou

The Kido Foundation began rescue and release operations of captured sea turtles in 2002. During the open hunting turtle period, from September 1st to April 30th, a number of turtles accidentally caught alive in nets by Carriacou fishermen are purchased by Kido, measured, tagged and released with the agreement that, if caught again by the fishermen, they are to be released cost free. After tagging and measuring, the animal is released in a safe deep-sea area with no nets in sight, often with the help of Lumbadive staff and within Carriacou's Marine Protected Area. To date 326 sea turtles have been rescued, tagged and released.

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

Sargasso Watch: What Next?

A heavy influx of sargassum, known as Sargasso, seaweed or simply "moss", is an ongoing cause of concern on the shores of many Caribbean islands. We've reported on what it is and on the potentially problematic gas released by its decomposition in the past two issues of *Compass*.

Now, what's being done about it?

Although while at sea the weed provides food and habitat for numerous species, the influx has been so intense in some places that it is harming wildlife. In Barbados dozens of hawksbill turtles have been found dead after becoming trapped in heavy mats of the weed pushed up by waves along the shoreline, and in Grenada volunteers have had to assist leatherback hatchlings that couldn't maneuver through the weed to get to the open sea. Although it would seem logical that a seaweed buffer would protect a beach from erosion, in fact, piles of sargassum seaweed pushed sharply up the beach can act like giant Brillo pads, scouring away sand and creating drop-offs on once gently sloping shores.

"Men with rakes" — armies of them, apparently — is the standard best-practice answer to cleaning over-piled beaches where wildlife safety is an issue, where the release of hydrogen sulfide gas poses a human-health problem, or where shoreside businesses or fisheries are threatened, but this has to be repeated regularly as new waves of the seaweed arrive.

In some places, machines are employed to remove the weed, but this runs the risk of removing more sand and thus worsening erosion, crushing turtle nests and killing other creatures, and compacting the sand.

Even when removing sargassum from a beach is possible, where do you dump tons of decomposing vegetation? Dumping seaweed offshore may be an option, but it would also require heavy equipment and could potentially harm the marine environment. One solution, now being tested at Texas A&M University, may be to dry and compact the seaweed into bales, bury them in eroded places and plant dune vegetation on top. The theory is that these seaweed-based dunes will withstand waves and storm surges even better than natural ones. New uses for sargassum collected from beach strandings, such as for biofuel, fertilizer and livestock or fish food, are being developed.



BARBADOS SEA TURTLE PROJECT (2)



Freights Bay, Barbados at left on June 30th and below on July 6th. Within a week, the majority of the sargassum was removed by wave action

Although sargassum appears to be here to stay, some authorities predict an easing of the current influx before summer's end. Meanwhile, rather than wait for the sargassum to come ashore, some hotels, such as The Crane in Barbados, have purchased flexible skirted booms, akin to oil-spill booms, to keep the seaweed off the beach.

Meanwhile, in some places, such as Freights Bay in Barbados, wave action has already cleaned previously inundated beaches.

There is a website giving sargassum forecasts: http://seas-forecast.com/Pages/Forecast.php

The Gulf and Caribbean Fisheries Institute has an updated fact sheet about the sargassum influx, which now includes further information on management strategies and on the smell associated with decomposition, at www.gcfi.org/Publications/GCFISargassumFactSheet.pdf







REGATTA NEWS

High Winds Bring Out St. Lucia Youth Sailors' Best

Dee Lundy-Charles reports: With winds gusting up to 25 knots, the St. Lucia National Dinghy Championships, held June 12th through 14th, provided many reasons for the island's youngest competitive sailors to be very proud. Boats capsized frequently, yet the young sailors climbed back on every time, to complete a total of 18 races.

Thirteen members of the St. Lucia Youth Sailing Program participated in the main regatta on the Saturday and Sunday, preceded by nine of the littlest Lucian sailors, who battled on the Friday evening for Green Fleet prizes in two classes.

A total of 42 participants included top Laser Radial and Optimist sailors from Martinique and St. Vincent & the Grenadines who qualified to race for overall prizes outside of the national awards.

The Dinghy Nationals consisted of four classes: Opti Benjamins for beginners, and Optimists sailed by intermediate- to regional-level racers aged between eight and 12 years old. The Laser 4.7 and Radial classes were also very competitive, with many experienced sailors throwing down the challenge to the up-and-comers.

St. Lucia's Youth Olympian in Laser Radial, Luc Chevrier, had a storming weekend, taking the National Championship trophy in that class and coming second overall to the more experienced Martinican Bruno Aglae with just a three-point difference.

In the fiercely fought Optimists, another Chevrier became the National Champ: 13-year-old Guillaume has been sailing Optis since he could walk, and has worked hard to become the island's top racer in the class. He gave every race his all in a very competitive field of Martiniquan and Vincentian sailors.



Optimist winners Guillaume Chevrier, Adonai Modeste and Danny Dillon receive awards from presenters at SLYC

Young sailors from the village of Gros Islet, Chrisanki Flood, Johno Dalson and Adonai Modeste, came first, second and second in their respective classes. They are among the developing young sailing talent having been sponsored by IGY Rodney Bay Marina for the past several years.

Regatta Director Lily Bergasse and Head Coach Keir Clarke were full of praise for all the participants, and congratulated the class winners from Martinique who swept the board in Laser Radial class. Drew Mitchell from Bequia, SVG took overall top honours in Benjamin Optimist Class.

Special Awards went to Matheo Capasso and Caitlin Hackshaw, who were praised by Coach Clarke for their winning attitude and determination. With only four months' sailing experience, Caitlin (age 14) put in a Herculean effort in the windy conditions, showing fierce tenacity as she capsized frequently and righted her boat each time to complete every race. Matheo is a ten-year-old who looks set to dominate national and perhaps regional Optis in the years to come.

ST. LUCIA NATIONAL DINGHY CHAMPIONSHIP 2015 WINNERS

Opti Benjamin
1) Matheo Capasso
2) Nicolas Wuegler
3) Jacob Johnson

Optimist
1) Guillaume Chevrier
2) Adonai Modeste
3) Danny Dillon

Laser 4.7
1) Chrisanki Flood
2) Jonathan Dalson
3) Caitlin Hackshaw

Laser Radial
1) Luc Chevrier
2) Beth Lygoe

Green Fleet Laser Bugs
1) William Verity & Sebastien Ambler (aged 6)
2) Stephen Steele

Green Fleet Picos
1) Alejandro Vargas & Jonas Sylvester
2) Miguel Noel & Jake Johnson
3) Ryan Fink & Ariane Nelson

Visit www.stluciayachtclub.com for more information.

Team ISV 1 Wins 2015 Sea Star Team Racing Championships

Carol Bareuther reports: Seventy-two eight- to 15-year-old sailors, both beginning and advanced, trained in the three-day Sea Star Clinic held June 15th through 17th in St. Thomas, US Virgin Islands, and then 12 teams of six sailors each raced in June 18th's Sea Star Team Racing Championships. Team ISV 1 — Teddy Nicolosi, Mia Nicolosi, Mateo Di Blasi, Julian van den Driessche, Victoria Flatley and Gillian Perrell — emerged victorious.

Top local and international coaches ran the Clinic. USVI national team coach, Agustin "Argy" Resano, says the Sea Star Team Racing Championships were highly competitive. "Racing was very close, but Team ISV 1 finished undefeated through the round robin, semi-finals and finals. Team racing really instills a sense of teamwork in the sailors. The transition from team racing to match racing is not that big and match racing is really becoming popular for college and adult sailors, so these junior sailors will be well prepared for the future."

The Clinic preceded the 23rd International Optimist Regatta, held June 19th through 21st. A week of high-caliber racing among sailors representing nine nations and territories — Antigua & Barbuda, the British Virgin Islands, the Cayman Islands, Curaçao, Puerto Rico, St. Barths, St. Lucia, the USA and all three US Virgin Islands — make the IOR one of the largest youth regattas in the Caribbean.

Visit www.styc.net for more information.

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USVI's Teddy Nicolosi Wins 23rd IOR

Carol Bareuther reports: A bold move to cover his opponent proved a winning strategy for St. Thomas, USVI sailor Teddy Nicolosi. The 14-year-old Nicolosi won the



DEAN BARNES

Teddy Nicolosi leads the pack to an overall win at the 23rd International Optimist Regatta
Inset: Overall winners, left to right - USVI's Mia Nicolosi (second), USVI's Teddy Nicolosi (first) and USA's Zane Rogers (third)

23rd International Optimist Regatta (IOR), hosted out of the St. Thomas Yacht Club from June 19th through 21st. At the conclusion of the last day's final three races, not only did Nicolosi finish with a seven-point lead, but he also became the first USVI sailor to finish first overall in the history of this regatta. That's quite a feat considering the keen level of competition in a field of sailors representing nine nations and winds blowing 15 to over 17 knots.

"Rayne (Duff, from the BVI and the 2014 IOR Champion) and I were tied on points going into today," Nicolosi explains. "In the first race, Rayne moved ahead of me by two points and into the lead. I knew I had to cover him the whole way in the second race to have a chance at the championship."

Nicolosi successfully covered Duff tack for tack in spite of both finishing deep in the pack at 45th and 49th, respectively, in the 62-boat Advanced Optimist fleet. Nicolosi's game plan was to use this poor score as his one throw-out. Unfortunately, Duff had finished 17th in an earlier race and had to keep that double-digit score since his 49th place now turned into his one worst-score throw-out. That put Duff nearly 20 points behind Nicolosi going into the last race of the regatta. Nicolosi then had only one other competitor to keep an eye on: his sister, Mia Nicolosi.

"I just had to keep my sister in my sights and not let her get ahead of me, and that's what happened. Overall, it was good starts, good boat speed with some good tactics thrown in that helped me to win," says Nicolosi. Teddy not only won the overall championship, but also the 13- to 15-year-old Red Fleet. Mia Nicolosi, who ended second overall, topped the 11- and 12-year-old Blue Fleet and earned the Best Girl award.

"I didn't think about trying to be the Best Girl, I wanted to be the best sailor. On the last race, I focused on sailing fast. But on the last upwind leg there was a large wind shift and I ended up with my worst score of the regatta, a 13th."

The USA's Jackson McAlliley triumphed in the age 10-and-Under White Fleet. Twenty junior sailors competed in the Green or Beginner Fleet, which bodes well for the future of the sport; ten-year-old Katherine Majette from St. Thomas ended on top.

The BVI's Rayne Duff earned the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water. St. Croix, USVI's Brooke Schmelz won the Chuck Fuller Sportsmanship Award.

A total of 82 sailors competed in the Advanced Red, Blue and White Fleets and beginner Green Fleet. The Advanced Fleets completed 11 races and the Green Fleet a total of 15 races over the three days of competition.

The IOR is organized under the authority of the Virgin Islands Sailing Association and it is a Caribbean Sailing Association-sanctioned event. Major event sponsors include the US Virgin Islands Department of Tourism, Sea Star Lines and the US Virgin Islands Olympic Committee.

Visit www.regattanetwork.com for full results and www.styc.net for more information.

IOR 2015 WINNERS
Red Fleet (26 boats)
1) Teddy Nicolosi, St. Thomas, USVI (29)
2) Zane Rogers, USA (39)
3) Mariner Fagan, USA (80)
Blue Fleet (33 boats)
1) Mia Nicolosi, St. Thomas, USVI (36)
2) Rayne Duff, BVI (49)
3) Isabella Casaretto, USA (71)
White Fleet (5 boats)
1) Jackson McAlliey, USA (417)
2) Sebastian Spinelli-Sax, USA (437)
3) Caroline Sibilly, St. Thomas, USVI (439)
Green Fleet (20 boats)
1) Katherine Majette, St. John, USVI (34)
2) Anya Reshetiloff, BVI (53)
3) Lola Kohl, St. Croix, USVI (66)

2015 Optimist North American Championships

The Optimist North American Championship 2015 was held out of Nelson's Dockyard in English Harbour, Antigua, from July 5th through 13th. One hundred and sixty-two participants entered, representing 23 countries: Argentina, Belize, Bermuda, Brazil, the British Virgin Islands, Canada, Cayman, Chile, Colombia, Ecuador, Japan, Mexico, Netherlands Antilles, New Zealand, Peru, Singapore, St. Lucia, St. Vincent & the Grenadines, Switzerland, Uruguay, the USA, US Virgin Islands and Antigua & Barbuda. Sailors from outside North America who met eligibility standards were able to race for overall "open" prizes, although not, of course, for the closed North American Championship awards. The event, known as "Optinam", was organized by the Antigua Yacht Club under the authority of the International Optimist Dinghy Association, and the main sponsor was Seaboard Marine.

Fresh from a win at the International Optimist Regatta in his home waters of St. Thomas, USVI, 14-year-old Teddy Nicolosi captured the title of North American Optimist champion.

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Sailors raced in three fleets of 54 competitors each. The qualification series spanned three days. For the last day's races the competitors were also allocated to three fleets, but the division was made so that the best 54 sailors raced together (and so did the next 54 and the subsequent 54). With the top sailors fighting against each other in winds gusting to 25 knots, the last two races were real contests. A seventh in Race 9 pushed Teddy down to second place overall. The winner of the open event was Yi Nian Koh from Singapore.

Team races held on July 10th were won by Emma Cowles, Luke Arnone, Zane Rodgers, Thomas Hall and Ripley Shilley, making Team USA 1 the new North American Team Race Champion. In the Nations Cup, Team Singapore — Yi Nian Koh, James Koh, Daniel Ian Toh, Muhammad Daniel Kei Yazid, Jodie Lai — was victorious.

Visit www.optinam2015.org/ for more information.

2015 'OPTINAM' WINNERS

Overall Open Event Winners
1) Yi Nian Koh, Singapore
2) Teddy Nicolosi, USVI
3) Massimo Contessi, Argentina

North American Champions
1) Teddy Nicolosi, USVI
2) Rocco Falcone, Antigua
3) Emma Cowles, USA

ON THE HORIZON…

The 2015 Nereid's Rally — Don't Miss Out!

David Matelicani reports: Preparations for the third edition of the Nereid's Rally, leaving Trinidad & Tobago in September and arriving in French Guiana via Guyana and Suriname in October, are well underway. Thanks to our kind sponsors, our hallmark red carpet treatment for participants is set to continue in 2015. With myriad activities organized at each stopover for sailors and locals alike, entrants are guaranteed a memorable trip.

The program for this year as it currently stands:

August 16th: Rally seminar in Chaguaramas, Trinidad. Delegations from Guyana and French Guiana will be present for an informal Q&A session. The seminar is open to all and gives crews a chance to meet with prospective entrants, rally organizers, sponsors and tourism officials well before the start.

September 1st: Beach party for participants leaving from Tobago.

September 2nd: Rally start from Store Bay, Tobago.

September 3rd: Customary send-off and rally start from Chaguaramas, Trinidad.

September 11th: Official welcome at Hurakabra River Resort, Guyana.

September 19th: Second leg of the rally, departing from Parika, Guyana.

September 25th: Yachts gather at the mouth of the Maroni River near Awala-Yalimapo and launch a week of activities including our welcome reception in Galibi, Suriname.

October 3rd: Official arrival at St. Laurent du Maroni, French Guiana.



Activities organized at each stopover of the Nereid's Rally introduce participants to the people and cultures of Guyana, Suriname and French Guiana

The Nereid's Rally is not a race, nor is it an organized yacht flotilla. While participants are accompanied by support vessels and staff (who are there to facilitate the running of the event), it is assumed that crews are both competent and self-reliant. The aim of the rally is to help cruisers discover several exceptional destinations while sailing at their own pace. The only obligation as a participant is to muster for the official receptions and sponsored events generously organized by our hosts.

Come and experience what cruising was, and should be. Numbers are limited, so register your interest early through our web portal to avoid disappointment.

For more information visit www.marinaslm.com/rally or contact office@marinaslm.com.

More Island Teams for Caribbean Dinghy Championships

More Caribbean teams will compete for the title of Caribbean Dinghy Champion at Club Náutico de San Juan (CNSJ), Puerto Rico from October 16th through 18th. The Caribbean Sailing Association has amended its eligibility protocol to now allow one team per island, rather than per country, making more islands and teams eligible to compete.

Classes at this year's CDC include Optimist, 420, Laser, Laser Radial and IC24. All classes are open (meaning both male and female), the Optimist class is limited to age 15 and under, and the 420 (two crew) and IC24 (four crew) will sail without spinnakers.

About the unique format of the CDC, Omari Scott, currently US National Olympic Coach and previously coach of the 2013 CDC winning BVI team says, "To have each country compete in a variety of boats shows that your country has depth. To be competitive in the Caribbean Dinghy Championships, you can't just have the best Opti sailor. You have to have Laser, IC24. You have to have a good trimmer, good topper. You have to have really good sailors across the board.

"You have a group of people who work together… to make their country the best. It's a unique way. I have never heard of it in any other place, where each country is represented in a field of five different classes. As a nation, as a unified community, it speaks to what country is the best."

There will be a maximum of seven teams, so all islands are encouraged to enter early. The registration deadline is August 17th.

Caribbean island teams can register online at http://caribbean-sailing.com/sailing-development/2015-caribbean-dinghy-championships, where NOR and other supporting documents are available.

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Sailing: Part of a Toolkit for Life

Youth2Adult — Y2A — is a series of articles featuring the "Caribbean youth or adult next door" and celebrating junior sailing's role as a life skill that might lead to employment within the marine industry as an adult.

Reading, writing, arithmetic, gardening, swimming, sailing. What if all island children acquired these skills for their toolkit — "toolkit for life"?

Like compiling a tool chest including a hammer, screwdriver, wrenches, combination pliers, straight-blade and a Phillips screwdriver before showing up at the worksite, compiling a kit of basic life skills in youth equips us to succeed in the adult world.

"If you are building a real toolkit, one wrench doesn't do you any good. You have to have the right size wrenches and other appropriate tools for the particular job. There are all kinds of wrenches. The Crescent company invented an adjustable-ended wrench. That's what we know today as a crescent wrench," master mechanic Jim Hutchins explains.

Entering freshman year, his high school started a four-year pilot program in electronics. Out of a class of 30 students, four years later he was one of only two who finished. As July's Y2A featured youth sailor, Oreakay Joseph, admonished, "Don't stop until you are done." It paid off for Jim. With the equivalent of an associate's degree in electronics, he immediately landed the position of village maintenance manager for a major ski resort. Soon he was given oversight of the entire lift and tramway division. Two decades later, he was awarded the Intermountain Ski Area Association's Golden Wrench for his ingenuity and mechanical acumen. Though Jim chose to make his career in the ski industry, he later transferred those skills to buying, selling, managing, and maintaining rental properties. Ultimately, his rigging, diesel, mechanical, plumbing and woodworking skills transferred to managing his 40-foot sloop, which he now lives aboard in the Caribbean.

I tell this story to light the imagination of educators, government officials, parents and students. Why not think innovatively for pre-teen and teenager education? Perhaps never again in life are we as exuberant — as much a sponge for learning — as we are in these few years. If governments (including the US) plead financial inability to provide vocational youth training, those within the private sector can look to partnerships to develop young minds and bodies. Statistics prove that high proportions of girls lose their self-esteem as they go through puberty and teenage boys unable to start earning money (or at least see how they might one day earn their way) fall into gangs or other self-deprecating behavior.

St. Lucia's Jus' Sail company embraces the idea of building a life skills toolkit. Running charters aboard a Carriacou sloop during peak tourism season, the principals, James and Pepsi Crockett, turn their attention to youth training in summer months. Three tenets underlie the Jus' Sail Youth Training Programme: Training, Certification and Employment. Our Y2A Featured Adult Vernessa Williams gives us an insight into how her involvement in this program yielded gainful employment.

Jus' Sail Youth Training Programme activities include

- First Aid and CPR certification
- Swim to Survive Certification with the St. Lucia Lifesaving Association
- International Crew Certification accredited by International Yacht Training Worldwide
- Customer service workshops
- Personal development, conflict resolution and effective communications workshops
- A four- to seven- day teambuilding and leadership development sailing voyage
- A minimum of two weeks work experience within a suitable workplace

Upon completion, successful participants are assisted to optimize their CV and obtain gainful employment.

Before enrolling, the majority of 2013 and 2014 graduates were unemployed and faced limited job prospects. Now they are working within the marine and wider tourism industry.

Sailing can be part of vocational training. It takes organizing, passion and commitment on the part of local communities. The time is now.

Y2A Featured Youth
Leisl Brewster, 18 years old
Member: Barbados Sailing Association
Favorite boat: Laser Radial

At 18, Leisl Brewster can identify the tools she's gained from junior sailing and already placed in her Toolkit for Life. She counts among them decision-making, teaching and communication.



Leisl says, "[Junior sailing] has allowed me to learn new things that one might not necessarily get with just traditional education at school. As a dinghy sailor you are captain and crew all in one and you have to call all the shots in your boat. It has definitely helped me in decision-making. Sailing has made me more observant, as you always have to be aware of changing conditions when you are out on the water. In school it has allowed me to build up my résumé.

"I have been given amazing opportunities through sailing," she adds, "which include crewing for HRH Prince Edward on a J/24 in the Royalist Regatta and representing Barbados in the Caribbean Dinghy Championships on several occasions. Through my part-time employment with Lrn2Sail (a sailing school administered by Barbados Sailing Association), I followed the lead of instructors Isaac and Marianne Brown to become a better teacher and communicator and learn how to deal more effectively with children."

Leisl started sailing at nine years of age. "Every summer the Barbados Optimist Dinghy Association would run a set of sailing camps. At that time, Peter "Wipers" Hoad was the head instructor. The summer before I started, my sister did one of the camps, which she seemed to enjoy, so my mother decided to enroll me. At the end of the camp, I wanted to sail for the rest of the summer. After that, I was hooked!"

Barbados Sailing Association Race Team Manager Penny McIntyre says, "Leisl is very humble and has just become a Duke of Edinburgh Barbados Bronze awardee." (Running in Barbados since 1963, the Duke of Edinburgh program "gives all young people, 14 to 25, the chance to develop skills for work and life, fulfill their natural potential and have a brighter future.")

Going forward, Leisl says, "I would like to help in the development of youth sailing in Barbados by encouraging and building enthusiasm for sailing in the kids who are either now learning to sail or those who are now going into racing. I would also like to help Lrn2Sail reach their goal of introducing sailing to a wider portion of the Barbadian population."

Her message to other Caribbean youth: "It's important to enjoy what you are doing because if you enjoy it you have better chances of success."

Y2A Featured Adult
Vernessa Williams, 21 years old
Employment: Operations Assistant, Dive St. Lucia

Growing up in La Clery near Vigie Airport in St. Lucia, Vernessa Williams was introduced to sailing at the Jus' Sail Youth Sailing Programme. Provided by the Jus' Sail yacht charter company at no charge, the program was a great opportunity for Vernessa to overcome her fear of the water. Her first step was achieving the Swim to Survive certificate.

Highlights of the program for Vernessa were participating in the St. Lucia segment of the global Bart's Bash sailboat race (including enjoying instructor Miss Peps' famous banana bread!), a tour aboard a St. Lucia Marine Police vessel and a ride to their headquarters in Castries, four days spent sailing the coastline of St. Lucia in a catamaran, fish identification and snorkeling, Marine Park Service Rangers taught participants about marine life, including how to prepare and cook Lionfish.

"I learned boat and nautical terminology and basic navigation skills, and practiced how to drive a dinghy and tie knots. The best part was skippering the J/24 and the Carriacou Sloop," Vernessa says.

Beyond boat handling, she identified life skills obtained from the program as self-discipline, self-motivation and customer service.



IGY Rodney Bay Marina General Manager Simon Bryan spoke to the young adults about attire and first impressions related to the job interview process. "He reviewed our job applications and gave us editing tips. Then James from Jus' Sail set up a meeting with Dive St. Lucia about hiring opportunities," Vernessa said. Using her new interviewing skills, she was chosen from a field of nine applicants as a dive boat deckhand. She was then moved into the Dive St. Lucia shop, where she puts her customer service skills and telephone etiquette to use.

Vernessa enjoys the tourism industry and aspires to be "the best front desk operator", to become a Dive Master and to mentor those coming up through the youth sailing program.

Her message: "Never say you can't. Ask questions. There is no dumb question. Lastly, if you want to achieve something, do it. No procrastination."

Caribbean Sailing Association Committed to Youth Development

A special section of the Caribbean Sailing Association (CSA) website, http://caribbean-sailing.com, is dedicated to Youth Development. The CSA is interested in supporting current grassroots youth sailing programs and communities that wish to start a junior sailing program, as well as long-established clubs. Ellen Birrell, CSA Sailing Development Chair, says, "We will continue to build this page to become a robust resource for youth sailors, leaders and coaches."

The CSA is a federation of territories and clubs that promotes sailing activities within the Caribbean, and promotes Caribbean sailing to the world. Originating in the Eastern Caribbean, it has since broadened to cover the entire Caribbean region. The CSA operates in parallel with the world body of sailing: the International Sailing Federation (ISAF). In each member country the ISAF has a National Member Authority.

Youth sailing development is a priority for the CSA. In an effort to assist youth leaders in developing their own programs by networking to see how other clubs overcome challenges and move foreword, the CSA is collecting contact information on each youth program. If your club is not listed with the CSA, please submit your program name, location, and best contact's phone and e-mail address to vpsouth@caribbean-sailing.com.

The CSA Youth Calendar is dedicated to youth events across the Caribbean. Visit http://caribbean-sailing.com/wp-content/uploads/2014/12/REGATTAcalendar3.pdf.

If you have a youth event that is not listed, please fill out the form at http://caribbean-sailing.com/caribbean-race-calendar/submit-event-dates.

1,200 Nautical Miles to Windward:
PANAMA TO ANTIGUA ON A 37-FOOT SLOOP

by Michael Sanderson

There were three of us on tap to deliver Saltydog, *a Tartan 3700 sloop, from Panama to Antigua. The owners, Steve and Joan, didn't want to sail to weather that much (Steve joked that his kidneys wouldn't be able to handle a 1,200-nautical-mile beat), so they'd asked David DeLong and my wife, Holly, and me to do the trip for them. David and his wife, Melissa, on their Hunter 450,* Apsaras, *had been buddy-boating with* Saltydog *in Mexico, and David had just received his captain's license (USGC Uninspected Passenger Vessel, a.k.a. six-pack) so Steve and Joan knew that their floating home would be well cared for.*

Planning the Route

Holly and I left *Wanuskewin*, our Catalina 42 MKII, on the hard in Cartagena, Colombia and coordinated our flights with David's so we all arrived at Shelter Bay Marina in Panama on April 20th. We met with Steve and Joan in the restaurant and



David, Holly and Michael, all set to deliver Saltydog *to Antigua*

discussed our strategy for sailing. I'd been using a software package called qtVlm to do the planning. It's a neat package that allows you to configure it with the boat's sailing performance figures; load in GRIB files with current, waves, and surface wind forecasts; and tell it what conditions you will be willing to sail into. Once it's all populated, you let it run and it tries to determine the best course to the destination. (It's a free package that runs on Windows, Macs, and Linux PCs, so it doesn't cost anything other than time to check out if you are interested.)

I told it we didn't want to beat into anything more than 25 knots true wind and waves three metres or less. With those parameters, it determined that our best course would be to sail out toward Panama's San Blas archipelago; tack to starboard and head to Jamaica; hug the southern coasts of Jamaica, Hispaniola, Puerto Rico and St. Croix; and then sail down to Nevis and Antigua. It involved a lot of tacking and sailing very close to land a lot of the time. It predicted that if we followed that route, we'd make it in 17 or 18 days. We called this "the Northern Route".

I could see from the tool that it was trying to avoid the notoriously windy area off the north coast of Colombia near 75°W. If I "relaxed" the constraints to indicate that we'd accept beating into 30 knots true and dealing with four-metre waves, the routing algorithm indicated that the optimal course would be to sail on port tack out of Panama and along the coast of Colombia, tack over to starboard at around Cabo de la Vela, and then sail up to Puerto Rico, St. Croix, Nevis and Antigua. It estimated that we could do that in 13 or 14 days. We called this "the Southern Route".

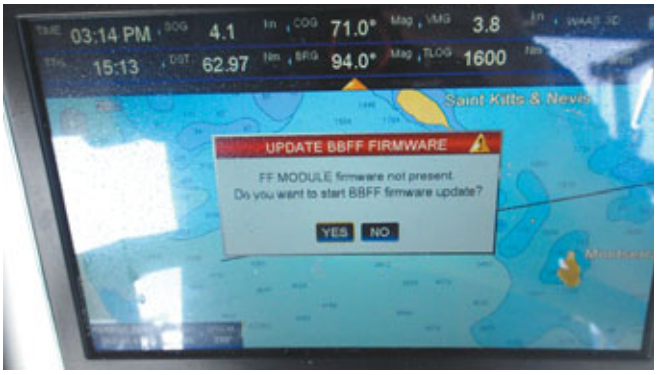
After a fair amount of discussion, we decided to go with the Southern Route, with the provision that as soon as we felt we were beating up ourselves and/or the boat too much, we'd tack and head north.

On the 22nd, we went into Colón on the shuttle with all of our paperwork, met with the port captain to get our *zarpe*, stocked up on food at the Super 99 and then headed back to Shelter Bay. Shelter Bay has on-site Immigration, so on the 23rd we got our passports stamped, did the final packing, and by 3:30PM we were waving goodbye to Steve and Joan.

Along the Colombian Coast

The wind was great for the first day out — 15 to 18 knots with gusts into the low 20s — and the waves had a long enough period that we didn't launch off the crest and crash into the trough of every one of them (as would be the case a little later). We had the full main up and the genoa out and were close-hauled making five to five-and-half knots. We had had a big farewell fish-and-chips lunch at Shelter Bay, which, combined with the swell and the butterflies in our stomachs about taking a new-to-us boat on a long trip, had us skipping dinner.

The second day saw the winds rise and fall, causing us to put in a reef to keep the



Three hundred miles offshore, the chartplotter asked if we wanted to do an update. We wisely said 'No'

boat upright and then, not too long after, shake the reef out to keep the speed up. By 4:00PM we'd made 132 nautical miles in the previous 24 hours, which, considering we were heading to weather, we thought was great. We started talking about how fast we'd get to Antigua, and how "easy" this trip was after all. (What were we thinking to tempt fate like that?)

Before we'd left, we hadn't talked a lot about watch schedules. On *Wanuskewin*, Holly and I do an informal schedule: basically, when one of us is tired, they sleep until they wake up or the other person wakes them up because they are sleepy. What we settled on aboard *Saltydog* were three-hour shifts in the night — I took the 8:00PM to 11:00PM shift, Holly took 11:00PM to 2:00AM, and David took the 2:00AM to 5:00AM, at which point I was getting up to make coffee. In general, if one person was feeling very awake, they'd stretch their shift by half an hour or an hour to give the off-watch folks a little more shuteye, though if they felt tired early, which sometimes happened, they were free to wake up the next watch ahead of schedule. During the day, it was very informal, though we always had one person who was designated "on watch". This worked very well for us, and we settled into it by the third day.

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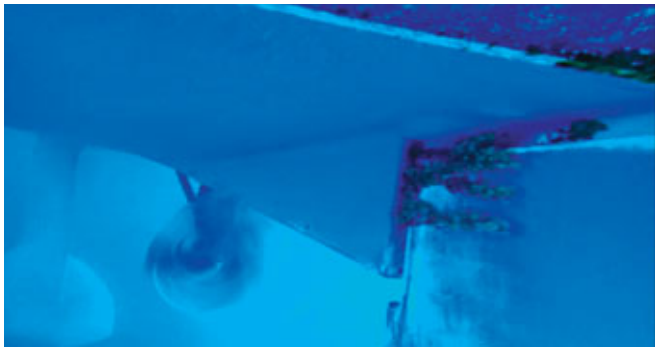
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We randomly shared kitchen duty, with the unwritten rule that the person who did the cooking didn't have to wash up.

We carried the main and genoa until we were about abeam of Cartagena. This was fine for the steady 20 knots of true wind we'd been sailing close hauled, but the forecast was for it to increase significantly. So we doused the genoa and hoisted the yankee. We were glad we did. Within hours we were in 30 knots, gusting to the high 30s, and were taking a lot of water over the decks that ended up coming straight into the cockpit.





Top: With wind gusting to the high 30s off Colombia, a lot of water ended up coming straight into the cockpit

Above: Between Puerto Rico and Antigua, we'd regularly have to back down to clear sargassum off the rudder and strut

It was along this leg we found out just how watertight *Saltydog* was: in general not bad, but there was water coming through the port lights and into the headliner. All the salon lights are LEDs, and with all the salt water in and around them, they would turn on and off on their own, regardless of the switch position.

Near Barranquilla we tacked to the northeast and headed a bit offshore. The mighty Rio Magdalena has a reputation for washing logs, trees, refrigerators and all manner of other stuff that one doesn't want to run into in a small boat in the middle of the night out into the sea. The water was muddy and brown even out 40 miles, but we didn't see or hit anything other than small branches. As soon as we got a little farther east, the water turned the deep, clear blue that is the hallmark of the Caribbean.

We made long tacks in and out from Barranquilla and past Santa Marta. At around 3:00AM on the 28th we reached Cabo de la Vela, where we tacked onto starboard and headed towards Puerto Rico. *(See track chart on next page.)*

Across the Caribbean, South to North

The wind was a pretty steady 30-plus knots. There was a swell of four metres or so, and some that were much bigger, but with a long enough period that it was not too uncomfortable. Still, about every fifth or six wave would be big and steep and seem to come from an odd angle and we'd launch off its top and crash down into the trough, causing the rig to shake violently and making us wonder if it would come down on top of us.

There were also long clumps of sargassum everywhere. We'd been in and out of it since Panama, but out in the open sea the waves and wind drove it into long bands, very thick at times. There were also big schools of flying fish, but other than those two things, we saw no sea life at all.

We were about 150 nautical miles from Bahia Honda, Colombia when one of the headsail sheets parted. Without the headsail up, even with the traveler all the way to leeward, there was so much weather helm that the boat wanted to round up, so David started the engine to keep course while I bent on a new sheet. Just as David said to Holly "Something doesn't feel right" I yelled, "Go neutral! Go neutral!" as I saw a line zipping across the coachroof, off the deck and under the boat. In the cleanup of the headsail sheets, we must have knocked over the line for the gybe preventer (funny we had one rigged even though we'd never be going downwind) and somehow it got wrapped around the rudder and sucked into the propeller. Doh!



A line got sucked into the propeller. We decided that I'd jump over and cut it free

We discussed turning back and sailing for Colombia but none of us wanted to go backwards unless absolutely necessary. So I climbed out onto the swim step and through the clear water I saw that it didn't look like the line was too badly bound up. We decided that I'd jump over with a knife and cut it free, although this was not Holly's favorite option seeing as how the transom was lifting a few metres and smashing down with each wave. There was also the matter of slowing the boat enough to swim under it, since the wind was howling and we were making four to five knots with no sails up.

We found that if Dave got some headway by steering on a sort of broad reach, and then turned the boat straight into the swell, we'd slow down for a minute or so — enough for me to dive in off the swim step and pull myself up along the hull to get to the prop shaft. The maneuver gave me about 30 seconds at the prop before the waves would knock us back off the wind, the boat would accelerate, and I'd shoot out the back end of the boat, being pulled along in my harness like a trolling lure until Dave could head back into wind again.

It took us about ten or 15 of those little "runs" to get the line cleared, and then we were off again.

The DR and Puerto Rico

"Everybody, listen to me! Listen to me! I know we're almost there... When we left, we had just enough fuel to make it to San Juan. And we are out of fuel!"

— Captain Ron

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Based on the GRIBs we'd downloaded, we had expected the wind to clock to the southeast, allowing us to fetch Puerto Rico. That didn't happen, and we ended up near the border of Haiti and the Dominican Republic. Disappointed, at about 4:00AM on the 30th we started the engine and motorsailed as close to the wind as we could.

We doused the sails at the edge of the Mona Passage and motored straight into the swell and wind. Having calculated our fuel usage, we determined we could just make it, though we did have to transfer the fuel from one of the jerry cans on deck into the diesel tank, which required us to run with the wind and the waves for a while. It was painful to lose ground so fast, but we didn't want to end up bleeding the diesel in those conditions so it was prudent to add the fuel.

After a little over nine days at sea from Panama, we pulled into Ponce, Puerto Rico with both fuel tanks close to empty.

That was the longest continuous passage Holly and I had made to date, and we were proud of ourselves. Part of the reason we agreed to sail S*altydog* to Antigua was to see if we'd feel comfortable taking *Wanuskewin* on a similar trip.



Above: We pulled into Ponce, Puerto Rico with both fuel tanks close to empty

Right: David applied motor oil to the screw drive's bearings

We fueled up in Ponce, spent the day cleaning and drying things up a bit, and headed out the next day for Antigua.

The Last Lap

As it turns out, this was the more difficult part of the trip. The waves were smaller (mostly five to eight feet) but very, very short period (the NOAA weather reports were saying three seconds, but we felt it was a little longer than that — maybe five seconds?) and these steep waves, coupled with the sargassum, would completely stop the boat from time to time. We'd regularly have to back down to clear the sargassum off the rudder and strut. We made less than 70 nautical miles to the good the first 24 hours out of Ponce; we were tacking back and forth and seeming to get nowhere.

We decided to head to the north of St. Croix, thinking we might get some relief from the short waves and current, but that didn't happen. We saw a few other sailboats, each of which was heading south and west. They looked like they were flying along and we fantasized about them enjoying a sleighride downwind with frosty umbrella drinks in their hands while we were trying to keep our fillings in our heads with every crash into steep seas.

Initially we were going to go to the north and east of Saba Bank, but decided that we'd like to smooth things out and go fast for a while, so we opened up the sails a little and fell off to skirt the west edge of it. After making only two or three knots VMG for the previous couple of days we were in heaven: flying along at over seven knots on a broad reach, seas on the beam — fantastic. We enjoyed it so much that rather than harden up when we reached the south end of the Bank, we kept going for another 25 miles so that we could get a better angle on sailing towards Antigua. It helped a little, though we ended up near St. Kitts and had to tack again to clear south of Nevis, and then beat towards Antigua.

Thanks to the spray in the air and the sun in the east, we didn't see Antigua until we were about seven miles out. It got us wondering whether we'd ever get there!

We pulled into the Customs docks at Jolly Harbour and David checked us in. Steve and Joan arrived in a little golf cart, and yelled congratulatory hellos across the chain link fence that separated us. It had taken four days to sail from Ponce to Antigua, so the total trip was 12 days sailing, 13 days total.

A Few Gear Glitches

Overall the boat fared well, though there were some minor things that went awry. A shroud-mounted radar reflector came crashing down one day; it looked like the UV had weakened the plastic. A Sunbrella cover for the radar dome blew away in one of the 40-knot gusts.

Also at one point, the linear drive of the autopilot froze up. I was at the helm, and realized I couldn't turn the wheel in one direction, and so we did a crash tack and gybe. We quickly opened the lazarette and disconnected the liner drive, hand steering while taking the unit apart. We didn't lose any pieces, and through application of motor oil to the screw drive's bearings (there was no marine grease aboard), we were able to get it functioning again.

Steve had purchased a new, color touch-screen chartplotter, which David installed before we left. We found that this particular chartplotter does not perform well when continually drenched with salt water. It would quite regularly stop working, or randomly switch pages/screens. At one point it indicated that it had lost its firmware brains and asked if we wanted to do an update (as if 300 miles off shore is the right place to do a firmware upgrade on electronics) and we wisely said "No".

Holly and I bought a satellite phone before we left California, which we'd planned to use to get weather updates aboard *Wanuskewin*, but we'd never used it, instead getting weather over the SSB radio we have on board. *Saltydog* doesn't have an SSB, so we brought the Iridium sat phone and a commuter along. The sat phone worked okay for voice, but we were never able to get it to work for data. We'd connect to the service and get a message saying that our computer was "registered on the network" but we could never download a GRIB file. We'd get an "unable to resolve host" error from Zygrib, the tool we use to collect GRIBs. We still have not solved this problem, and our satellite service provider has been no help. To those that think a sat phone can replace the SSB, I most heartily disagree.



Would We Again?

So, would Holly and I take *Wanuskewin* on a similar trip? Well, we think that it sails to weather better than the Tartan 3700 (the Catalina 42 MKII has a deep keel and balanced elliptical spade rudder, while the Tartan is shoal draft and has more of a "barn door" rudder), so we decided to sail to the ABCs from Cartagena.

At the moment we are in Santa Marta, Colombia, watching the diurnal winds blow at a steady 25 to 30 knots during the days and 35 to 40 during the nights. It is taking quite a lot to get us motivated to get out there and bash into it.

Perhaps my next article will about that trip.



Saltydogs's *track from Panama to Antigua: 1,200 miles in 12 days sailing and just one stop*



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Aruba — the Perfect Place to Pause

DESTINATIONS

by Mira Nencheva



Aruba's allure ranges from city sights to brilliant beaches. A two-month stay for yachts is as free as the sizzling sunsets. Air connections are good if you want to leave your boat and fly home or have friends and family fly in

Our boat, a 38-foot Leopard catamaran named *Fata Morgana*, as well as we — Ivo, Mira and 11-year-old Maya — prefer to sail slowly but safely in mild weather conditions, which in March, in this part of the Caribbean Sea between Puerto Rico and Colombia, can be rare. We had to wait for a month in Ponce, checking PassageWeather.com daily, before the orange, yellow and green zones on the small weather chart finally turned blue and we spread the sails.

After three days and two nights of uneventful sailing on a beam reach in calm seas and winds between eight and 20 knots, we decided to go to Aruba for a quick pit-stop in order to rest and check the weather before continuing on to Santa Marta, Colombia.

A month later we were still in Aruba, kind of stuck but also reluctant to leave. Stuck, because sailing from Aruba to Colombia is a dangerous business, crossing an area where high and low pressures meet, creating violent winds and huge waves, and so we decided to wait until the winds calmed down a bit. And this took a month. Reluctant to leave, because this small vacation island lying well outside of the hurricane belt, its clean manicured capital Oranjestad with lots of nice shops and restaurants, its sparkling resorts and world-famous beaches, its many natural wonders, and its welcoming people became one of our top favorite Caribbean destinations.



It is easy to check in and out of Aruba, and you are free to drop anchor anywhere in its many protected bays on the south and southwest shores. It took about two hours to clear Immigration and Customs at the commercial docks in Oranjestad, Aruba's capital and main port, mostly waiting for the officials to arrive from Barcadera, where a new port is currently under construction, and bring the paperwork. Passports were stamped, documents exchanged, no one boarded *Fata Morgana*, and the entire procedure was completely free and done right on the pier. We never had to leave the boat. Checking in and out in Aruba is almost like ordering a burger and fries at a drive-through. The service is slow and painless, but also free of charge. No fees whatsoever for a two-month stay, which can be easily extended. What a pleasant surprise!

It was safe to leave the boat at anchor unattended day and night, and safe to roam the island, as there is virtually no crime in Aruba. We met and befriended a wonderful local family, who welcomed us in their home and showed us around; Ivo learned to kitesurf and Maya took windsurfing lessons. It felt like a vacation.

While visiting Aruba, most cruisers choose to stay at one of the marinas or at anchor in the bay near the marinas, which offer all sorts of facilities and a tranquil atmosphere, and this is probably the best option for yachts. Instead, we anchored in the calm, shallow and stunningly beautiful waters off Palm Beach, Aruba's most popular white sand beach with tall palm trees and a strip of big sparkling hotels all lined up along the west coast, facing the Caribbean Sea and the spectacular sunsets. Radisson, Holiday Inn, Marriott's, Global Suite, The Ritz, and the all-inclusive Riu Palace — the Caribbean Taj Mahal. With marble floors and crystal chandeliers, infinity swimming pools, artificial waterfalls and tropical gardens, restaurants surrounded by goldfish ponds with black swans, beach bars and every comfort and luxury the tourist might dream of, these resorts offer the ultimate beach experience — including jet skis and motorboats pulling inflatables loaded with happy vacationers, which we endured for weeks just because it was close to the fishermen's shacks where Ivo was initiated in kitesurfing and Maya in windsurfing.

Aruba lies in the southern Caribbean Sea 990 miles west of the Lesser Antilles and 18 miles north of the coast of Venezuela, directly on the path of the accelerated tradewinds that are always strong and always from the same direction, which is perfect for kitesurfing and windsurfing. Here we met the legendary Armando Wester, one of the first kitesurfers in Aruba. He opened a kitesurf shack on the north corner of Palm Beach — Armando's Kitesurf Shack — which is exclusively for kitesurfing lessons, equipment rentals and sale. (For information go to www.seabornaruba.com.) The place is on the southwest shore of the island and is a lot more protected from big waves than Boca Grandi, another kitesurf beach we checked out on the north side, where the pro kitesurfers fly. In fact, the sea at Palm Beach is flat as a lake, shallow and with sandy bottom, which makes it excellent for kitesurf beginners. Here we met Armando and his buddies and soon Ivo was flying around with a kite like a disoriented butterfly!



The Conchi Pool, protected by rocks from the stormy sea, is like a small saltwater lake on the shore

And when we were not busy with water sports, we explored the island. Our new Aruban friends, a family from Europe who had moved to live in Aruba and contacted us through our blog, took us to a couple of great restaurants and drove us to Aruba's most popular tourist attractions starting at California Lighthouse and Alto Vista Chapel, passing by Arashi Beach.

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Arashi Beach on the west side of the island is a popular snorkeling destination away from the big hotels and crowds, attracting locals and tourists with its secluded, wind-sheltered little bays hidden among beautiful rock formations and abundant underwater sea-life. Against the backdrop of limestone carved by the sea and tall cacti standing on the edge of the rocks, two "pirate" ships had dropped their anchors, bringing tourists to swim and snorkel in the shallow coral gardens.

After a short drive on a narrow road surrounded by sand dunes and spiky Divi Divi trees all twisted and bent from the constant tradewinds, past Arashi Beach, we got to the northwest tip of Aruba where the island's most famous landmark rises 30 metres tall. California Lighthouse was built in 1916 near Arashi Beach. It was named after the steamship *California*, which was wrecked near the shores in 1891.

Farther down the winding sandy road we got to a small chapel built on a hill overlooking the sea amidst a forest of cacti that covers most of this hot, dry, flat island. Alto Vista Chapel was built in 1750 by Domingo Silvestre, a Venezuelan missionary, and rebuilt in 1952. It is also known as "Pilgrims Church". Here began the conversion of Aruban Indians to Christianity. Behind the chapel we found an intricate labyrinth, like a huge rock drawing on the ground, which didn't seem very complicated but it took us a long time to get to its center without cheating… a long time under the burning desert sun.

On the way back we made a few stops just to look at the sea and the shore, which on the north side of the island — harsh and unprotected from the relentless tradewinds — look wild and unforgiving. Swimming here is forbidden by law. We didn't even think about swimming here, or sailing! It's one of those places of awesome power where nature just wants to be left alone. Respect.

Aruba was a pleasant surprise. We didn't expect to find so many interesting places on such a small island (32 by ten kilometres). After visiting California Lighthouse and the Alto Vista Chapel we decided to go for a hike in the desert. The Casibari Rock Formations, about three kilometres from the capital Oranjestad, are brownish-red boulders sticking out in the middle of the desert as if they had fallen from the sky, surrounded by cacti. It is still a mystery how this pile of huge, smooth and strangely shaped rocks came to be on such a flat sandy island, where the tallest elevation is a hill barely reaching 189 metres. One of the theories is that their origin is in fact extraterrestrial. The first inhabitants of these lands, the Arawak indigenous people, used to climb on top of the boulders and stare at the eastern horizons to see if a storm was approaching. Here, hundreds of years ago, they used to pray and perform rituals for the gods of rain and lightning. A narrow path through cacti and heavy rocks led us to the steep steps of wood and stone. We climbed on top of a flat boulder. Aruba was at our feet, surrounded by blue waters. On a clear day you can spot the shores of Venezuela in the south from up here.

The next day, we packed water and sandwiches, put on good hiking shoes, and went to Arikok National Park occupying a huge territory on the island, almost 20 percent of Aruba. It is one of the main tourist destinations, offering a variety of attractions and landscapes to the visitors: caves with petroglyphs, sandy dunes, abandoned gold mines, ruins of old traditional farms, rock formations, a natural pool and many beaches. We paid US$11 per adult (free for kids under 17) admission fee, we got a map of the area and we were warned to watch out for snakes. Among the most common snakes in Aruba are the boa and the casabel, a type of rattlesnake endemic to Aruba, which you will not see anywhere else in the world. We were told to stay on the paths in order to avoid stepping on a cactus or a rattlesnake. "What do we do if a snake bites us?" we asked. "You start counting, because you have 20 minutes to live," was the answer.

In the park there are many hiking trails and rocky roads, and the off-road safaris with jeeps and buggies are activities very popular with the tourists. We started on foot towards the Conchi natural pool, hiking for hours through the monotonous rigid nature. We walked through forests of cacti and met a few goat families roaming in the shadows of the big boulders. We even encountered two caracara hawks perched on a rock, in the company of a big brown goat.

We finally got to Conchi or Natural Pool — the number one destination in the park. Surrounded by rocks and protected from the stormy sea, it is like a small saltwater lake on the shore. They say that many years ago the islanders used the pool as "a prison" to keep live sea turtles, who couldn't escape into the sea. The place is excellent for swimming and snorkeling or just for hanging out and chilling in the clear waters heated by the sun after a long hike in the desert.

Thus, a month passed and we kind of settled on the island, where there were still more places to discover, we had many new friends, and Ivo and Maya wanted to continue perfecting their newly acquired kitesurfing and windsurfing skills. We truly didn't want to leave Aruba and we considered staying for another month, but we knew that more wonderful places were waiting ahead. When the wind calmed down and the weather forecast was favorable once again, we lifted anchor, set a course for Colombia and said good-bye to Aruba.

Some Facts to Know About Aruba

- Aruba sits well outside of the hurricane belt and is safe for cruising all year round.
- Checking in and out from Aruba is easy and free of charge.
- The maximum stay by boat is two months, which can be extended. For a longer stay, there is an import permit required.
- Barracuda is served in every restaurant and it is a delicacy more valued than dorado and tuna.
- There are many small grocery shops all over the place, owned by Chinese. The prices are the same or cheaper than on the other Caribbean islands. There is a big store like Sam's Club, which requires a membership card and has an excellent selection of provisions as well as cheaper prices.
- Aruba is possibly the safest Caribbean country with a very low crime rate, especially against tourists, who are the main support of the local economy.
- Aruba is one of the four countries that form the Kingdom of the Netherlands, along with The Netherlands, Curaçao and Sint Maarten. Its citizens are Dutch.
- The official languages are Dutch and Papiamento. Papiamento is the most popular language on Aruba. It incorporates words from other languages including Portuguese, West African languages, Dutch and Spanish. English is known by many because of tourism.
- Europeans first learned of Aruba following the Spanish explorations in 1499. Spaniards soon colonized the island. But because it didn't have much rainfall, Aruba was not good for plantations and the attendant slave trade. This is why there are not as many African descendants as in the other Caribbean islands.
- The Dutch took control 135 years after the Spanish, leaving the Arawaks to farm and graze livestock, and used the island to raise meat for other Dutch possessions in the Caribbean.
- Most of the population is descended from Indians, Africans, and Dutch, as well as from Venezuelan immigrants.
- Aruba has one of the highest standards of living in the Caribbean region and the Americas, with a low unemployment rate.
- The island's economy has been dominated by five main industries: tourism, gold mining, phosphate mining, aloe export, and petroleum refining. Before the oil refinery was shut down, oil processing was the predominant industry in Aruba. Today, tourism is the most important.
- The holiday of Carnaval is an important one in Aruba and it goes on for weeks. It starts at the beginning of January.
- Beach camping is allowed in Aruba during the Easter and Christmas holidays and is a very popular activity among the locals.
- Aruba, with constant strong winds, is an excellent place to learn or practice kitesurfing and windsurfing. Many world-class kitesurf and windsurf competitions are held here every year.





ADD A STAYSAIL NOW!

Was your boat's performance in last year's Christmas Winds less than adequate, or did stiff tradewinds ever keep you from heading out altogether? Now is the time to act! Installing a removable inner forestay for a staysail, so you can get where you want to go in higher winds, might convert you from a weather-window wimp to a high-wind hero. Adding staysail capability is a summer project that will pay off big next winter.

When Reefed Jibs Don't Work

The majority of boats sailing in the Caribbean today are single-headsail sloops with a roller-furling jib. It is possible to roll up a jib somewhat and preserve its shape if the jib sheet is moved forward so that it is in the correct position (see my article on page 24 in the May 2015 issue of *Compass* at www.caribbeancompass.com/online/may15compass_online.pdf).

But when a roller-furling jib is reefed way down the sail loses its shape, you have lost the slot effect between headsail and main, and the center of effort has moved forward throwing the boat out of balance. Result? You cannot sail close to the wind. Your speed may stay up, but the tacking angle opens up so your speed made good (VMG) to windward drops off.

All too often wherever we want to go is dead to windward. Cruising sailors on inter-island passages encountering a rising wind will usually roll up the jib until it is a baggy Number 3. Then they discover they cannot lay the course, the current is setting them to leeward, and a close reach or tight fetch has become a dead beat to windward.

Keep in mind that when you are tacking in 90 degrees you must sail 1.4 miles to make one mile to windward, but if tacking in 120 degrees you must sail two miles to make one mile to windward. If you keep your speed up by using a wide tacking angle your VMG nosedives and thus your actual speed goes down by some 30 percent.

What's the Difference?

This is when a staysail on a removable stay can get you where you want to go. Set up the removable stay and hoist a hanked-on staysail. The jib should then be completely rolled up. The staysail plus a reefed or double-reefed main is a balanced, close-winded rig. The center of effort is close to where it was under full sail and the slot effect has been regained. The staysail, combined with a reefed or double reefed main (see my article in the December 2014 issue of *Compass* at www.caribbeancompass.com/online/december-14compass_online.pdf), will change the very uncomfortable, slow and possibly scary passage to a relatively comfortable and much faster passage.

When beating to windward in heavy weather in the Virgins, my 28-foot yawl *Li'l Iolaire*, under staysail and reefed main, was keeping up with 40-foot sloops that were flying a reefed main and a jib rolled up to a Number 3.

On ketches and yawls often the main is dropped and the speed stays the same, so the crew thinks this is the easy and correct way to shorten down. It is, if after dousing the main you can still easily lay the course. However, if the ketch or yawl cannot lay the course because the slot effect is lost and the tacking angle has gone from 90 to 120 degrees, as above, the VMG has dropped some 30 percent.

Single-headsail ketches should roll up their headsail, drop the mizzen and set the staysail on the removable staysail stay. The slot effect has returned, the center of effort is in the correct place, the sails are centered and all is well.

The mizzen is so small on a yawl that dropping the mizzen does not really reduce sail area, so the single-headsail yawl should reef the main and set up a staysail on a removable stay.

The Release Lever

To make this system work it is essential that the staysail stay can be connected to a release lever that is powerful enough so that when it is thrown to the "on" position, the staysail stay is under full tension. There should be no turnbuckles or other tensioning devices needing to be adjusted. Adjusting a turnbuckle on the foredeck in heavy weather is a good way to lose a crew overboard.

There is a catch — finding a proper release lever can be difficult. Some good ones have been specially fabricated but in all of history there have been made only two really good off-the-shelf release levers. For wires 5/16 inches and up, the Merriman release lever in various sizes was perfect. The Merriman lever was so powerful that it was able to put a bow in *Iolaire*'s oversize aluminum mast (11 inches in fore-and-aft dimensions). In the 1970s, Nautor fabricated out of aluminum plate Merriman-type release levers for their Sparkman and Stephens-designed 44s, 47s and a few other classes. I verified in 2011 that Nautor had the design and could fabricate a Merriman-type release lever for various sized wires for about EC$900.

The Schaefer release lever unfortunately is no longer manufactured. It was the perfect release lever for wire sizes of 1/4 inch or less. Twice it went out of production but twice it went back into production as a result of articles I wrote, one for *Sail* magazine, the other for *Cruising World*, on the necessity of a removable staysail stay on for heavy weather on all single headsail boats. The Schaefer release lever took up little space, was operated by a standard winch handle, and was powerful enough to tension staysail stays of a quarter inch. In 2012 Schafer came out with a newer model with a built-in turnbuckle to finally tension the stay, but to my mind the older one, now sadly out of production, was much superior.

Ask around at boatyards, nautical flea markets, cruisers' gear swaps, etcetera to find a good release lever. The Merriman release lever on *Iolaire* was salvaged off the *Ondine* that was wrecked on the windward side of Anegada. If you cannot find a second-hand Schaefer release lever in a boat jumble or via the internet, buy a standard old British Highfield backstay-release lever (available from Davey, Classic Marine or Toplicht) and secure to it a short length of wire or Dyneema, which runs through a block secured to the deck. The wire or Dyneema should have an eye in it so that it can be connected to the removable staysail stay via a hook or shackle.

The release lever (or lead block if using a Highfield lever) must be firmly attached to the deck where the deck can take the load. The forward chain locker bulkhead is ideal. Otherwise, bolt the release lever or lead block to the deck via a T-plate of stainless or bronze fastened to the underside of the deck through-bolted to the release lever or lead block. To a hole in the T, fasten a wire with a turnbuckle that in turn is fastened to another T firmly secured to the inside of the stem. Then set up the wire tight with the turnbuckle.

The staysail stay should run approximately parallel to the headstay. It will meet the mast approximately at the height of the head of the reefed main. Most cruising boats' masts are overbuilt to the point that no running backstays are needed, as when hard on the wind the head of the reefed main will meet the mast at the approximate point where the staysail stay meets the mast.

—Continued on next page



NOTE for all the sail plans: CLP is the center of lateral plane of the hull; M is the center of effort (CE) of the mainsail; F is the CE of the foresail (jib or staysail); T is the combined CE of both sails

Left: A reefed mainsail and a genoa rolled up into a 'bag' is not a weatherly rig for a sloop

Right: Replacing the genoa with a staysail on a removable stay restores the slot, lowers the combined center of effort of the sails, reduces heeling, and improves balance — all of which lead to better windward ability

—*Continued from previous page*

When beating to windward the leach of the main will support the staysail stay. If it is decided that runners are needed, the runners should lead through a block approximately as far aft of the mast as the staysail is forward of the mast and secured as far outboard as possible. This means on most boats, when going to windward with reefed main, both runners can be left set up. Any good rigging shop can make up a mast fitting to take the staysail stay, and, if desired, the running backstays.

The staysail stay should be tightened in port by adjusting the stay tension with the turnbuckle with the lever in the "on" position. Once the proper adjustment is made, the staysail stay should be disconnected and upended so the turnbuckle is at the top of the stay where it meets the mast. This means the staysail will be right down on the deck when in its stowed position.

The Sail

Have your sailmaker build a heavy-weather staysail. It should be cut close to the deck with no overlap. This makes it almost impossible for someone working on the foredeck to get washed overside, plus the amount of sheet that needs to be pulled in when tacking will be short — with good timing, very little sheet will have to be ground in on a winch. Finally, with a low-cut staysail if someone is working on the foredeck and the sail flogs, he or she will be hit in the legs rather than in the head or face.

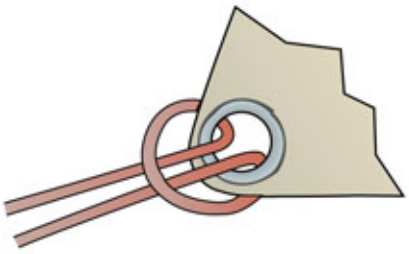
The staysail should be stowed hanked onto the staysail stay, in a double-zippered turtle bag with the staysail sheets in the bag secured to the staysail via a cow hitch. I specify a cow hitch rather than tying the sheets to the clew with bowlines as no matter how carefully you tie your bowlines, occasionally the bowline will flog free. Show me a sailor who says his or her bowlines have never flogged free and I will show you a liar. If it is kept in a tight turtle bag, the staysail can be stowed attached to the staysail stay right alongside the mast, ready to go at a moment's notice.

Piston hanks have been known to open in heavy weather. Thus heavy weather staysails should have the Toplicht staysail hank, which opens on a horizontal plane. These also are less apt to get caught in a flogging jib sheet than a piston hank.

To simplify things, rig the heavy weather staysail with an external halyard.

In Summary

When flying a heavy weather staysail in combination with a single-reefed main, the vast majority of modern cruising boats will work to windward efficiently and with a modicum of comfort in 25 knots of wind. If the main is double-reefed, the boat should work to windward in 30 knots. This rig will get you where you want to go without having horror stories to tell about knockdowns or tacking back and forth and going nowhere!

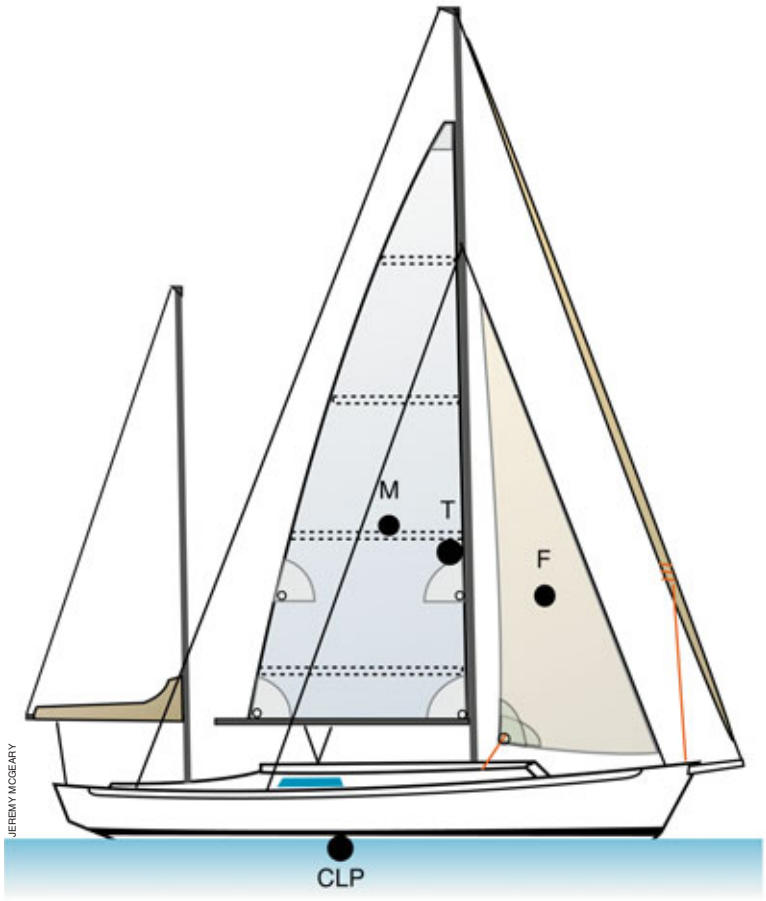


Cow hitch for heavy-weather staysail sheets
Find the middle of the line, pass the bight through the clew eye, then pass both ends through the bight.
Stow the staysail, with sheets attached, in the sail bag.

The Tight Turtle Bag

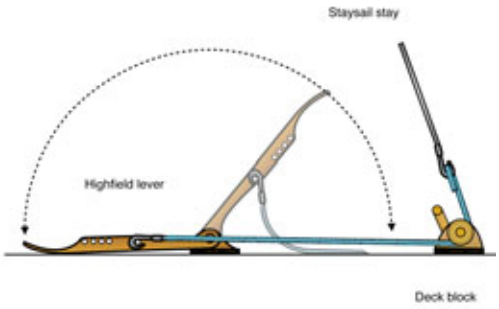
To help the sailmaker make a really good tight turtle bag, take the heavy weather staysail to the sail loft, with a short piece of heavy wire or 3/16 rod. Snap the hanks onto the rod, furl the staysail as tight as you can, secure the staysail sheets to the clew with a cow hitch and flake down the sheets on top of the sail.

Have the sailmaker make a full-length bag closed with a heavy zipper. Close the forward end of the bag with a flap around the stay and the hanks, with the flap secured to the bag with Velcro. Then have him or her sew on a second zipper outside of the first, so placed that when the second zipper is pulled up the sail is packed tightly.



JEREMY McGEARY

On a ketch, a reefed mainsail and a staysail, with the genoa and mizzen stowed, makes a good rig for working to windward in heavy weather



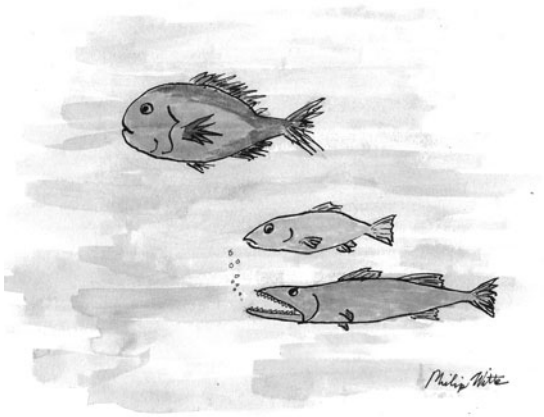
Above: The Highfield lever (illustrated in a cutaway view) can be used to tension a removable staysail stay. Since only a few inches of throw are needed, additional leverage can be had by drilling an extra hole closer to the pivot point

Left: The Shaefer release lever SRL500



SCHAEFER MARINE

COMPASS COMICS

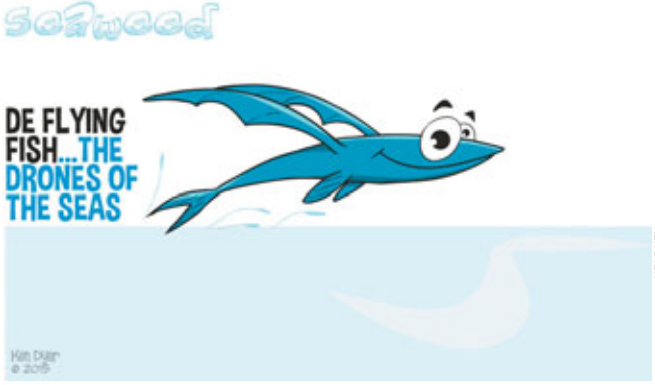


PHILIP WITTE

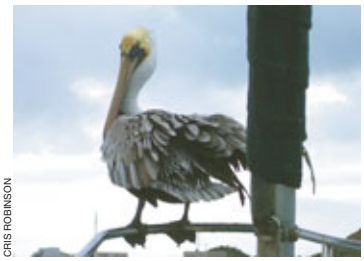
"He calls himself orange roughy, but I remember when his name was slimehead."



INGA BEITZ



KEN DYER



CRIS ROBINSON

Island Poets

PELICANS

An evening Scarlet Ibis flight comes home as sunset's golden light
Sets wings aglow.
Egrets in approaching night, contrast their crimson, gleaming bright,
As white as snow.
Noisy parrots squawk and cry, while traversing a bright blue sky.
Mockingbirds trill out their song from hillside's green the whole day long.
Jeweled hummers whirr and dart, epitomizing nature's art.

And so I hope these fair words tend to prove I love my feathered friends —

EXCEPT PELICANS!

As a sailor on the sea, I feel I'm qualified to be
A judge.
Ecologists may disagree; spout food chain stuff, immune I'll be,
Won't budge.

Pelicans are ugly birds, their beaks too big, their tails absurd,
Some say they're graceful when in flight, but when the wretched things alight,
As they must do,
Upon our bow, their main delight
Is doing poo!

And pelicans are never misers, depositing their fertilizers
With lavish spread.
It hardens quickly like cement. My steel brush bristles are all bent.
I wish them dead.

Now we've tried scarers, metal spikes, ping-pong pistols and the like
To no effect.
These birds just laugh. They take it light,
And I suspect

They doubtless think it is their duty to foul a yacht, destroy its beauty,
That liberal issue from their belly can, somehow make a better pelican?

So fellow sailors, please ensure you'll tell me if you find a cure.

— Nan Hatch



DAVON BAKER

Until

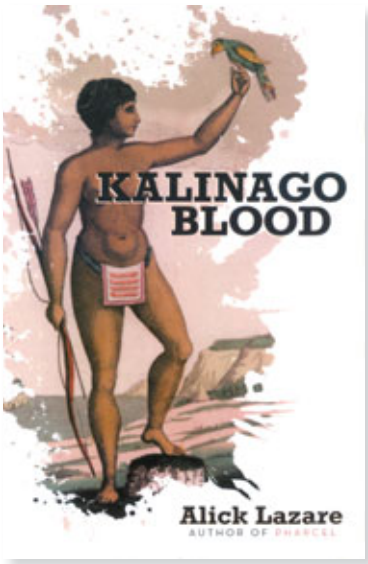
This water taxi, asking neither why
nor why not, and gaily painted,
of sound shape and sturdy build,
sits poised, ready to go, and high and dry.

— Richard Dey

BOOK REVIEW BY ELAINE OLLIVIERRE

CULTURE CLASH

Kalinago Blood, *by Alick Lazare, ©2013. Abbott Press. Paperback, 298 pages. ISBN 978-1-4582-1264-1*



Kalinago Blood is a fictionalized account of the first permanent English settlement in the West Indies and describes the effects of that settlement on the indigenous peoples of the Caribbean.

The book is written in three parts. Part 1 begins as Sir Thomas Warner, on his first voyage to the Caribbean in 1623, arrives in St. Kitts looking for suitable land on which to found a colony. Both English and French settlers follow and, initially, the Europeans share an uneasy peace with the indigenous people of St. Kitts. But Chief Tegremente is not happy with the newcomers and the Kalinago warriors decide to attack the foreign settlements. However, they are massacred by the colonists who have been warned of the impending strike by Barbe, a female Igneri captive of the Kalinago.

After the massacre, Barbe becomes Warner's mistress and both she and Warner's legal wife, Rebecca, give birth to sons who are brought up together. When Rebecca dies, Warner marries again and, at the end of Part 1, we see Barbe leave St. Kitts to return to a Kalinago way of life in Dominica. She leaves her son, Thomas "Indian" Warner, to the mercies of his father's widow, Anne, and Anderson, the overseer. Indian's ill treatment at their hands forms the subject of Part 2, at the end of which he too decides to embrace his native roots in Dominica with his mother.

Indian's life as a Kalinago warrior is described in Part 3. His dual English/Kalinago ancestry makes him useful to the English authorities but his half-brother, Philip, is ashamed of having a "native" sibling and resents the fact that Indian carries their father's name. Indian tries to maintain peace between Kalinago and foreigners but fails and is killed.

It is Barbe's story that links the three parts of the book. Her life is told in flashbacks as she talks to a Catholic priest about her sins and misdeeds. She feels cursed and believes that her initial betrayal of the Kalinago people is linked to the final acts of violence that have resulted in Indian's early death.

The story follows the historical timeline fairly accurately and emphasizes the differences in culture between the indigenous peoples of the islands and the European settlers. Despite the love and care of Captain Warner, Barbe does not feel at ease with the customs and norms of the Europeans for whom she works. She feels stifled by the Europeans' insistence on clothes, for example. She explains to Rebecca:

Life in our world is not about possessions, but about personal happiness and the freedom of will.

In old age, Barbe is left to describe the defeat of most of the local tribes by foreigners who are only looking for material wealth. The Kalinago way of life is almost wiped out.

For the most part, I did enjoy the book. However, I must admit that I was not happy with what I thought were gratuitous sexual episodes. The sections when Indian becomes enamoured of an African slave girl do not advance the storyline except to burden Barbe with yet another sin. And I was very uncomfortable with the description of a rape victim (Barbe's sister, Kwiana) experiencing sexual pleasure when being assaulted by Totemi, the village villain.

But these did not detract from the main message of the story. The clash of two cultures brought death to many and misery to more. I would recommend *Kalinago Blood* to students of West Indian history, but also to anyone who just likes a good story with interesting characters.

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The Sky from Mid-August to Mid-September

by Jim Ulik

The Earth is going to be bombarded with 9,000 tons of space dust over the next 30 days.

A reason for this is that the Earth will pass through the debris fields left behind by passing comets and asteroids. Some of the space dust this period will come from eight meteor showers.

Noctilucent clouds (NLCs) were first noticed in 1885 by TW Backhouse. It was later determined that cosmic dust helps generate these clouds when combined with ice crystals in the upper atmosphere, about 50 miles (80 km) above the Earth's surface. As shown in Figure 1, the NLCs can be seen in the highest reaches of the atmosphere after sunset and before sunrise. These clouds were originally positioned above the Polar Regions, but today they are advancing towards the lower latitudes. Studies have shown that the increase in NLCs may be an indicator of climate change.

An increase in methane production from agriculture and industry converts to higher levels of water vapor and ice crystals in the upper atmosphere. NASA's Aeronomy of Ice in the Mesosphere (AIM) satellite mission was studying the causes for this change in phenomena but will lose funding because of the political emphasis away from studying Earth Sciences. ("Politics is the art of looking for trouble, finding it everywhere, diagnosing it incorrectly and applying the wrong remedies." — Groucho Marx)

Sunday, August 16th

In the western sky, a bright Mercury can be found two degrees north of the sliver Moon. Turning to the south, you will discover that the Southern Cross is setting in the southwest just after 1900 hours. It will leave our night sky by the end of August, finally returning next April. If you have a good pair of binoculars you may see comet C/2013 US10 in the southern sky. Throughout this period the comet, traveling at 73,818 mph (118,800 km/h), will increase in brightness into October. Figure 2 shows the comet's path in three-day increments.

Tuesday, August 18th

Tonight is the expected peak for the Kappa Cygnid meteor shower. The Moon should not interfere with the ability to see any meteors because it just passed the New Moon phase. Besides, the Moon will set at 2108, leaving behind a dark sky.

Anyway, the best time to view most meteor showers is after midnight. These meteors may leave a lingering tail as they slowly enter the atmosphere.

Wednesday, August 19th

Spica, the brightest star in Virgo and the 15th brightest star in the sky, is four degrees south of the Moon. Spica is a binary star comprised of two stars that are both larger and hotter than our Sun.

If you want to see Mars, the Roman god of war, as he maneuvers through an open cluster of stars named M44, you will have to get up at 0500. Mars will slowly advance through this cluster located in Cancer over the next three days.

Friday, August 21st

Add more meteor showers to the mix! The Alpha Cygnid meteor shower will reach its maximum rate of activity on August 21st. Viewing meteors is best after the Moon sets at 2312. The peak for the Alpha Aurigids isn't until August 31st, but meteors from this comet's remains may be seen from now until September 10th.

Saturday, August 22nd

The Moon is in the first quarter phase and rising at 1204. While enjoying happy hour, look for the Sun to set at 1823. As the Sun is setting, watch for Mercury to appear in the west about 15 degrees above the horizon. It is a good time to spot Mercury because it is 80 percent illuminated. If you happen to see a flash of light between Mercury and the horizon around 1843 it could be one of two satellites in orbit (Figure 3). Looking up towards the Moon, you will find Saturn located just under three degrees below or west of the Moon. Saturn is bright and 100-percent illuminated. Ten degrees south of the Moon is the red supergiant Antares in the constellation Scorpius. That star is 100,000 times brighter than our Sun.

Tuesday, August 25th

Rising at 0455, just before sunrise you will find Venus, barely illuminated at four percent, returning to the morning sky. Mars will be ten degrees north of Venus and brightly illuminated. If you happen to be up when Venus rises you have two minutes to view a Japanese satellite just above Venus that is transiting the sky moving north to south.

—Continued on next page

NASA

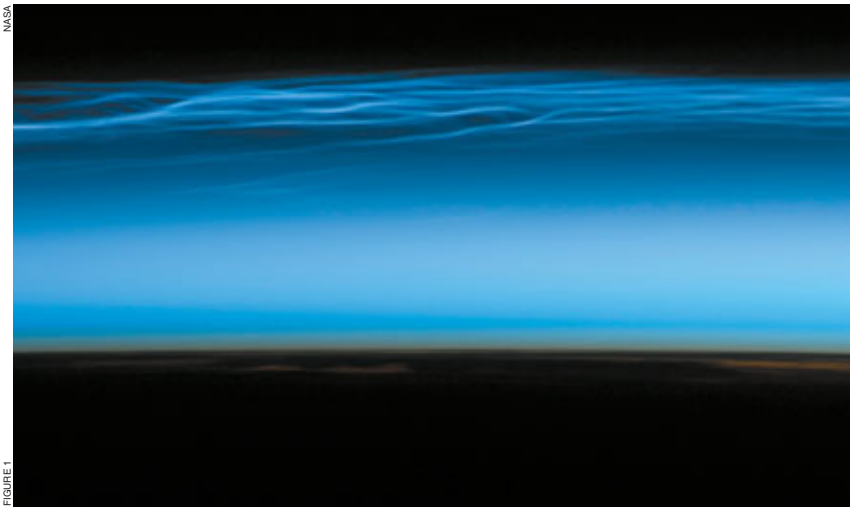


FIGURE 1

Noctilucent clouds (NLCs) forming about 50 miles above the Earth's surface

MARINA ZAR-PAR
Dominican Republic
18.25.50N
69.36.67W
THE FOCAL POINT FOR CRUISING YACHTSMEN



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—Continued from previous page

Saturday, August 29th

You will have to get up early this morning to see the Hubble Space Telescope pass by. At 0517 look east. The Hubble Space Telescope will be almost in line with Mars and Venus (Figure 4). At 1435 the Moon reaches its full phase but will not rise in the east until 1819.

Thursday, September 3rd

The Moon will be in Taurus grouped with Pleiades (the seven sisters) and the bull's eye, Aldebaran.

Wednesday, September 9th

This is the peak for the Epsilon Perseids meteor shower. The waning crescent Moon will be setting at 1545, so it will not interfere with the ability to see any meteors. The shooting stars will radiate from Perseus rising at 2130 in the northeastern sky.

The Piscid meteor shower will also reach its maximum rate of activity. Shooting stars associated with this shower can be visible from September to October. The source of this shower is the Pisces constellation. Pisces can be found in the eastern sky at 2200.

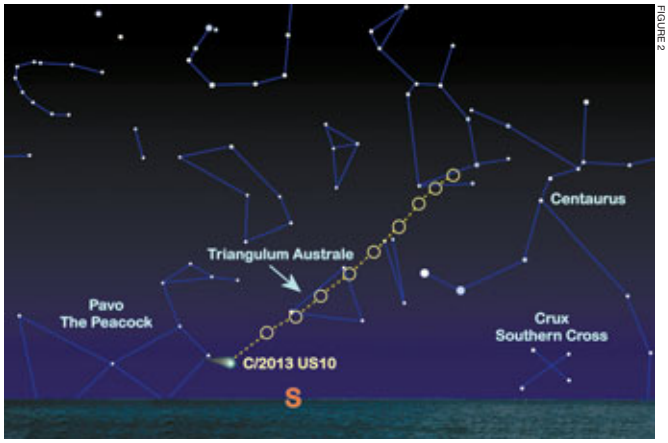
Sunday, September 13th

New Moon occurs at 0241 and rises ten minutes after the 0556 sunrise. Because the two objects are aligned, the gravitational pull of the Sun is added to the gravitational pull of the Moon on Earth, causing the oceans to bulge a bit more than usual. High tide is predicted to occur at 0615, following the rising of the Sun and Moon.

Tuesday, September 15th

The 15th brightest star in the night sky is Spica. Look west for this blue giant star in the constellation Virgo. It will be just over four degrees south of the sliver Moon around 1900.

FIGURE 2



The path and position of comet C/2013 US10 from August 16th to September 15th at around 1900 hours

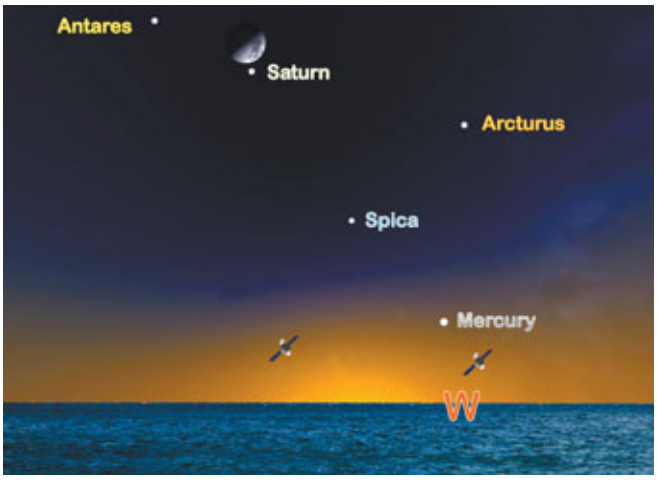
In the News

On August 20th, Arianespace will launch the Intelsat 34 communications satellite from its launch facilities in French Guiana. This communications satellite will beam broadband services for Latin America and aircraft traveling routes over the North Atlantic.

European countries are continuing to fund their own Global Positioning System, named Galileo. When it is fully operational there will be 30 satellites with the potential for six to eight satellites to be visible from most locations. Global positions will be accurate to within a few centimeters. On September 10th, Arianespace in French Guiana will launch Galileo 9 and 10.

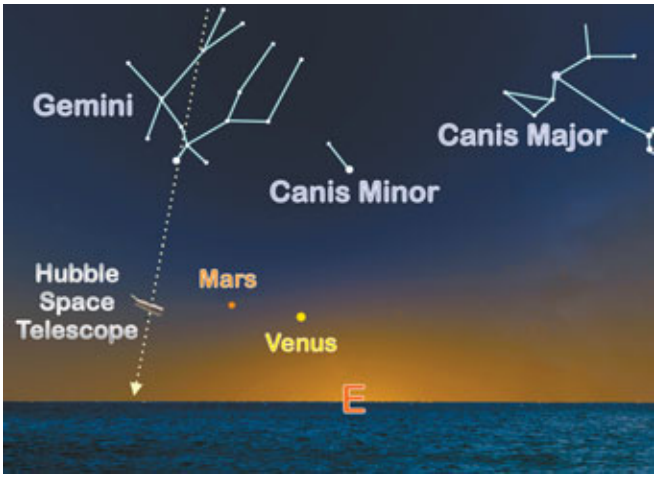
All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on the viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

Jim Ulik of S/V Merengue *is a photographer and cruiser currently based in Grenada.*

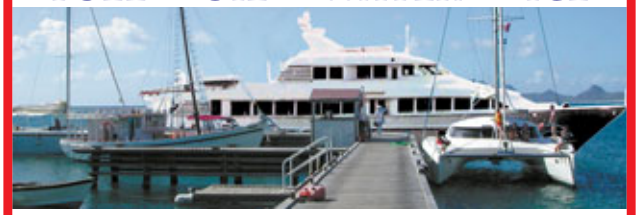


Above: Potential flares from two passing satellites at sunset

Below: The Hubble Space Telescope passes near the conjunction between Mars and Venus



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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.

MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 2015

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 2015					
DATE	TIME	21	1659	10	0953
1	0034	22	1746	11	1038
2	0130	23	1836	12	1121
3	0225	24	1928	13	1204
4	0319	25	2038	14	1246
5	0413	26	2119	15	1328
6	0505	27	2216	16	1412
7	0559	28	2314	17	1456
8	0652	29	0000 (full moon)	18	1542
9	0745	30	0010	19	1635
10	0838	31	0106	20	1720
11	0930			21	1812
12	1020	**September 2015**		22	1905
13	1108	1	0102	23	2000
14	1155	2	0257	24	2056
15	1240	3	0352	25	2152
16	1323	4	0447	26	2248
17	1405	5	0551	27	2344
18	1448	6	0635	28	0000 (full moon)
19	1530	7	0727	29	0041
20	1614	8	0817	30	0138
		9	0906		

LOOK OUT FOR...

Caribbean Coffee! The Best Wakeup Brew

by Lynn Kaak

"I love coffee, I love tea, I love the Java Jive and it loves me!"

— Java Jive, lyrics by Milton Drake

As you travel through the Caribbean, every month there's something special to look out for. August can be a warm and sleepy month, so let's look out for coffee! *Coffea arabica* (Arabica) and *Coffea canephora* (Robusta) trees are found throughout many of the Caribbean islands and the countries that touch the Caribbean Sea.

Coffee was first brought to Suriname (Dutch Guiana) by the Dutch in the early 1700s, where they proceeded to cultivate it and send it back to the rapidly growing European market. From here it travelled through South America to the isthmus of the Americas. In 1720, Captain Gabriel Mathieu de Clieu, who went so far as to use his own limited water rations to preserve the one tree he was transporting, successfully introduced coffee to the island of Martinique. Previous efforts to cultivate the shrubs in the French West Indies had failed. His successful cultivation provided the crop that brought the first coffee-bearing plants to the other islands.

At the time of the American Revolution in late 1700s, drinking tea was viewed as





unpatriotic so the consumption of coffee increased dramatically. This resulted in a bonus market to the industry.

Coffee comes from a small tree or shrub that in the Caribbean typically grows ten to 12 feet high. It has a straight trunk, and the spear-shaped leaves, which are green and shiny on the upper surface, grow in pairs along the branches. The leaves are also a source of caffeine. It has small, white six-petalled flowers that last just long enough to be fertilised, then wilt, but are quickly replaced with more of the aromatic, jasmine-scented flowers. The "cherries" develop from the base of what was once the flower.

The bean comes from what really looks like a cherry, but is a "drupe". The term coffee "bean" is a misnomer, as it is really a seed. The flesh of the cherry is edible, pleasantly sweet and caffeinated. Most cherries have two seeds or beans but about one in five has just one little seed. The seed/bean needs to be dried and roasted before it can be used to make a beverage. The cherries require nine months on average to grow to maturity. Coffee grown at higher elevations takes longer to mature and ripen, but this also imbues it with more flavour, which is what makes it more desirable.

Coffee trees/shrubs all first originated in the tropical zones of Africa, and conditions in the Caribbean should be reasonably similar to have success with the cultivation of coffee crops. They have zero tolerance for frost or exceedingly high temperatures, so tropical temperatures are certainly preferred. Soil that has a rocky base but breaks up easily is this tree's preference. Volcanic soil is the best, and there is certainly no shortage of those growing conditions in the Caribbean. Coffee will flourish from sea level to about 6,000 feet of elevation. Rain is a necessity all year around, but the trees also require good drainage. Generally, the rainforest areas of the Caribbean provide excellent conditions for coffee growing, providing everything that the trees need. While they need some direct sunlight, the coffee plant requires only a couple of hours per day, so the clouds and shadows from nearby mountains are not a concern for growers.

Historically, coffee had a strong economic influence in the area. Besides Suriname and Colombia, Martinique adopted coffee cultivation when a natural disaster caused massive damage to the cocoa trees. Dominica had major coffee production, especially in the Syndicate area and at the far south end of the island close to Soufriere. Guadeloupe has always had excellent conditions for growing the beans.

Coffee cultivation in the Caribbean is alive and well, and in some areas it is making a real comeback. While the Eastern Caribbean islands aren't known as major producers of coffee, this is a direct result of geography, as there aren't many suitable spaces to grow large crops of coffee. Each tree can produce from one to three pounds of product each year, depending on the type of bush and its growing altitude, so it is difficult for a small country to compete with places like Colombia. However, this has given producers a chance to concentrate on quality over quantity. Jamaica's Blue Mountain coffee is one of the best in the world and Puerto Rico is home to the coffee of choice in the Vatican. Martinique and Guadeloupe can't grow enough for export, but anyone who has enjoyed their various coffees can attest to the smoothness and lack of bitterness, as well as the bold flavour. Haiti and the Dominican Republic are making a coffee comeback on the world market, and there is now some discussion of creating a coffee processing plant in Dominica in addition to the Bello Foods facility.

As you go for your walk or hike, take a look around. You might not get "A slug from that wonderful mug", but you might just see where your favourite wakeup brew originated!

HELLO, TANGELO!

Okay, so you thought you knew of every type of citrus grown in the Caribbean, but you never heard of a tangelo? If that's the case, then you have missed one of the best tropical tastes.

I discovered tangelos by accident one day at a roadside market. You cruisers wandering the streets and roads of the Caribbean can do the same: ask for the rare tangelo. I frequent a market that usually has a variety of unusual fruits including canistels and caimates. One day the vendor offered me a quarter of a unique fruit, which I thought was a miniature grapefruit until I tasted it. The ripe tangelo is very juicy and sweet without the usual acidic bite of citrus. It has a slight spicy aftertaste.

A tangelo is the size of an orange, yet somewhat oblong instead of perfectly round. Some tangelos have a "neck" on them, much like the mandarin orange. The peel is fairly loose and easily removed, like that of a tangerine.

The most common citrus fruits in the Caribbean are lemons, limes, grapefruits, oranges, and "portugals" or tangerines. Most of these have varieties that have adapted over time to a variety of climates, altitudes, and regional elements. The tangelo is a cross of two plants, the tangerine, more commonly known here as the mandarin, and the grapefruit, a relative of the pomelo.

Even though this hybrid existed naturally, scientists didn't quit manipulating the tangelo until they did nature one better. The two main types of commercial tangelos are the Minneola tangelo, which was created in 1931, and the Orlando tangelo, created in 1911. Each of these is the hybrid of one specific type of tangerine and one specific type of grapefruit. Minneola tangelos are a Duncan grapefruit crossed with a Danci variety of orange.

Now we have our own tangelo tree, a grafted variety purchased from a local garden shop. The tangelo needs plenty of sun and well-drained soil. Every second month we sprinkle a cup of bearing fertilizer, 12-12-17-2, around the base. In the dry season it gets a good drenching every other week. On the full moon we check every grafted tree and trim unwanted branches from the original rootstock. They are easy to tell because those branches should be the only ones that have thorns (pickers) and they usually grow straight up. Our tangelo tree began to bear fruit in its second year.

Tangelos have about a hundred calories per fruit with plenty of potassium and, of course, Vitamin C.

Did You Know?

Tangelos are believed to have originated in Southeast Asia some 3,000 years ago. Naturally occurring tangelos are most likely the result of insect cross-pollination of the mandarin orange and the pomelo, the ancestor of the grapefruit. They are so unlike other citrus fruits that they have been set in a class by themselves, designated *Citrus X tangelo J.*

When you find tangelos, get plenty. The tangelo is excellent for eating fresh or adding to fruit or vegetable salads. Its segments will liven up coleslaw or tuna salad. It is excellent as a dessert fruit.



Tangelo Special Rice & Peas

1 Cup rice (I prefer brown)
1/4 teaspoon salt
3 Cups vegetable stock
1/2 Cup fresh squeezed tangelo juice
1/2 Cup shelled green pigeon peas
1 teaspoon grated tangelo rind (zest)
1 quarter of a tangelo, peeled and chopped small
1 teaspoon ground coriander
2 teaspoons chopped raw almonds, peanuts, or cashews

In a suitable pot combine rice, salt, vegetable stock, and tangelo juice. Bring to the boil, cover and simmer, for half an hour, stirring occasionally.

Add peas, tangelo zest, and coriander. Stir thoroughly and cover again, let simmer another 20 minutes until the rice is cooked to a nice texture. (If using white rice, adjust cooking time accordingly.)

Remove from heat and let stand, covered, for five minutes. Uncover, stir in chopped nuts, and serve immediately.

Easy Tangelo Apple Salad

4 tangelos
6 apples, peeled, cored and sliced
1 Cup yogurt, plain or orange flavored

Peel and section two of the tangelos; juice the other two. In a bowl, combine all ingredients. Chill and serve.

Tangelo Sorbet

4 Cups fresh tangelo juice (from about ten fruits)
1 Cup sugar
1 Cup water

In a saucepan combine water and sugar, bring to a boil and then simmer. Add grated rind (zest) of one tangelo. Simmer for ten minutes stirring frequently.

Strain the tangelo juice, add to the sugar solution and remove from heat. Transfer to a freezer-proof bowl and cool before putting in the freezer. After two hours in the freezer, remove and put mixture into blender, or vigorously beat with a slotted spoon. This is to break up the ice crystals. Refreeze. For very smooth sorbet, wait another two hours and blend again before freezing solid.

Shirley's Tangelo Dessert



2 tangelos (grate zest before juicing)
1/2 Cup butter, softened
3/4 cup powdered sugar
3 eggs, separated
1/2 Cup bakers' flour, sifted
1 1/2 Cups milk

This is a bit of work, but the flavor is worth it!

With an egg beater or mixer, beat butter, sugar, zest, and egg yolks until light and creamy, then fold in the flour. Add 1/3 Cup tangelo juice and the milk, and mix well. Beat egg whites to form soft peaks before adding to batter.

Pour batter into a greased baking dish. Set this batter dish in another larger baking pan. Half fill the outer baking pan with water. Bake 45 minutes at 200°F. Allow to cool before serving.

Shirley Hall is the author of The New Caribbean Home Garden Handbook.



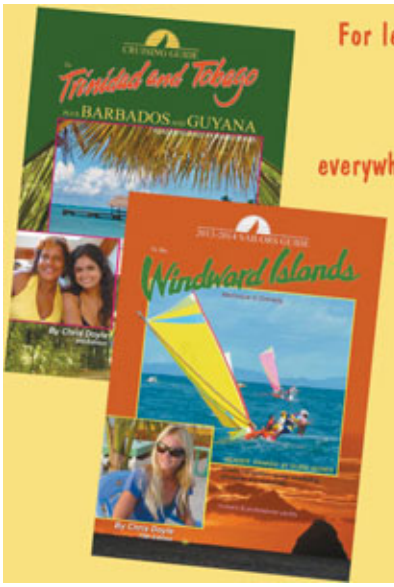
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SOMETIMES WE ARE 'THEM'!
Dear *Compass*,

We just finished browsing the July issue of *Compass* and were amused to read one of the letters referring to those "inexperienced charterers" and defending same.

Throughout our nine-year circumnavigation, we always looked askance at charter boats as they arrived in an anchorage, crossing our fingers and hoping that they not anchor on top of us as, like all cruisers, this had happened to us several times.

However, we should remind cruisers that some of the bareboats cruising around are sometimes crewed by sailors with significant experience. We popped into Admiralty Bay, Bequia just over a year ago as skipper and mate of a Moorings 50.5 with five non-sailors. We've done three such bareboat charters since we sold *Argonauta I* and when we arrive in an anchorage sporting Moorings colors, we wonder to ourselves what the seasoned crews of cruising boats might be thinking as we maneuver to anchor!

Hugh and Heather Bacon
Ontario, Canada

SARGASSO, THEN AND NOW
Dear *Compass*,

Re: the informative articles on sargasso weed in the last two issues of *Compass*. I first arrived in St. Thomas, USVI in November of 1956. That winter — 1956-57 — there were patches of sargasso weed the size of football fields within the Eastern Caribbean. The following winter the patches were only the size of tennis courts. By 1960 there were only small patches of sargasso weed.

From 1961 to 1985 I saw no sargasso weed in the Caribbean.

In 1985, sailing direct from Venezuela to St. Thomas, we picked up some small bits of sargasso weed on our towed Ampair taffrail generator. I showed the weed to my Grenadian mate, Leslie Duncan. He had never seen it before and did not know what it was.

When delivering boats from the Caribbean to the States in the spring of 1969 and in the early 1970s, when electronic speed gauges were unreliable and GPS a figment of the imagination, our navigation was complicated by sargasso weed. We relied on the sextant and a towed taffrail log. From about 300 miles north to St. Thomas until we entered the Gulf Stream, the taffrail log was useless as it would regularly pick up small bits of sargasso weed and give false readings.

I am told that from about 2012 on, small patches of sargasso weed started piling up on the windward sides of the Eastern Caribbean islands.

In the fall of 2014 huge patches of sargasso weed were well inside the Caribbean and it worked its way inside some harbors. Christiansted, St. Croix was badly obstructed by sargasso weed at Christmas time in 2014.

What caused the sargasso weed to return to the Caribbean? I do not think anyone yet has the answer, nor do we know how long the Caribbean will be plagued with it before it disappears as it did in the 1960s, not to reappear for 50 years.

On another subject: In reply to Chris Doyle's article in the April issue, where he describes discovering a new anchorage in Barbuda:

Yes, Chris, next time we meet the drinks are on me, as you have certainly found a harbor that I have not mentioned in any of my guides!

Since I first made this offer in 1980 you are only the second person to collect. But in the first case, in the end, I did not have to pay for the drinks. Hans Hoff, skipper of *Fandango*, a 98-foot Rhodes-designed motorsailor, had discovered that the BA chart of Anguilla was wrong: there was, in fact, deep water and an anchorage inside the barrier reef. After we had a few beers while discussing the anchorage, Hans refused to let me pay.

Hans said, "Don, I make a lot more money skippering *Fandango* than you do selling insurance, trying to launch the Imray Iolaire charts, writing guides and taking paying guests on *Iolaire*. If you will, in the next printing of your guide, state that I found an anchorage you did not know of, I will buy us a dinner, a bottle of wine and drinks afterwards."

Needless to say I accepted the offer and it was an excellent evening.

Don Street
Glandore, Ireland

PANAMA CHECK-IN
Dear *Caribbean Compass*,

I have just read issue number 237 of June 2015. The article by Reinhilde van der Kroef ("Welcome to Panama — A Cautionary Tale") is entertaining, and I look forward to Part Two. Certainly from a story perspective, it's a great piece for *Caribbean Compass* readers.

Holly and I were anchored nearby *Bella Ciao* just before they left for Panama, but we hadn't had the chance to say hello. If we had, perhaps their entry to Panama wouldn't have been nearly as memorable.

There are many boats that sail between Cartagena, Colombia and the San Blas archipelago in Panama. If Reinhilde and Frits had only spoken to any one of them or looked at a cruising guide on-line, they'd have realized that not only could they have checked into Panama at Isla El Porvenir, but that it is widely regarded as the best place to check into (or out of) the country on the Caribbean side, as it has a small office with very friendly officials. They could have sailed to Porvenir in the great comfort of being behind the outer reef (which keeps the waves down, but the wind remains fresh and generally abeam for fantastic sailing), checked in and then sailed on to Carti very easily. Of course, if they'd done this, they wouldn't have had much of a story, other than they had a wonderful sail to Panama, checked in with friendly officials, and enjoyed an adventurous 4x4 ride through the jungle to pick up Janny in the rather surprisingly large and modern Panama City.

At the outset of the article, the author indicates that they've been voyaging through the Caribbean on *Bella Ciao*. Holly and I have just arrived in the Caribbean ourselves, after two years on the Pacific side in Mexico, El Salvador, Nicaragua, Costa Rica and Panama. Perhaps the Caribbean is different than the Pacific, and that the van der Kroefs have visited countries where it's considered okay to enter without checking in right away, but in traveling by boat, plane, train, and car to many countries, I've not yet run across one.

The cautionary take-away from this story is that we voyaging sailors are guests in other countries, and we should abide by their rules, even if we don't agree with them or think they are silly. If we don't want to do this, we should give the country a miss. Sailors who expressly disregard the rules give all of us a bad name, and could ultimately reduce the freedoms that all voyaging sailors enjoy.

PS: Regarding the article on pelagic sargassum, we recently sailed a boat from Panama to Antigua [*see article on page 16*], and we experienced it the entire way — it was so thick in places that it got hung up on the propeller shaft, strut and rudder causing us to lose as much as a knot or two of speed, requiring us to back to clear it. It was definitely aggravating to deal with for 1,200 nautical miles of sailing to windward!

Mike Sanderson
S/V Wanuskewin
1995 Catalina 42 MKII

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Dear* Compass *Readers,

We want to hear from YOU!

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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.





Letter of the Month

SPREADING RING TOSS JOY!

Dear *Compass* Readers,

While cruising from Grenada to the USVI and back several times since 2010, one of my primary objectives has been to "spread joy wherever I go". In some remote islands, I invite locals aboard *Sanctuary* for a free sail and snorkel, a first time for many. In Dominica, where I have built a spectacular guest house (Peanut Farm Bungalows) in Picard, and a tree house and tent camp site (Camp DominEco at Syndicate Falls), we annually host the faculty from the Portsmouth primary and secondary schools for free charters, and we originated the Portsmouth Dinghy Poker Run to raise money for the Portsmouth Association of Yacht Services (PAYS) as ways of "spreading joy".



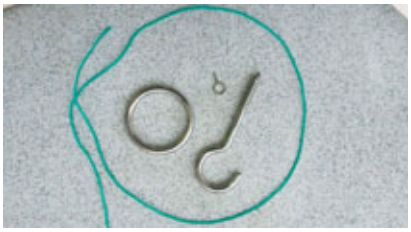
Today, in many bars throughout the Caribbean, you may have enjoyed some of the Ring Toss games that I installed as a way of helping the establishment to increase their business and to add joy to the environment.

My first encounter with Ring Toss (RT) was in 1980 at the Admiral's Inn in English Harbour, Antigua while I was running a Swan 57 charter ketch. After work, crews from the many charter boats would congregate at the bar and challenge each other to ring toss excellence; if you failed, it cost you a drink, and sometimes a round of drinks!

I now carry with me a few stainless steel rings, 2 1/4 inches in diameter, some 4 1/4 by 1/4 inch screw hooks, and some small screw eyes, and install them in bars where I enjoy the owner's company or think the bar deserves additional help in attracting and keeping customers.

To install a proper RT game, place the small screw eye on a beam or tree limb about eight or nine feet from the ground and the same distance from the wall as where you place the hook from the beam. For example, if the eye is four feet from the wall, place the hook four feet down from the beam or ceiling. Thus, the arc of the swing covers eight feet, a reasonable distance that will fit within most bars and achieve a modicum of player success.

When tying the string to the ring — I use a nylon deep line fishing cord — try a clove hitch and then add some half hitches to the line to prevent it from coming loose. This is an important lesson to explain to your host, as he or she will have to adjust the string length at some time to maintain it centered over the hook, as kids and frustrated players will pull and stretch it.



To install the hook in a wood post or wall, it may be necessary to drill a pilot hole first, so be prepared. Also, it might be possible to tie the string to the beam or limb instead of using a small eye.

Many games are fun to play: Who can make the most hooks in five or ten tries, who can make it in the fewest tries, how many in a row, with the left and then the right hand, and even try it from standing at the hook and tossing it away from the wall and have it swing back on the hook. You can even try it blindfolded!

Hook and Ring Games can be traced back to the late 12th and early 13th centuries in England when Robin Hood and his Merry Men were active in the infamous Nottingham of Central England.

When Robin and his band weren't robbing corrupt clerics, humiliating local sheriffs, and enraging the nobles, they hung out at a pub many still claim to be the oldest in England, called The Trip to Jerusalem, which stands today.

Early Jerusalem Pub patrons played a hook and ring game, known at the time as Ring the Bull, a pastime still popular in English pubs today. — Wallyhook.com

RT games have been established in the following wonderful Caribbean bars:

- Ali Baba's on Jost Van Dyke, BVI
- Peanut Farm Bungalows, Picard, Dominica
- Discipline Bar, Les Canaries, St. Lucia
- Maria's Internet Café, Port Elizabeth, Bequia, SVG
- The Green Boley, Belmont Walkway, Bequia, SVG
- Black Boy & Debbie's Beach Bar & Restaurant, Salt Whistle Bay, Mayreau, SVG
- Sun Beach & Eat, Chatham Bay, Union Island, SVG

RT games are also at such notable bars as The Soggy Dollar on Jost Van Dyke. Can you name some others? I might have installed some that I can't remember!

When I return, sometimes years later, I am greeted with an extra dose of hospitality and always get my first drink free. So why not think of something to add to your favorite hangout — a dart board, Twister, shotski? — and spread a little joy to those who serve you that cold beer on a hot day?

Peace,
Mark Denebeim
Catamaran *Sanctuary*





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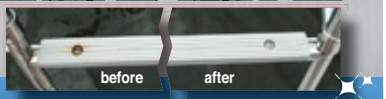
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CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day) and Jamaica (Independence Day)
3 – 4	Public holidays in Antigua & Barbuda (Carnival)
4 – 6	Public holiday in BVI (Emancipation Festival)
5	US premiere of film 'Vanishing Sail', Newport, RI. vanishingsail@gmail.com
6 – 15	Spicemas (Grenada Carnival). www.spicemasgrenada.com
7	Public holiday in Colombia (Battle of Boyacá)
8	Public holiday in Anguilla (Constitution Day)
14 – 16	Aruba International Regatta. http://aruba-regatta.com
16	Nereid's Rally seminar, Chaguaramas, Trinidad. www.marinaslm.com/rally
17	Public holiday in Colombia (Assumption Day celebrated)
21 – 30	The Caribbean Festival of Arts 2015 (CARIFESTA XII), Haiti. www.carifesta.net
22	Carib Great Race (powerboats) from Trinidad to Tobago
22 - 23	Round Grenada Regatta. Petite Calivigny Yacht Club (PCYC), www.pcycgrenada.com
24	Festival of St. Barthelemy. Ceremonies, regattas, public ball, fireworks
25	St. Louis Festival, Corossol, St. Barts. Fishing contests, regattas, public ball, and fireworks
29	FULL MOON
31	Public holiday in Trinidad & Tobago (Independence Day)


CASIMIR HOFFMANN

SEPTEMBER

2	Nereid's Rally start from Store Bay, Tobago. www.marinaslm.com/rally
3	Nereid's Rally start from Chaguaramas, Trinidad. www.marinaslm.com/rally
6 and 20	Barbados National Dinghy Championships. Barbados Yacht Club (BYC), www.barbadosyachtclub.com
6	Public holiday in Bonaire (Bonaire Day)
10	Public holiday in Belize (St. George's Caye Day)
11 – 12	Columbus Day Regatta, St. Thomas. USVI. St. Thomas Yacht Club (STYC), www.styc.net
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
19	Public holiday in St. Kitts & Nevis (Independence Day)
19 – 20	Back To School Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
21	Public holiday in Belize (Independence Day)
22	Autumnal Equinox
24	Public holiday in Trinidad & Tobago (Republic Day)
25 – 27	Palito Seco International Regatta, Barahona, Dominican Republic.
27	FULL MOON

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*

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—Continued from page 14

Transatlantic 'Island Odyssey' Date Changes

Doina Cornell reports: The 2015 Island Odyssey start from Lanzarote, Canary Islands, bound for Barbados, has been moved to the later date of October 24th. This is because some participants preferred a slightly later start from the Canary Islands, and that for insurance purposes some boats must only arrive in the Caribbean after December 1st. The new schedule will still allow participants to arrive in Barbados in good time to continue to Martinique and arrive there well before Christmas.

The Islands Odyssey, new for 2015, which includes a cruise through the Canary Islands and shorter hops across the Atlantic to the Cape Verdes and Barbados, already has ten entries. Due to the smaller capacity of some of the harbours in the Canary Islands, we will keep numbers to around 20 yachts.

Visit http://cornellsailing.com/sail-the-odyssey/islands-odyssey for more information.

30th Anniversary ARC and ARC+ Fleets Nearly Full

A rush of sign-ups for the Atlantic Rally for Cruisers 2015, set to start in November, has seen fleets for both route options — Canaries to St. Lucia (ARC) and Canaries-Cape Verdes-St. Lucia (ARC+ Cape Verdes) — already close to capacity. It will be an extra-special year for the ARC as the granddaddy of transatlantic yacht rallies celebrates its 30th edition by welcoming a number of sailors who crossed the Atlantic with the first rally back in 1986.

The upper entry limit for ARC+ Cape Verdes has been increased following two successful editions, and as many as 75 boats can elect to depart Las Palmas de Gran Canaria on November 8th bound for Marina Mindelo, Sao Vicente then on to Rodney Bay Marina, St. Lucia. More than 200 boats sailing the traditional direct route depart Las Palmas two weeks later, on November 22nd, following a programme of preparation seminars and social events.

The Ayuntamiento de Las Palmas de Gran Canaria has honoured the ARC with the city's prestigious Medalla de Oro marking the 30th anniversary of the world's most popular sailing rally and its contribution to the city's maritime profile. Since the first Atlantic Rally for Cruisers in 1986, Las Palmas has always been the start port for the event.

As the rally celebrates its 30th edition, interest continues to be exceptional for both ARC starts, with the traditional ARC route and ARC+ Cape Verdes both expected to reach capacity once again in 2015.

Visit www.worldcruising.com/arc for more information.

Carlos Aguilar Match Race Set For December

Carol Bareuther reports: The seventh Carlos Aguilar Match Race (CAMR) will sail in Charlotte Amalie harbor, St. Thomas, USVI from December 3rd through 6th.

Regatta director, Bill Canfield says, "We are proud to have (locally based air ambulance company) AeroMD join us as a presenting sponsor for this year's Carlos Aguilar Match Race. Without their financial support, along with that of the US Virgin Islands Department of Tourism, this regatta would not be possible. We are proud to bring international match racing back to the Charlotte Amalie harbor this December."

Open and Women's teams, including highly ranked men and women and active successful match racers from the past, will put their skills to the test in fast-paced sailing action along the spectator-friendly Charlotte Amalie waterfront.

A list of past winners of the Open Division in the CAMR reads like a Who's Who of sailing: the USVI's Taylor Canfield (2008), USVI's Peter Holmberg (2009), Portugal's Alvaro Marinho/Seth Sailing Team (2010), USA's Sally Barkow (2011), Finland's Staffan Lindberg (2012) and the USA's Don Wilson (2013). Women's Division winners are just as renowned: the USA's Genny Tulloch triumphed in 2008 and 2010 and France's Claire Leroy in 2009.

The CAMR is known for introducing young sailors to the sport, working cooperatively with the Virgin Islands' government and Department of Tourism in its efforts to get more kids out on the water. In 2015, each Open team will have a VI high school (under age 18) sailor as a member. In addition, the CAMR will host a short Youth Regatta mid-day on the second day of racing in order to expose younger island youth to the sport.

The CAMR is an International Sailing Federation (ISAF)-provisional Grade Two event.

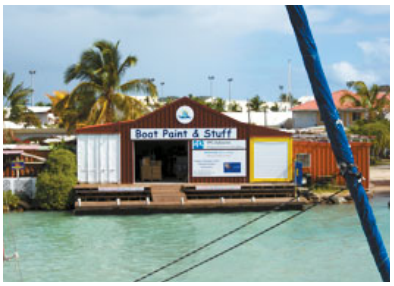
The Virgin Islands Sailing Association (VISA) and St. Thomas Yacht Club (STYC) are the organizing authorities for the CAMR, named for the late Carlos Aguilar, who was an avid sailor and match racer.

Visit www.carlosmatchrace.com for more information and Notice of Race.



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