CARIBBEAN COMPASS On-line

AUGUST 2016 NO. 251

The Caribbean's Monthly Look at Sea & Shore



OPTI CHAMPS IN ANTIGUA

See page 19

MATIAS CAPIZZANO



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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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AUGUST 2016 • NUMBER 251

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of Marine Protected Areas 15



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Cover Photo: Photographer Matias Capizzano captures overall winner Hernán Umpierre's elation at the North American Optimist Dinghy Championships 2016, held in Antigua. See Regatta News item on page 19



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

'What I like best about the *Compass* are your efforts to bring cruisers and islanders together and help to create mutual respect between the two communities.
Thank you guys and all your staff for a fantastic job over the years.'
— John Everton
S/V Gaucho

Click Google Map link below to find the *Caribbean Compass* near you!
http://bit.ly/1fMC2Oy

Info & Updates

Moorings in Mayreau and Union Island



CHRIS DOYLE

New yacht moorings have been placed in Clifton Harbour, Union Island by Tobago Cays Marine Park staff

There have recently been changes in the yacht moorings in the adjacent Grenadine islands of Mayreau and Union, specifically those at Salt Whistle Bay and Clifton Harbour.

Ken Williams, manager of the Tobago Cays Marine Park (TCMP), which encompasses the island of Mayreau and has its offices on Union, tells *Compass* that over the years a number of privately owned moorings had been set down in Salt Whistle Bay, which is within the boundaries of the Park. These were frequently rented to yachts, but unfortunately, there were complaints about their inadequacy (*for example, a 47-foot Beneteau went onto the reef, having dragged the mooring buoy, chain, block and all with it; see page 30 at www.caribbeancompass.com/online/february12compass_online.pdf*). Therefore the Marine Park management has replaced the "informal" moorings with more robust systems, which will be inspected and maintained by Park Rangers on a regular schedule. A TCMP employee will come around by boat to collect the mooring fee, currently standardized at EC$60 per night. There is still room to anchor in the bay.

In Clifton Harbour, the moorings were also disorganized; there were reports of individuals dishonestly collecting fees for moorings that weren't theirs and skippers being intimidated into paying as much as EC$150 per night. Although Union Island is not within TCMP bounds, the Park management has been given permission by the Port Authority of St. Vincent & the Grenadines to operate moorings there.

As this issue of *Compass* goes to press, the Park has put down 18 heavy concrete mooring blocks in Clifton, and is in the final stages of attaching buoys. The number of TCMP-installed moorings will be increased as problematic moorings are removed. Mr. Williams welcomes input from yachtspeople on the location of moorings: kenawillo@hotmail.com.

As the TCMP does not wish to adversely affect the livelihoods of existing mooring operators in Clifton, a number of them have been contracted as assistants to assist yachts to moorings. They will have cards with their names on them to give to yacht skippers, which the skipper will present to the Park Rangers who come around to collect the mooring fee; the mooring assistants will be paid accordingly. (The assistants can't collect mooring fees directly, but may receive tips.) Alternatively, if going to Customs, skippers can pay the mooring fee in the TCMP office next door. TCMP-installed mooring balls are marked and numbered; please don't take a TCMP-marked mooring from anyone who hasn't got cards. If you have any problems or questions, call TCMP on VHF 16 or (784) 485-8191.

The TCMP Rangers plan to begin collecting fees for the Park-installed moorings in Clifton Harbour this month. There is space available in Clifton Harbour for anchoring.

For more information call the TCMP on VHF16, stop by the Park Office at the foot of the main wharf in Clifton, or contact the staff at (784) 485-8191 or tcmp191@hotmail.com.

Nelson's Dockyard, Antigua Named World Heritage Site

The 18th century British naval dockyard at English Harbour, Antigua has been named a UNESCO World Heritage Site.

The site consists of a group of Georgian-style naval buildings and structures, set within a walled enclosure. The natural environment of this side of the island of Antigua, with its deep, narrow bays surrounded by highlands, offered shelter from hurricanes and was ideal for repairing ships. The construction of the Dockyard by the British navy, at a time when European powers were competing for control of the Eastern Caribbean, would not have been possible without the labor of generations of enslaved Africans.

Commander VEB and his family arrived in English Harbour in 1949 aboard the yacht *Mollihawk*. The Dockyard was then a deserted collection of fine old buildings in a state of disrepair.

—Continued on next page



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DOYLE CARIBBEAN

—*Continued from previous page*

The Nicholsons established a yacht charter business there, which flourished, contributing to the popularity of sailing not only in Antigua but also in the Eastern Caribbean as a whole.



CHRIS DOYLE

Nelson's Dockyard is now a popular yachting center, described as "the only working Georgian dockyard in the world", and was recently the venue for the North American Optimist Dinghy Championships.

Trinidad's Got Taste!



When cruisers are asked what are their favorite things about Trinidad, right after "the people" comes "the food"!

And now, Trinidad & Tobago's culinary team has taken home the gold at the recent 'Taste of the Caribbean 2016' culinary competition in Miami. The eight-member group was named the overall Caribbean National Team of the Year at the event hosted by the Caribbean Hotel & Tourism Association, with a total of six gold medals, two silver medals and induction into the Taste of the Caribbean Hall of Fame. The Trinidad & Tobago team faced off against top chefs from 14 Caribbean nations.

Since 1993, Taste of the Caribbean has been the Caribbean's leading culinary competition. The first Trinidad & Tobago National team entered the competition in 1997 and national teams were subsequently sent for an additional 11 appearances over a 16-year period. They have collectively amassed 52 medals, comprising 23 Gold, 20 Silver and nine Bronze medals prior to this competition.

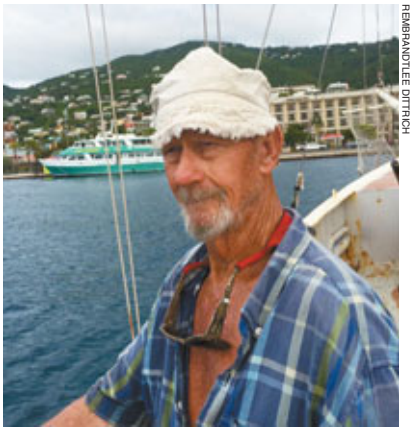
For more information visit www.facebook.com/CaribbeanHotelAndTourismAssociation.

Eight Bells

Manfred Dittrich, a well-known sailmaker in St. Thomas, USVI, died on June 19th.

Newspaper reports related that the 80-year-old resident of Hassel Island was found dead at Yacht Haven Grande marina in Charlotte Amalie. There were no signs of foul play.

As reported in the *St. Thomas Source*, the German-born Dittrich went to sea as a stowaway, the first time at the age of 12. He was brought back, but escaped again at 14. From there he sailed the Mediterranean for several years before finding his way to the Caribbean, arriving on St. Thomas in 1968. He took over a sail loft on Hassel Island in St. Thomas Harbor where he lived and worked for nearly half a century, and where he built sails for generations of sailors.



REMBRANDTLEE DITTRICH

Free Swim Lessons for Carriacou Kids

Diane Martino reports: June 25th was the launch of free swimming lessons for Carriacou children six years and older.

Deb Eastwood, founder of Grenada Youth Adventurers (GYA), Nataly Sihera of the Grenada's Ministry of Sports and Lumbadive collaborated with volunteers to teach the children how to swim. A dozen local adults and visiting sailors registered as volunteers and went through a two-hour training session the previous day to learn safety and swimming techniques. GYA provided floating noodles and kickboards, goggles, caps, and safety equipment to Lumbadive to start the classes.

Approximately 20 kids from the villages of L'Esterre, Harvey Vale, Belmont and Dover participated in the first swimming class. More are expected for future lessons, which will be held every Saturday at 1:30PM in front of Lumbadive in Harvey Vale.

—*Continued on next page*



—Continued from previous page

GYA founder Deb Eastwood, who is trying to open 12 sites throughout Grenada with free swim lessons on Saturdays, says, "We want to see more kids playing safely in the water this summer. We also want to reduce the fears of the adults. In the near future we will offer a second site for swimming lessons in Hillsborough to serve children who can't make it to Harvey Vale. The swimming lessons are open to all local kids and will be extended to adults." If you are in Carriacou and available to donate an hour of your time on a Saturday at 1:30PM to teach, join us in front of Lumbadive. If you are in Grenada, come at 9:00AM in front of Umbrellas on Grand Anse Beach.



Visit www.nltswgrenada.com for more information about the National Learn to Swim Week, held in Grenada each year.

Carib Great Crate Race this Month in Barbados



David Eastmond reports: The Great Crate Race originated in Trinidad in 2010, the brainchild of Trinidadians Chelsea Garcia and Carol Dougall. It is a race for home-made boats where just about anyone can put together a craft using mostly recyclable materials and come out to race around a designated course. Carib Beer has sponsored the event since its inception.

For 2016, the Crate Race duo has decided to expand and take the event to Barbados. The Bajan edition, to be held on August 27th at The Boatyard beach bar and restaurant on the shore of Carlisle Bay, will cater to the entire family and everyone is encouraged to "build a boat, pack a cooler and come!" The categories are Youth 9 to13 years old, Youth 13 to16 years old, Homemade, and Wacky. There will also be beach games all day for patrons and The Boatyard has all the amenities to ensure a hassle-free day.

The event is a great team-building venture and companies, schools, gyms, and general groups just love to band together and win for the sake of bragging rights, but great prizes are also up for grabs. Winners will also be able to donate to the charity of their choice.

Visit www.thegreatcraterace.com, or Facebook "the great crate race Barbados" for more information.

Yachting 'Blacklist' Identifies Wrongdoers

David Matelicani reports: It is an unfortunate fact that not all yachtsmen "do the right thing" while living the good life of international cruising. The freedom to go where you want, when you want, can on occasion be abused and until now there was little recourse for those left in the proverbial lurch by habitual wrongdoers weighing anchor and sailing away from their transgressions.

Enter yachtblacklist.com, a free tool used to inform Customs officials, marina operators and boatyard managers of yacht owners who have a history of flouting regulations and leaving unpaid debts as they travel internationally.

It's the place where yachts are listed when the captain and/or crew has contravened a marina's general terms and conditions, left with debts outstanding, caused damage or injury, or failed to complete compulsory formalities.

The idea is that by searching through the blacklist, the undesirable elements in yachting can be identified.

What then?

This is a powerful tool and, like any tool, it should be used responsibly. Appearance on the list should not trigger an automatic ban on someone seeking assistance. A single appearance on the list can be considered a warning. Repeated listings should ring alarm bells.

All listings are vetted before being published. Boatowners have the option to request their removal from the blacklist or to qualify their listing.

We are well aware that there are always two sides to any story, but this way, those offering services to the yachting community can do so in an informed manner. The list aims to make it a little more difficult for those with unpaid bills or other obligations to sail away scot-free.

Businesses wishing to make use of the blacklist can register at www.yachtblacklist.com.

SAILING SCHEDULE

Upcoming sailings 2016

FLORIDA – MEDITERRANEAN

Fort Lauderdale	Sept. 2016 ›	Genoa	Sept. 2016
Fort Lauderdale	Sept. 2016 ›	Palma de Mallorca	Oct. 2016
Fort Lauderdale	Oct. 2016 ›	Genoa	Oct. 2016
Fort Lauderdale	Nov. 2016 ›	Palma de Mallorca	Nov. 2016

CARIBBEAN – MEDITERRANEAN

St. Thomas	Nov. 2016 ›	Palma de Mallorca	Nov. 2016
Martinique	Dec. 2016 ›	Fos Su Mer	Dec. 2016

CARIBBEAN – FLORIDA

Martinique	Nov. 2016 ›	Fort Lauderdale	Nov. 2016

MEDITERRANEAN – FLORIDA

Palma de Mallorca	Sept. 2016 ›	Fort Lauderdale	Sept. 2016
Genoa	Sept. 2016 ›	Fort Lauderdale	Sept. 2016
Palma de Mallorca	Oct. 2016 ›	Fort Lauderdale	Nov. 2016
Genoa	Oct. 2016 ›	Fort Lauderdale	Oct. 2016
Palma de Mallorca	Nov. 2016 ›	Fort Lauderdale	Dec. 2016
Genoa	Nov. 2016 ›	Fort Lauderdale	Dec. 2016

MEDITERRANEAN – CARIBBEAN

Palma de Mallorca	Oct. 2016 ›	St. Thomas	Nov. 2016
Genoa	Nov. 2016 ›	Martinique	Nov. 2016
Palma de Mallorca	Dec. 2016 ›	Martinique	Dec. 2016

FLORIDA – CARIBBEAN

Fort Lauderdale	Nov. 2016 ›	St. Thomas	Nov. 2016

Note: For exact dates check with our booking agencies.

For further information please visit our website or call us to discuss your specific needs.



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Port Louis Marina, Grenada: The perfect place to spend the Caribbean summer

Lying just above 12°N, Grenada is south of the main hurricane belt, which is why growing numbers of yacht owners are enjoying a warm welcome in the 'Spice Island' during the summer months.

Port Louis Marina provides a safe, secure berth with all the amenities you'd expect from a full-service marina run by Camper & Nicholsons.

- Water and electricity
- Free broadband
- 24 hour security
- Bar, restaurant and swimming pool
- Haul-out and technical facilities nearby
- Excellent air links

Anyone arriving in April or May and staying consecutively with us until the end of August will receive 40% off the standard daily rate for April and May. An additional Low Season Discount is available to vessels booking and paying for 90 days or more in advance.

Contact us for details (conditions apply).

Call Danny Donelan on +1 (473) 435 7431
or email danny.donelan@cnportlouismarina.com

www.cnmarinas.com/plm

New rates: 1 June to 30 November 2016

LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.87	$0.79	$0.43
up to 40	$1.12	$1.01	$0.52
up to 50	$1.22	$1.10	$0.57
up to 60	$1.33	$1.19	$0.63
up to 65	$1.48	$1.34	$0.70
up to 75	$1.53	$1.38	$0.71
up to 80	$1.68	$1.52	$0.87
up to 100	$1.73	$1.56	$0.89

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.

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BUSINESS BRIEFS

Free Bus Service to Budget Marine Grenada

Budget Marine Grenada now offers a free weekly bus service every Saturday to accommodate boaters wanting to visit the store.

The bus leaves from Whisper Cove Marina at 9:30AM, with further collection points at Nimrod's near the Woburn dock and at the entrance to Clarkes Court Boatyard and Marina.



Budget Marine Grenada manager Nicholas George reports: "The bus will first stop at Budget Marine Grenada so the passengers can enjoy uninterrupted time in the store. And then, as a bonus, we will have the bus stop at ACE hardware before heading back to the pickup points. We do not want to limit the stops to just Budget Marine and we think that offering the ACE stop will show our willingness to give back to the cruising community and in one way or the other ensure they can knock off their entire shopping list every Saturday."

Budget Marine is the largest retailer of boating supplies and accessories in the Caribbean, with over 30 years of experience and 13 locations Caribbean wide. They cater to the small boat cruiser, race boats, superyachts, sport fishermen and everything in between.

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

Clarkes Court, Grenada Offers Courtesy Dinghy Service

Arlene Telesford reports: Clarkes Court Boatyard & Marina in Grenada is pleased to announce the introduction of a courtesy dinghy that will be used to pick up the port stern line of incoming vessels that are about to be hauled. The dinghy will then move along with the vessel and pass the stern line up to the rope-handlers on the dock. The idea is to relieve a short-handed vessel's bow person from having to rush back to get the stern line ashore. This should help to secure the vessel in the dock area more efficiently.

The dinghy will also be available to transport CCBM customers to and from the Woburn dock during working hours. Contact the office at (473) 439-3939 for further details.

For more information on Clarkes Court Boatyard & Marina see ad on page 19.



New at Curaçao Marine: On-Site Car Rental

Curaçao Marine reports: Need to do some errands or want to do some sightseeing? For your convenience we now have a car for rent on the premises. It's a brand new and comfortable Seat Ibiza!

The car can be booked from two hours to a day or longer. You can make a reservation in advance or if on short notice please ask about availability upon arrival. Advantages for you are that the car is already on location and there is no minimum rental period.

Centrally located on the island, Curacao Marine also offers a safe location outside the hurricane belt, over 15 years' experience in hauling and services, hauling capacity up to 60,000 kilos, extensive on-site maintenance services, 24-hour onsite and infrared camera security, indefinite bonded warehouse status and good international airport connections.

For more information on Curaçao Marine see ad on page 20.

Mercury's SeaPro FourStroke Gains Popularity

Lee Gordon reports: Boaters around the world are realizing that Mercury Marine's family of SeaPro FourStroke outboard engines are the perfect match for high-hour applications and harsh environments.

TowBoatUS, which operates more than 600 boats in the US, is investing in Mercury SeaPro outboards on some of its fleet. "Having Mercurys on the back, you never have to worry about breaking down," said Captain Dan Medina of TowBoatUS. "You have that reliability and durability behind you, especially in a commercial application, which means you won't end up like that guy on the water — the guy you are going to help."

Mercury's new 40-horsepower and 60-horsepower SeaPro FourStroke engines complement the current 75-, 90-, 115-, and 150-horsepower SeaPro FourStroke engines that were released in 2015 and have accumulated thousands of hours in commercial markets around the world.

SeaPro engines, with robust high displacement and lightweight design, deliver the performance required by commercial users and are validated to three times the engine durability of recreational engines. These new SeaPro engines also feature several engine improvements to increase durability and reliability including a commercial-grade fuel pump, flywheel magnet retainer, more durable upper mounts, and stainless steel thermostat.

For more information on Mercury Marine in the Caribbean see ad on page 47.

Suzuki Marine Sets the Standard for Reliability



Efraín Rivera reports: Leading the industry with award-winning technology and innovation, Suzuki Marine is setting the standard as the most reliable outboard motor in the Caribbean. The company manufactures outboard engines with features and benefits that make boating more reliable and enjoyable for its users.

"Around the region many boaters depend on an outboard to carry their daily chores such as commercial fishing, transportation, search-and-rescue or any other marine services," says Erving Rosario, sales and marketing manager for Suzuki del Caribe. "It is important for us at Suzuki to provide the consumer with a reliable outboard they can depend on whether they use it for leisure or commercial purposes."

Suzuki Marine dependability relies on features like the world-leading Suzuki Lean Burn Control, which provides significant improvements in fuel economy from low-speed operation into the cruising range and the Self-Adjusting Timing Chain, an oil-bath chain that never needs lubrication and stays properly adjusted at all times. Both of these features are available on every model from the DF40A to our flagship DF300.

Visit www.suzukipr.com or visit Facebook/SuzukiCaribbeanMarine and hit the "like" button to get the latest news.

For more information see ad on page 5.

Deals! Deals! Deals! at Blue Lagoon, St. Vincent

Blue Lagoon Hotel & Marina reports: Our special deals continue throughout the month of August at Blue Lagoon Hotel & Marina on the south coast of St. Vincent. Sailors, come on down and dock with us and enjoy your third night at 50 percent off and your fourth night absolutely free!

Get a free 15-minute boat washdown upon your arrival, while you sip your free rum punch. Visit The Loft Restaurant and bar for your first cup of coffee free. Also enjoy special offers on cocktails and beers.

—Continued on next page

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—Continued from previous page

Moorings guests will also receive a special discount; speak with our dock master Desmond.

Our rooms are also discounted at US$110 per night. Check reception for Day and Pool passes. Love lounging at the pool all day? You can place your order, via our intercom system, to The Loft Restaurant and Bar and have your drinks and meals delivered directly to you!



Looking to host that small wedding? Call us for your all-inclusive wedding package.

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

Art Fabrik, Grenada's 30th Anniversary Specials

Born 30 years ago in Grenada in a 300-year-old fishmonger's house, Art Fabrik boutique is proud of their arty way of seeing the world: in colour, colour, colour! Creators of gorgeous hand-painted fabric art with that unique touch, their original batik creations are loved around the world.

Visit Art Fabrik's orange house on Young Street in the historic part of St. George's, a short walk uphill from the Carenage or from the market square. This famous place making fabric art, clothing, accessories and gifts in their workshop, teams up with local crafters, artists and a petite cottage industry network to produce Grenada-made artisana. We are proud winners of the UNESCO Award of Excellence for Handicrafts 2012!

Browse and shop in the magic boutique and explore the backstage art gallery featuring local art. See how batik is made in their buzzing workshop. "A wonderful artistic shopping experience." — Burton S. 2016.

Now celebrating 30 years, so look for weekly specials of 30 percent off selected creations!

For more information see ad in the Market Place section, pages 41 and 42.

G-Force Yachts Names SVG Distributor



Dutch sailboat builder G-Force Yachts has appointed Philip Barnard of Barefoot Performance Sailing (BPS), as its exclusive distributor for St. Vincent & the Grenadines. BPS co-founder Philip Barnard is a professional sailor and RYA Yacht Master, affiliated with Team Sail Caribbean. He has raced at the top level of the sport all over the world, and competes year round.

BPS is a member of the Association of Yacht Sales Professionals, based in Annapolis, Maryland, which promotes high standards of corporate conduct among boat sales companies and brokers. BPS is also a member of the Barefoot Group of Companies, which includes a charter fleet and an ASA-certified offshore sailing school.

Barefoot Yacht Charters is the oldest charter company in the Grenadines, with its own service facilities and sail loft. The base is located on the main island of St. Vincent, gateway to the Grenadines.

Launched in 2004, G-Force Yachts produces high performance sailing yachts. G-Force Yachts' current range includes the Rebel dinghy, the X-Treme 26, the X-Treme 32 and the X-Treme 37.

For more information on Barefoot Yacht Charters & Marine Centre see ad on page 8.

New Restaurant at Clarkes Court Boatyard & Marina

Lynn Fletcher reports: The opening of the all-new Adrift Bar & Restaurant at Grenada's Clarkes Court Boatyard & Marina is all set for mid-August. Offering breakfast, snacks, happy hour and evening meals, the restaurant will soon become one of the main features at the newest haulout facility in Grenada.

For more information on Clarkes Court Boatyard & Marina see ad on page 19.

Bequia Plantation Hotel's *Hot* Summer Deal!

Florinda Marshall reports: Bequia Plantation Hotel's special summer offer is here — we have a Sizzling Hot Summer Deal for all readers! Room rates from US$99; travel dates July 1st through October 31st, 2016. Book by e-mail or telephone: info@bequiaplantationhotel.com, (784) 534-9444 / 9333.
Quote booking reference: BPHLCOMPASS.



Do not miss out — book your room now! The wonderful Bequia Plantation Hotel embodies Caribbean luxury and quality at its finest, located in one of the island's premier locations. Relax and enjoy barefoot elegance at an affordable price. Escape to the beautiful island of Bequia with your family, friends or your special someone.

Our Beachside Restaurant is in an excellent location with breathtaking views — offering the ultimate dining experience. The restaurant at Bequia Plantation Hotel is open daily for breakfast, lunch and dinner. The menu is varied and offers authentic local and international fusion cuisine using fresh, local and seasonal ingredients prepared by our culinary team. The restaurant has the capacity to comfortably accommodate 100 persons and is a wonderful place for a special occasion, whether you're celebrating a birthday, wedding or family reunion.

Our Main Bar & Pizza Bar offers the best rum punch and cocktails on the island. The bartenders await you to present refreshing and flavor-packed beverages to help you cool down and unwind. Fresh local fruit juices are available daily using seasonal fruits. Try our specialty cocktails and weekly happy hour specials.

Bequia Plantation Hotel offers an experience that's not to be missed. All of your needs will be taken care of from the moment you step onto the property.

Don't forget our events and specials:

Weekly Ladies' Night — every Saturday.

Day passes from US$38 per person. Indulge in a day at Bequia Plantation Hotel, alone or with a partner/friend — breakfast, lunch and afternoon tea included.

For more information on Bequia Plantation Hotel see ad on page 15.

Red Frog Marina Helps School in Panama

Between the first event in February and the most recent event in June, over 500 volunteers have participated in IGY's community service "Inspire Giving through You" initiative.

—Continued on next page



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Most recently in the Caribbean, IGY staff and volunteers from Red Frog Marina in Bocas del Toro, Panama donated computers, technology equipment, and provided training to help educate the staff of Escuela De Bastimentos on how to use the computer programs as teaching tools. As an ongoing endeavor, the staff will visit the schoolteachers and children to help with technology upgrades and modernizations in the classroom.

Visit www.igymarinas.com/igy-community-service for more information on "Inspire Giving through You".

Visit www.redfrogbeach.com for more information on Red Frog Marina.

Pantaenius Offers Insurance for US Yachts to Cuba

Barbara Smalley reports: Pantaenius America Ltd. is now offering coverage for American yacht owners who wish to take their boats to Cuba.

Last fall, as relations continued to thaw between the US and Cuban governments, US citizens with a legitimate reason to travel to Cuba were granted the right to do so by boat. A major hurdle stood in their way, however. Because of US laws prohibiting US companies from paying US dollars to Cuban government entities or individuals, no US marine insurance companies were authorized to offer coverage.



"Several months ago, our legal team petitioned the US Department of State's Office of Foreign Assets Control, seeking approval for our company to write insurance for US citizens allowed to travel to Cuba by boat and to pay claims that occurred in Cuban waters," reports Cary Wiener, president of Pantaenius America Ltd. "Pantaenius now has the green light and has become the first US yacht insurance provider to offer coverage to US citizens traveling in Cuban waters.

Coverage to Cuba will be limited to yachts valued at US$200,000 or more. "Applicants for coverage to Cuba will be required to affirm that they will abide by US regulations and that they qualify for one of the 12 general licenses that allow US citizens to travel legally to Cuba for up to 14 days," Wiener says.

Although this marks the first time a US company is able to insure boats going to Cuba, the Pantaenius Group (through its European offices) has decades of experience insuring non-US yachts traveling to Cuba and handling their claims. This expertise makes Pantaenius the unparalleled experts in navigating the significant red tape involved should a claim arise in Cuba.

Visit www.pantaenius.com/CUBA for more information.

Christophe Harbour, St. Kitts Doubles Fueling Speed

As reported by Lucy Chabot Reed in *Triton Today* (www.the-triton.com), The Marina at Christophe Harbour in St. Kitts has recently switched its in-slip fueling from trucks to an underground tank, which doubles the speed at which yachts can fuel at the marina. The conversion occurred in April, and high-pressure fuel can now be pumped at at least 125 gallons a minute, versus about half that with trucks.

Christophe Harbour now boasts the second largest in-marina fuel tank (48,000 gallons) in the Caribbean after St. Thomas's 50,000-gallon tank, according to Capt. Aeneas Hollins, director of yachting for The Marina at Christophe Harbour. It serves ultra-low-sulfur diesel fuel. There is also a dedicated fuel slip so yachts can touch and go, said Dockmaster Linda Pearson.

The marina has 24 berths for yachts up to 280 feet (85m). Slips also include water, power (three-phase, 480-volt), wastewater pump-out and WiFi.

Plans are to open an on-site Customs office sometime next year, but likely not in time for next season, Hollins told *Triton Today*, though Customs is expected to be on site next fall in a temporary facility.

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

Iconic Cat *Elf Aquitaine* Goes Hybrid

Fitzroy Armour reports: As you know, *Elf Aquitaine* is a French hero. It was the first of the great catamarans. She was built in 1980 to break the 58-year-old transatlantic sailing record, which she did in 1981. Her skipper Marc Pajo went on to sail her to win the 1982 singlehanded Route du Rhum race from mainland France to Guadeloupe.

We at Green Ventures Ltd. have now converted *Elf Aquitaine* to a smart hybrid by installing an Oceanvolt sd10 system in her port pontoon. We use a Super B lithium ion battery bank and solar roof comprised of twelve 190-watt modules. The battery bank can be recharged while sailing by regeneration and/or solar. At slow speeds the cat is also able to motor silently, purely on solar power.

The starboard pontoon is powered by a Yanmar 4JH and sail drive. We however use a biofuel mix of used cooking oil and kerosene.



We are also installing four ultrasound antifouling systems to ecologically deter barnacles and other marine growth.

As this issue of *Compass* goes to press, we intend to sail her up from Trinidad as far as Martinique. As always we remain committed to synergistic sustainable development through environmental protection, keeping in mind that we humans are the most important component of the ecosystem!

Contact Info@greenventuresltd.com for more information.

Responsible Travel Says 'Enjoy the Company of Strangers!'

Responsible Travel has launched a complete overhaul of its website with the announcement of 30 percent year-on-year growth and its ambition to popularize "responsible" tourism, which it believes is intrinsic in tackling a growing climate of mistrust between people of different cultures, both in wider society and in tourism.

Justin Francis, CEO of Responsible Travel, calls for tourism to help spread a positive message of unity and friendship at a time when global mistrust of other cultures appears to be growing. "In the wake of the EU referendum it seems that when faced with strangers — whether this be immigrants or EU politicians — much of the UK is getting very fearful. I think we have to ask ourselves whether our attitude to strangers is changing in a healthy way.

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"Much like the country, the tourism industry is also divided, between those who prefer to separate local people from tourists in all-inclusive resorts and cruise ships, and those who see meeting strangers from other parts of the world as part of the intrinsic appeal of travel. For those of us active in responsible tourism, our role is to help counter this growing mistrust through positive, open, friendly and fair opportunities to enjoy the company of strangers.

"The demand for responsible tourism is there. Since 2008 there has been a steady move towards brands with a clearer 'social purpose' and we believe we are benefitting from customers' increasing interest in this. Responsible Travel has been growing very quickly since the start of 2015, with year-on-year booking revenues up over 30 percent. We are now growing faster than any previous point in our 15-year history. We hope to influence the rest of the industry and persuade them that a more caring form of tourism can be very commercially successful.

"With our new site launch we are about to up our game, so too must everyone who believes in a tolerant world when every stranger is a potential friend and ally."

Visit www.responsibletravel.com/holidays/caribbean-holidays for more information on Responsible Travel holidays in the Caribbean.

New Service Manager Joins Horizon Charters, Grenada

Horizon Yacht Charters in Grenada announces the appointment of Gary Haynes as their new Yacht Service Manager and Brokerage Specialist.

Gary has sailed for most of his life, first as a windsurfing champion in the UK, and then in Australian ocean-yacht racing, winning a silver medal in the 2000 Asia Pacific Masters Games. After obtaining an engineering degree and qualifications in diesel engine mechanics, and a further 20-year career in telecommunications in the UK, he moved to Australia in 1990.



After many years in Australian offshore racing, Gary and his wife, Venessa, took their two young children cruising around the world for the next decade and have since sailed over 50,000 miles as a family.

Gary has a wealth of experience trouble-shooting every part of a yacht's systems, working alongside international marine specialists across the globe and in remote locations, and thus has a vast knowledge of worldwide products and services. Upon sailing to Grenada in 2015, he and his wife fell in love with the warm hospitality of the people, the vibrant music scene and the perfect sailing. If you don't see Gary walking the docks or in a boatyard, you just might catch him playing saxophone with a local band.

With his extensive knowledge of yacht systems, racing, cruising and sales and marketing, Gary loves the marine business and helping Horizon clients both find and maintain the yacht of their dreams. For clients listing their yachts to sell, Gary offers valuable advice on how best to market their prize possession, and then follows through the process with attention to detail.

Just as important, when a client wishes to leave their yacht with Horizon for the hurricane season, Gary ensures that every detail is attended to such as organizing the haulout, repairs to all systems, hurricane management strategies and general boat watch and maintenance whilst the owners are away.

If you are in Port Louis Marina or Clarkes Court Bay Marina, come and say 'Hi', or give him a call for a friendly chat about all of your yacht system needs.

Visit horizonyachtcharters.com/grenada for more information.

Head Appointed for New Colombia Boat Show

Colombia Náutica has announced the appointment of Miguel Angel Franco as the company's first director. The new organization was established by Grupo Heroica, AsoNautica Colombia and the US National Marine Manufacturers Association to build the country's recreational boating industry through world-class boating events and will launch the new Colombia Náutica International Boat Show April 27th through 30th, 2017 in the coastal city of Cartagena de Indias.

"We're excited to bring Miguel Angel Franco on board to oversee Colombia Náutica and the new Colombia Náutica International Boat Show," said Jennifer Thompson, vice president, consumer and trade events, NMMA. "His wealth of knowledge of Colombia's boating and tourism sectors along with his vast networking base and government relationships will help Colombia Náutica to grow recreational boating throughout the country and Latin America and establish the Colombia Boat Show as the region's premier boating event."

Miguel Angel Franco is an experienced business administrator with postgraduate studies in International Business and has professional experience of more than 13 years in the public and private sector. Franco has served in several different leadership positions throughout his career in companies including Drummond International, BDP International Colombia, and the Chamber of Commerce of Cartagena. During the last four years, he led the international promotional strategy efforts of Colombia as a nautical tourism destination and managed the positioning strategy of cruise tourism for ProColombia, the export promotion agency of the Colombian Government in charge of promoting non-traditional exports, international tourism and foreign investment.

Franco's dedication and work strengthened international relations of ProColombia with some of the world's most influential nautical associations including the NMMA, ICOMIA, FYBA, USSA, ANC, and British Marine and contributed to Colombia's achievement as a part of important yacht rallies such as the Grand Prix del Atlantico, the World ARC rally and the OCC Rally.

In Colombia, Franco has been working closely with national boatbuilders, advising along with the team of ProColombia, on new international businesses opportunities and simultaneously with marinas and government authorities to attract more international recreational boats to Colombia.

For more information about Colombia Náutica and the Colombia Náutica International Boat Show, contact Miguel Angel Franco at director@colombianautica.com, (575) 654-4000, ext. 4250.



Cartagena, home of numerous marine facilities, will be the setting of next year's all-new Colombia Náutica International Boat Show, to be overseen by Miguel Angel Franco



'REVOLUTIONARY' — Antifouling with an Environmental Conscience Launched in Martinique

by Rodolf Etienne

Bruno Marmousez, manager of West Indies Nautic Distribution (W.I.N.D.) in Martinique, is widely known in the Caribbean world of sailing and boating for his deep commitment to the environment, particularly our marine environment.



While most of us share his commitment to a greater or lesser degree, some Caribbean countries have less strict environmental protection regulations than others, including the regulations regarding antifouling paints. Martinique is considered one of the most demanding, leading the way to end the heyday of paints that damage the environment.

To this end, on June 29th at the Carenantilles boatyard in Marin, Martinique, Bruno Marmousez and W.I.N.D., as distributors of Seajet antifoulings, formally launched the latest formula Seajet 038 Taisho, an effective antifouling paint that should help support the environmentally responsible approach developed over several years by the brand.

A cross-section of marine-industry personalities present at the open-air event responded positively to the introduction of a of a new and effective — some said "revolutionary" — alternative to the toxic antifouling formulas based on heavy metals that have poisoned so much of our marine flora and fauna. Seajet 038 Taisho contains only five percent of an entirely non-metal, biodegradable biocide called Econea (*tralopyril*), an aryl-pyrrole compound. Attendees were informed that with Seajet 038 Taisho, it is finally possible to combine an effective antifouling solution with long-term environmental responsibility — pleasing news for environmentalists and boatowners alike.

The star of the show was the Punch 12.50 catamaran *Clement*, hauled out to display the state of its bottom after being painted with Seajet 038 Taisho 15 months previously. It was demonstrated that the slime that had accumulated was easily wiped off.

Bruno Marmousez stated, "This new form of antifouling is a big step in environmental matters regarding biocides related to antifouling paints, and it is an essential step, taking into account the increasing levels of sailing and boating in the Antilles." He added that the environmentally responsible approach from Seajet antifoulings deserves regional support beyond the French Antilles and certainly requires an effective partnership with boaters and other users of the sea.

Seajet, it was announced, intends to position itself consistently as a real partner of the environment by engaging with boaters through a special offer of a 15-percent discount on the entire 038 Taisho range in order to increase first-hand experience within the eco-friendly boating community and provide practical solutions to environmental problems related to the field of sailing. Here's the deal: In return for the discount offered on the purchase of primer and antifouling, the buyer agrees to have the name of his or her boat included on a list of "eco-responsible users" published on W.I.N.D.'s website and in a future issue of *Caribbean Compass*. Participation in this forum, dedicated to the exchange of experience among 038 Taisho paint users on the observed results, is not obligatory. For more information on this offer visit www.wind-flag.com, or tel W.I.N.D. Martinique at (0596) 68 21 28, or WIND Guadeloupe at (0590) 99 27 69.

For more information on Seajet Paint see ad on page 23.

For more information on W.I.N.D. see ad on page 25.





Clockwise from left:
Boaters and boatyard workers checked out the informative displays

After 15 months in the water, slime wiped right off Clement's *hull*

Clement *is a water-borne ambassador for Martinique, campaigning for the protection and sustainability of Martinique's maritime heritage through presentations given onboard at events such as boat shows*





See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

The Nature Conservancy works throughout the region to protect seas, coastlines, and coral reefs on which we all depend. We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and to join our campaign to Defend Paradise, visit **nature.org/defendparadise**.

The Nature Conservancy

DEFEND Paradise

Caribbean ECO-News

Antigua & Barbuda Bans Plastic Bags

As reported by Antiguanice.com, it's good news for the environment as the Government of Antigua & Barbuda has implemented an ordinance banning the importation and use of all plastic bags, except for those used for garbage collection and disposal.

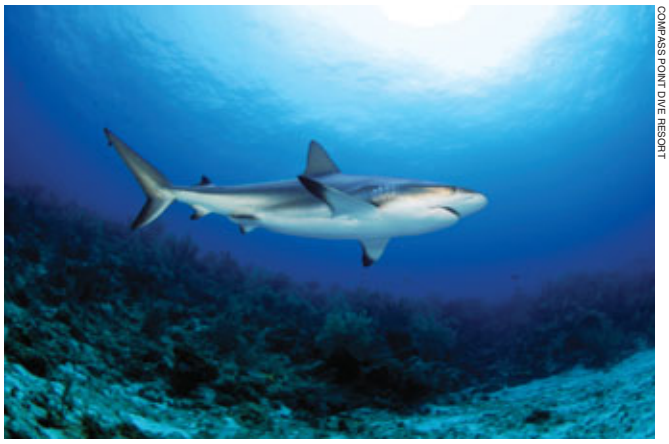
The plastic-bag ban in Antigua & Barbuda went into effect on July 1st.

If you haven't already got some, you can purchase sturdy and trendy shopping bags from Adventure Antigua, Epicurean and Crab Hole Liquors.

Okay, Eastern Caribbean — who's next?

Caribbean Boasts Two New Shark Sanctuaries

The Caribbean boasts two new shark sanctuaries as the Cayman Islands and St. Maarten declared their territorial waters, covering some 49,190 square miles (119,631 square kilometres), closed to all commercial shark fishing.



COMPASS POINT DIVE RESORT

The two new protected areas for sharks in the Caribbean brings the global number to 14, according to Pew Charitable Trusts, a Philadelphia-headquartered nonprofit that has worked with governments around the world since 2009 to establish shark sanctuaries.

Half of the protected zones for sharks are now in the Caribbean. And the islands of Grenada and Curaçao are vowing to pass legislation to create sanctuaries in their waters as well. Pew said other regional shark and ray sanctuaries have been created in the Bahamas, British Virgin Islands, Honduras, Saba and Bonaire.

Luke Warwick, director of Pew's global shark conservation campaign, said sharks play a critical role in maintaining the health of marine ecosystems. He said catching the top predators for their fins, liver oil, cartilage and other parts can have serious impacts on "more commercially significant fish species and the overall health of the marine environment".

Irania Arrindell, St. Maarten's Minister of Tourism and Economic Affairs, said the newly declared shark sanctuary will help to ensure that local shark populations "continue to benefit St. Maarten's marine ecosystem and ecotourism".

Roughly 100 million sharks are killed every year and Pew states that without strong action worldwide species could vanish in coming decades.

Warwick said training for law enforcement, port officials, and Customs personnel will be conducted "to ensure that these essential new laws are fully enforced".

Six Eastern Caribbean Countries Launch Tool for Reef Recovery

On June 8th, as the world celebrated World Oceans Day, six countries marked their commitment to preserving the region's marine ecosystems by launching the first Eastern Caribbean "coral reef report cards".

Coral reefs are home to over 25 percent of all marine species, protect the shore from waves and storms, and create tourism opportunities. Despite their economic and environmental importance, it is difficult to understand their health and status without searching through complex data or becoming a regular diver.

The Nature Conservancy combined existing data, collected by regional and international scientists, to create individual report cards for six countries. The report cards not only provide information on coral reefs, but also assess mangrove and seagrass habitats, as well as management strategies to improve these ecosystems. They are a concise, visual and easy-to-understand tool designed to be accessible for audiences from students up to the policy level.

The six countries include Antigua & Barbuda, Dominica, Grenada, St. Lucia, St. Kitts & Nevis and St. Vincent & the Grenadines. Each report card was created in collaboration with local government partners, including fisheries, forestry, marine resource and environmental departments, and non-governmental organizations.

The report cards were funded by the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety as part of the Climate-Resilient Eastern Caribbean Marine Managed Areas Network (ECMMAN) project, which aims to build a regional network of protected coastal areas.

Data indicates that many reefs within protected areas recorded larger coral structures with higher numbers and varieties of fish species, which can help rejuvenate national fisheries resources.

The report cards also present an opportunity to use data to address issues like over-fishing, pollution and climate change. The Healthy Reef report cards from the Mesoamerican region, after which the Eastern Caribbean series is modeled, have been used as a tool to advocate for marine conservation for almost a decade.

Data monitoring teams from each country will continue to fill gaps in data and update information in future versions of the report card.

As data is collected, shared and used to make smart management decisions, the report cards offer a sense of hope that the region will gradually see small but significant improvements to the marine resources that make the region both unique and united.

All of the data and report card scores are also available at www.caribnode.org.

Cabrits Marine Reserve Office Opened in Dominica

On June 8th, World Oceans Day, the office of the Cabrits National Park Marine Reserve was officially opened by the Honourable Minister for Fisheries, Johnson Drigo.

This office, located on Tan Tan Boulevard, is part of a project of the Eastern Caribbean Marine Management Network, which was launched last year. This project was included in an agreement between the Governments of Dominica and Germany to provide support to the marine reserves of six Caribbean islands.

In Dominica there are two marine reserves: the Soufriere/Scotts Head Marine Reserve and the Cabrits Marine Reserve, which is 70 percent of the Cabrits National Park.

"Through this project, four Fish Aggregating Devices costing about EC$25,000 have been deployed to provide greater fishing opportunities for fishers away from coastal sources. Ten fishers have been trained to make biodegradable fishpots as replacements for the traditional pots which when lost at sea can destroy a significant quantity of fish. Six individuals have been trained in net mending; 15 have been trained in safety at sea, 20 moorings have been deployed in Prince Rupert Bay and 15 dive moorings in Douglas Bay."

At the office-opening ceremony, ten men graduated from a biodegradable-fishpot-making class and six from a net-mending class.

The project also includes construction of shelters for shade at slipways in Capuchin and Toucarie; to continue educational and outreach programs with schools and local communities in and around the marine reserve; fisherfolk tourism and watersports.

Honourable Parliamentary Representative for the Cottage Constituency, Reginald Austrie, remarked, "It's going to take us a while to change the culture, teach ourselves to take care of our environment and recognize that nature has provided for us and if we are not too greedy, all of us can survive on the gifts which nature has given to us."

The Honourable MP believes there is a way to build sustainable livelihoods from the marine environment. He commended the determination of the Eastern Caribbean Marine Management Network and other stakeholders who will be among beneficiaries of the project in the future and pledged Government's support to the continuation of the project.

The project also received support from the United Nations Environmental Program and The Nature Conservancy, a charitable environmental organization.

Whistling 'Wormholes' Discovered in the Caribbean

A study of the Caribbean Sea by University of Liverpool (UK) ocean scientists has revealed that, in the midst of all the noise of the ocean, this region behaves like a whistle, which blows so loudly that it can be "heard" from space in the form of oscillations of the Earth's gravity field.

This research has found the Caribbean Current flow is unstable, which causes it to shed eddies hundreds of kilometres in diameter. This is similar to the way in which a jet of air sheds eddies when it hits the lip of a whistle.

This finding will enable scientists to predict some sea level changes many months in advance, and may be an important factor in regulating how the Gulf Stream varies.

Researchers analyzed the sea levels and pressure readings taken from the bottom of the Caribbean Sea using four different models of ocean activity in the Sea over the period 1958 up to 2013 as well as using information from tide gauges and satellite measurements of gravity.

—Continued on page 46



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Grenadines Marine Protected Areas Collaborate for Conservation

by Sally Erdle

"We're not yet where we want to be, but we're a long way from where we used to be."
— Parliamentary Secretary for Carriacou & Petite Martinique, Senator Norland Cox

This statement was made in an opening address at the sixth Annual Meeting of the Grenadines Network of Marine Protected Areas, held June 7th through 9th at the Mermaid Hotel on the Grenadine island of Carriacou. Within the Caribbean, the Grenadines Network of Marine Protected Areas, which encompasses the nations of Grenada and St. Vincent & the Grenadines, is a leader. It is the only one of our three trans-boundary networks (the other regional networks are in the Meso-American Reef area and the Dutch Caribbean Nature Alliance) that seeks to promote effective management across national borders.


SALLY ERDLE

The Grenadines Network of MPAs includes seven individual Marine Protected Areas (MPAs) operating with broadly similar objectives: to conserve and protect natural resources, to provide mechanisms for stakeholder engagement and the encouragement of alternative sustainable livelihood options, and to ensure the efficient and effective coordination and administration of the MPA. Together, they can achieve conservation objectives more effectively than individual sites could on their own.

The Grenadines Network of MPAs was established in 2011 with support from the US National Fish & Wildlife Foundation. It has grown from the founding three members to now include the Tobago Cays Marine Park, the Mustique Marine Conservation Area, the St. Vincent South Coast Marine Conservation Area and the Palm Island/Union Island Conservation Area (including the Ashton Lagoon Restoration Project), all in St. Vincent & the Grenadines, and the Sandy Island/Oyster Bed MPA, the Moliniere-Beausejour MPA and the Woburn/Clarkes Court MPA in Grenada.

This network is centered on the Grenada Bank, an archipelago of over 30 islands and cays extending from Grenada to St. Vincent — an area of ecological significance that supports the most extensive coral reefs and related habitats in the southeastern Caribbean. Within such an ecologically connected region, natural resources know no boundaries — ocean currents help transfer larval coral, reef fish and other species, and migratory species such as sea turtles, sharks and marine mammals travel great distances. The governments of both Grenada and St. Vincent & the Grenadines have designated a number of specially protected marine areas which overlie important near-shore habitats including coral reefs, seagrass beds, wetlands and mangroves, which safeguard habitats and species that provide the basis for local economies. MPAs are being employed in the Grenadines for the protection of natural resources, while also providing opportunities for the people who depend on these resources to benefit through the provision of sustainable livelihoods.

Fishers, yachtspeople and others who once used the areas without restriction often distrust MPAs, especially when they are being established; they perceive the introduction of rules and fees as "taking away rights" or "a money grab" by local governments. However, MPAs are recognized globally as a valuable science-based natural-resource management tool that helps to support ecosystem-based conservation and ensures the sustainable use of marine and coastal resources. International conventions and initiatives call for nations to establish a global system of effectively managed representative networks of marine and coastal protected areas. Grenada and St. Vincent & the Grenadines (SVG) are among the 196 signatories to the global International Convention on Biodiversity. SVG and Grenada are also contracting parties to the Protocol for Specially Protected Areas and Wildlife (SPAW Protocol) of the Convention for the Protection and Development of the Marine Environment in the Wider Caribbean Region — the only legally binding regional environmental treaty for the Caribbean. Additionally, Grenada and SVG are among the nine nations committed to the Caribbean Challenge Initiative, which aims to effectively conserve and manage at least 20 percent of the marine and coastal environment by 2020.


SALLY ERDLE

Clockwise from above: At this year's network meeting, field visits at Sandy Island/Oyster Bed Marine Protected Area celebrated World Oceans Day; Myles Phillips of The Nature Conservancy offered tips to Ken Williams and Benjamin 'Tai Chi' Wilson of the Tobago Cays Marine Park; participants concentrated on a presentation by Emma Doyle of the Gulf & Caribbean Fisheries Institute


ALBA GARCIA

For the last four years, managers, staff and board members of the Grenadines Network of MPAs have come together at meetings organized by the NGO Sustainable Grenadines Inc. to update each other about their activities, share best practices and discuss plans for future activities. These meetings are a tremendous opportunity for MPA staff to meet their counterparts from other islands and countries and benefit from the synergies generated by learning from one another.

This year's annual meeting of the Grenadines Network of MPAs included presentations by each MPA about their past year's activities, celebrated World Oceans Day on June 8th, and then focused on the role of coral nurseries in coral reef restoration and effective reef management. Did you know that there are coral nurseries tended by trained coral gardeners in the waters off Mustique, Carriacou and Grenada? The coral fragments raised in the nurseries can be planted out to improve biological diversity and structure on reefs damaged by storms, boat strikes, etcetera. We'll share the coral news in next month's issue of *Compass* and highlight individual MPAs in future issues.





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REGATTA NEWS

Heavy Winds, Anchor Start in Budget Marine Challenge

Nicole Corvellec reports: Sailors battled for the Budget Marine Challenge Cup on June 6th during the 12th edition of the Budget Marine Challenge in Curaçao. The event is characterized by a downwind start in Spanish Water in the first part of the race and an unusual starting method during the second part of the race at Fuik Bay. This is an anchor start: competitors are required to anchor with sails down and keep their crew below decks until the start gun goes off. At that time, the crew rushes to hoist sails, raise their anchor and get underway. This requires a special skill set and teamwork from the racers — and makes a fun sight for the spectators!

Although there were fewer competitors than usual — the 2016 fleet contained five boats — the competition was as fierce as ever. In the Cruising Class, Jan van Zon's Defender 32, *Venus Callipyge*, was not able to hold on to her two-year title, as the crew of Adriaan van der Hoeven's Beneteau, *Melody*, was in top shape.

In the Racing Class — three J/24s — the anchor start in the second leg of the race played a big role in deciding the winner. Skippered by Klaus Schneider, *Budget Marine Merlin* was the first boat to get its anchor up. But when sails were being hoisted the jib sheet came loose and the mainsail got stuck halfway, giving Henry Heriques's *Chamba II* a head start.



After leaving Fuik Bay the yachts started the downwind leg. It was very windy (Force 5 to 6 with gusts of Force 7 — around 30 knots) with high, steep waves. Not all participants dared to run with a spinnaker, but *Budget Marine Merlin* and *Chamba II* carried their bags, surfing at high speed to the next mark. It took good concentration on steering and following the wind gusts to avoid a broach. As both boats sailed a race without any mistakes, it was impossible for the *Budget Marine Merlin* team to make up the time lost during the anchor start, leaving *Chamba II* in the lead, finishing first in class as well as being the overall winner. Newcomer *Keetje*, with skipper Barbara Nagelkerke and a completely novice crew, came in last, but got a good taste of what the Budget Marine Challenge is all about.

While the boats anchored in Fuik Bay, title sponsor Budget Marine operated a dinghy service for crewmembers who chose not to cool down with a swim to the beach for lunch. They also provided a variety of drinks and snacks, including the popular spicy crab sandwich, resulting in a cozy and jovial atmosphere among the competitors.

'Friendly Sailor' Tops 2nd Annual Lagoonies Regatta

Nicole Corvellec reports: The Second Annual Lagoonies regatta, held June 25th in St. Maarten, was an outstanding one-day, one-design event with close sailing, challenging conditions, an outstanding regatta lunch and passionate conversations about the race experience at the after party. Thirteen teams rotated among seven Jeanneau Sunfasts.

Winds in Simpson Bay Lagoon were, as usual, shifty. Typically after races in the lagoon, some consensus can be found about which directions provided the most consistent gains. Such consensus was missing this time. The well-named Friendly Sailor team of Ernst Looser, Nina Manley and Bernard Sillem earned its win by making a large number of smart decisions and carefully trimming over their seven races.

—Continued on next page



Left to right: Olivia of Lagoonies with winners Nina Manly, Bernard Sillem and Ernst Looser

—Continued from previous page

Second place by the Shore Support team of Simon Manley, Kim Manley and Luc Knol could have been first by just any one tiny change in conditions as the teams both had 12 points and only one difference in placing to break the tie. A third-place result for Team Island Water World with Frits Bus, Joep Groenendijk and Huub Lambooy was not without major effort.

The winning team received a Raymarine weather station, courtesy of Budget Marine who also, as usual, facilitated boat launching and storage. The sportsmanship award went to Arthur Banting, whose main sailing task was to hold the mainsheet on the Alec Scarabelli entry. When the boom suddenly broke and he landed in the water, he did not abandon his post but held on to the mainsheet until he could be hauled aboard — by the same mainsheet!

A strong French contingent participated and particularly in the later races started taking some good positions. Efforts to choose the best French performance were stymied by surprising sudden new claims of French status!

Lagoonies Bistro was once again shown to be an effective partner for sailing in St. Maarten and the outstanding performances on the water may have been eclipsed by the performance of the Lagoonies kitchen, where there were clearly no adverse wind shifts. They delivered a superb culinary product with their usual flair and friendliness and the prizegiving crowd confirmed that with an ovation.

ARC Europe 2016: Tortola to Portugal

On May 7th, 44 boats set sail from Nanny Cay Marina in Tortola, with flexible route options allowing multiple fleets to begin post-Caribbean adventures in company. Venturing west to east across the Atlantic with ARC Europe 2016, 26 yachts departed from Tortola and three from Portsmouth, Virginia, USA. The fleets then converged in Bermuda with a further two boats joining to continue to the Azores and on to Europe.

As part of ARC USA, 11 boats sailed alongside the ARC Europe fleet to Bermuda, and then on to the US East Coast. For the first time the majority of these were cruisers planning to visit the USA, rather than Americans returning home. This leg of ARC USA finished in Portsmouth, where World Cruising Club were on hand to help with arrivals, and host a final dinner before the yachts started their own cruising itineraries, including a group of three returning to Europe on a northern route via Newfoundland and Greenland. Seven boats sailed under the ARC USA banner with rally support from Nanny Cay directly to Fort Lauderdale, Florida, via the Old Bahama Channel and departed a day ahead of the northbound group, arriving in Bahia Mar Marina for their own celebrations following just under a week at sea.

Those arriving in Bermuda enjoyed a Dark and Stormy or two and time to explore before taking the opportunity to re-provision and take on duty-free fuel. On May 17th, 31 ARC Europe yachts continued to the Azores, 1,800 nautical miles away. The end of this longest leg of the rally was dominated by a series of low-pressure systems that saw the tail end of the fleet being at sea in gale-force conditions, with plenty of tales to be told of their experiences on arrival. The clear message was how pleased the crews were with the performance of their boats in the conditions.

Strong winds continued to dominate the cruising period in the Azores, with Terceria island missed as the fleet made a dash from Horta direct to Ponta Delgada, enjoying an extra day there where farewells were said to those returning to northern Europe. Those heading to southern Europe and the Mediterranean continued to Santa Maria, from where the final leg to Lagos would start.

The final leg to Marina de Lagos began on June 12th, with 23 boats underway once again. After experiencing very light (and occasionally non-existent) wind for the first 48 hours, they were able to sail the rest of the leg with northerly winds at 20 to 25 knots abeam. On rounding Cape St. Vincent strong winds caught some boats off guard, with damage to different boats including a broken spreader, broken boom and torn sails. Everyone was pleased to arrive to the warm welcome from the staff at Marina de Lagos.

ARC Europe 2016 ended with a final prizegiving dinner at Marina de Lagos on June 19th, where close to a hundred crew from 23 yachts enjoyed a celebratory end to a memorable rally.

Visit www.worldcruising.com for more information.

ON THE HORIZON

Round Grenada Race This Month!

The Petite Calivigny Yacht Club (PCYC) will host the Round Grenada Regatta 2016 from August 19th through 21st.

Last year, the PCYC in Grenada revived a long tradition of round-the-island racing and put on a successful event that drew nine monohulls and three catamarans. Starting and finishing at Le Phare Bleu on the south coast of Grenada, which has been home base for the PCYC since it was founded in 2010, this regatta includes an overnight layover in Tyrell Bay, Carriacou, for crews to enjoy a party and get some shut-eye before heading back down to Grenada.

For those who enjoy a longer course with a relaxed style of racing, this is the ideal off-season event and everyone is welcome. With time to appreciate the natural beauty of the Grenada and Carriacou coastline and the surrounding small islands, you will still find it challenging in terms of navigation, strategy and crew determination. The overnight stop means that singlehanders and liveaboards can join the more dedicated racers, brush up their sailing skills (perhaps even dig a spinnaker out of the locker) and show what they are made of, too. The format will be similar to last year's, but instead of being able to choose to go clockwise or anti-clockwise, this year all the boats will be going up and down the same way.



You can register online at http://pcycgrenada.com/round-grenada-regatta (fee EC$100 to be paid at registration). Registration on Friday, August 19th, 1400 to 1700 hours, will be followed by the Skippers' Briefing at 1800, both at Le Phare Bleu.

The start at Le Phare Bleu on Saturday, August 20th will be at 0630 hours, and there will be a party and food in Carriacou that evening. The start in Carriacou on Sunday, August 21st will be at 1000 hours and the Final Prizegiving will be in Le Phare Bleu, as soon as the last boat is in.

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Dockage at Le Phare Bleu is "two nights for one" on the Friday and Sunday; regular rates apply for additional nights. Dockage/mooring at Carriacou Marine is limited.

For more information about the PCYC and the Round Grenada Regatta, visit www.pcycgrenada.com.

Registration Open for Grenada Sailing Week 2017

Online registration for Island Water World Grenada Sailing Week 2017 is now open at www.yachtscoring.com/emenu.cfm?eID=2901. Register and pay by November 30th and for just US$90 you can be on the start line for four days of competitive sailing off the western and southern coast of Grenada, and enjoy lively nightly parties ashore.



Grenada Sailing Week 2017, running January 30th through February 4th, starts on a Monday and ends on a Saturday and will be hosted at two venues: Grenada Yacht Club in St. George's and Secret Harbour Marina in Mt. Hartman Bay. Major sponsors Island Water World, Grenada Tourism Authority, Mount Gay Rum, Sea Hawk Paints and Secret Harbour Marina are already on board to make sure you have a great time.

With Racing, Racer/Cruiser, J/24, Cruising (Fun) and Classic Classes, there is something to suit everyone. Grenada Sailing Week recently registered with Sailors for the Sea and the GSW organizing team look forward to working with participants to make this a "clean regatta".

For more information, including the NOR, check the redesigned website www.grenadasailingweek.com and sign up for our newsletter, e-mail info@grenadasailingweek.com, visit Facebook at GrenadaSailingWeek, or follow Grenada Sailing Week on Twitter @grenadasailweek

50th Annual Antigua Sailing Week for April 2017

The Antigua Sailing Week team reports: Next year is going to be huge for all of us at Antigua Sailing Week as we celebrate our 50th annual event! We'll have superbly managed racing by our Race Management team, including UK Race Officer Stuart Childerley, along with a few surprises coming your way.

ASW sponsor Virgin Atlantic has confirmed that flights are now available to be booked for everyone travelling from Europe and the UK who wants to ensure they get the flights they want on their preferred dates and at great rates.

The 2017 Antigua Sailing Week schedule is:

Friday, April 28th – Guadeloupe to Antigua Race

Saturday, April 29th – Round Antigua Race

Sunday, April 30th through Friday, May 5 – Five days of competitive racing off Antigua's South Coast and a Lay Day in between to give you time to re-charge.

Saturday, May 6th – Dockyard Day

Daily prizegivings will be held at Antigua Yacht Club following each day's racing — laid-back gatherings where you get the chance to rehash the day with fellow competitors — and each night there will be live music and entertainment at different venues. Of course we will have some special additions to the programme for you as it's the 50th event. Nine boats have already entered so be sure to get your entry in early.

Visit www.sailingweek.com for continuous updates on the 50th edition of Antigua Sailing Week.

YOUTH SAILING NEWS

Team Spectra CRYC Tops TOTE Maritime Team Racing

Carol Bareuther reports: Minimizing mistakes, racing proactively and sticking to the game plan were the skills junior sailors on Team Spectra CRYC used to win TOTE Maritime Team Racing Championships, sailed June 16th out of the St. Thomas Yacht Club, USVI.

Sixteen teams of five sailors each participated in extremely competitive racing that came down to a tie-breaker for first. Team Spectra CRYC's sailors Stephan Baker, Mateo Farina, Liam O'Keefe, Danny Hughes and Zachariah Schemal emerged victorious over Team VI-1. The TOTE Maritime Perpetual Trophy will be inscribed with the names of these sailors, who represent the Coral Reef Yacht Club in Miami, Florida. Team Spectra CRYC's coach is Omari Scott, from Antigua.

"It was really important to keep your head out of the boat, be on the lookout for what to do next and be aware that the other team could have come back to win at any time," says Farina about Team Spectra CRYC's win. Farina and Baker are members of the US National Optimist Team. Team VI-1, who finished second, was represented by St. Thomas's Mia Nicolosi, Victoria Flatley and, Julian van den Driessche; St. John's Mateo DiBlasi; and the BVI's Rayne Duff.

Over 100 sailors, both beginning and advanced and representing seven nations, started off the week by training in the three-day TOTE Maritime Clinic held June 13th to 15th.

The TOTE Maritime Clinic and Team Race are sponsored by the US Virgin Islands Department of Tourism as well as K3.

Visit www.regattanetwork.com for full results.

Nicolosi Wins 24th International Optimist Regatta

Carol Bareuther reports: Mia Nicolosi is quick to tell you that her ambition in sailing isn't earning the Top Girl prize. Instead, Nicolosi sets her sights on the overall top trophy, beating all the other girls and boys alike. The 13-year-old St. Thomas Yacht Club sailor achieved her goal by winning the 24th International Optimist Regatta (IOR), presented by Electronic Merchant Systems (EMS) Virgin Islands, hosted out of the St. Thomas Yacht Club from June 17th to 19th.

Nicolosi not only concluded the racing with a four-point lead after ten races in the Optimist Advanced Classes, but she also picked up a trio of other honors: First Place in the 13- to 15-year-old Red Fleet, Top Girl and the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water. This is quite a feat considering the keen level of competition in a field of 115 sailors representing seven nations and territories — Antigua & Barbuda, the British Virgin Islands, the Dominican Republic, Puerto Rico, Trinidad & Tobago, the USA and all three US Virgin Islands — with winds blowing up to a blustery 22 knots.

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"At first I didn't focus on getting first," says Nicolosi. "Instead, I paid more attention to the goals my coach wanted me to practice in preparation for the Worlds (Optimist World Championships, June 25th to July 4th, in Portugal). Those were getting good pin-end starts, making strong gains on upwind legs and not getting covered on the downwinds so I could go faster. In the end, it was achieving these goals that helped me to win this regatta."

Nicolosi is the second girl to win the IOR/EMS and third US Virgin Islander to triumph, but the first to make it a two-year-in-a-row victory for the same family. Nicolosi's brother, Teddy, won the 2015 IOR/EMS.

In the Blue Fleet, for 11- and 12-year-olds, the USA's Stephan Baker won. "I wanted to stay consistent and I pretty much did," says Baker, who sails out of the Coral Reef Yacht Club in Miami, Florida. "This is my third year sailing in this regatta and what I really like are the conditions, the beach, the competition and seeing all my friends again."

St. Thomas Yacht Club sailor Max van den Driessche topped the age 10-and-under White Fleet. "I learned to get better starts in the Clinic (TOTE Maritime Clinic, June 13th to 15th) and that really helped me in this regatta," says van den Driessche. "In the last race I pretended there were no other sailors out on the water but those of us in the White fleet and then I just focused on beating them."



Coming in to a mark rounding, with Mia Nicolosi second from left

DEAN BARNES

Twenty-eight junior sailors competed in the Green or Beginner Fleet. The USA's ten-year-old Freddie Parkin finished on top with a 21-point lead after 25 races. "Each race I tried to get up by the other lead boats and then to overtake them before the finish line," says Parkin, who sails out of both Coral Reef Yacht Club in Miami, Florida and the Riverside Yacht Club, Riverside, Connecticut.

In other awards, the USA's Laura Hamilton, a member of the Long Island Mid Atlantic Sailing Team, earned the Chuck Fuller Sportsmanship Award.

"Nowhere else in the world can you get in ten super-quality Optimist races in three days," says Principal Race Officer, Bill Canfield. "The weather was outstanding and competition close. This regatta continues to grow and is truly one of the best Optimist regattas in the world."

The IOR is organized under authority of the Virgin Islands Sailing Association and it is a Caribbean Sailing Association-sanctioned event.

This year's event marks the fifth year that the IOR/EMS has taken part in Sailors for the Sea's Clean Regattas program. This program, the only ocean conservation non-profit focused on the sailing and boating community, encourages regatta participants to recycle all plastic water bottles, use the reusable water bottle provided in goodie bags throughout the regatta, keep all lunch bags and wrapping out of the water and pick up any trash on shore and accept drinks without straws.

The IOR/EMS celebrates its 25th anniversary in 2017, marking a quarter-century of promoting Optimist sailing in the Caribbean.

For full results visit www.styc.club/international-optimist-regatta.html or www.regattanetwork.com. Also visit the International Optimist Regatta on Facebook.

North American Opti Champs Held in Antigua

Held out of English Harbour, Antigua for the second year running, the Seaboard Marine North American Optimist Championships (Optinam) took place from July 10th through 18th. Over 165 Optimist sailors from around the world, aged 15 years and under, competed.



MATIAS CARIZZANO

The wind was not as strong as usual on the last day of races, but this was no hindrance for frontrunner Hernán Umpierre of Uruguay in the first of the day's three races, in which he crossed the line in first position. In the second race, though, he finished fifth, while his nearest competitor, Stephan Baker of the US, scored a bullet. Results then showed a gap of six points between the two, and in the last race Hernán managed to cling to the overall top spot by finishing in third position, two places behind Stephan.

Meanwhile the USVI's rising star Mia Nicolosi had a fifth in the first race of the day, which left her with a chance to reach the top, but the second race saw her crossing the line in 42nd position. A 22nd in the last race dropped her to fourth overall and allowed Benjamin Fuenzalida of Chile to climb one position, even after a UFD (a scoring penalty for being over the start in the final minute — with no opportunity for an individual recall and thus no chance to return and restart) in the second race.

Apart from giving the best sailors the chance to meet all together in one race, the final series fleet allocation gave sailors in Silver and Bronze fleets the opportunity to sail among competitors with similar sailing skills and knowledge. This way, sailors who were behind in the general fleet could experience winning a race and learn the tactics to be ahead of the fleet.

Visit www.optinam2016.org/Docs/NAM2016day4v5.htm for full results.

RYA Dinghy Instructors' Training Course

This month, Antigua's National Sailing Academy will host a two-week RYA instructors' training course sponsored by *Phaedo3* and the Cappa Cup Regatta to train 12 new dinghy instructors, all of whom are Caribbean youngsters looking for careers in the sailing/yachting world.

Visit www.nationalsailingacademy.org/RYAtraining.php for more information.









Y2A BY ELLEN BIRRELL

Accomplishment: ONE TASK AT A TIME

Youth2Adult – Y2A – is a series of articles celebrating sailing's role in youth development for Caribbean children.

According to 13-year-old Mia Nicolosi who just won the 24th International Optimist Regatta (IOR) held June 17th through 19th in St. Thomas, USVI, victory came out of her ability to focus on the task of building precise skills, moments on the water. This article could be written solely about the thrill of seeing a girl win in a male-dominated sport like sailing. The lesson here is more universal. It is a take-away for girls and boys alike. Mia states so well what it means to identify tasks and accomplish goals. To go far in life, a person needs to get beyond vague ideas and focus on specific goals and objectives and their associated tasks.

From Carol Bareuther's press release on the 2016 IOR (see Regatta News, page 16): "At first, I didn't focus on getting first," says Nicolosi. "Instead, I paid more attention to the goals my coach wanted me to practice in preparation [for the upcoming Optimist World Championships]. Those were getting good pin-end starts, making strong gains on upwind legs and not getting covered on the downwinds so I could go faster. In the end, it was achieving these goals that helped me to win this regatta."

While a good coach can assist a young sailor in reaching greater potential, it is the sailor's ability to actively listen, take instruction and then stay focused on implementing the advice. After all, only "perfect" practice makes perfect.

Going out and sailing, sailing, sailing can be helpful in acquiring an affinity with boat and water, but sporting champions, or those who excel in any field, are the ones who develop an understanding and ability to identify core objectives and the related specific step-by-step tasks to get there. You could call those tasks the baby steps that take you where you want to end up.

Task: "Assigned piece of work often to be finished within a certain time. Something hard or unpleasant that has to be done."



Antiguan Omari Scott, Optimist Race Coach for the Coral Reef Yacht Club in Florida, advises: 'set specific tasks for each practice and event'

In a world of constant distraction — friends, mobile devices, TV, media, cars, cameras — it is easy to be pulled off task.

Antiguan Omari Scott, Optimist Race Coach for Coral Reef Yacht Club in Florida, says, "Just like in life, sailors, too, have to focus on specific tasks to accomplish the ultimate goal. To be successful, a sailor has to master the art of preparation, boat handling, boat speed and tactics. These all take time and the only way to master these skills is to set specific tasks for each practice and event. Setting specific tasks allows the sailor to focus on the task at hand. This will allow them the time and opportunity needed to perfect each skill in practice and in competition. Doing this enough will provide consistency and each skill will become second nature where it becomes a part of the sailor. Once all these skills are at that point, you will have yourself a near-perfect sailor."

Setting your own tasks can be satisfying. Working with an instructor to set your goals and then identify associated objectives and how to accomplish them through day-to-day tasks is an exercise that will serve a person over the course of an entire lifetime. Whether it is setting an academic, work, career, inter-personal or family goal, the skill of seeing what you want and then working backwards by identifying objectives and tasks to get there makes all the difference. Statistics show that people who write down their goal are more likely to achieve it.

As of this writing, Mia Nicolosi managed an 81st-place finish out of the 255 Optimist World participants. Think of it, countries from around the world sent their best youth sailors, 255 in all, and Mia managed to beat two thirds of them! According to http://optimistworlds2016.com/results, the USVI produced five entrants and the BVI one (Rayne Duff), to represent the entire Caribbean region. We know there are other champions waiting to emerge in the Caribbean. Are you one of them?

Like an uphill path through dense forest or upwind course tacking against wind and current, taking baby steps (the tasks) seriously and methodically will get you where you want to go.

Getting the Word Out

The St. Lucia Yacht Club seeks a qualified instructor to lead its young Optimist and Laser sailors in its developing Youth Sailing Programme, which runs from early September 2016 through to July 2017. Position requires an energetic, enthusiastic and committed male or female who has experience and enjoys working with young sailors from ages seven to 18; has the racing experience to coach its few top Optimist and Laser racers for regional competition; and the maturity and knowledge to work with member volunteers to develop the sailing programme. With a fleet of Optimists, Lasers, Picos and one J/24, the programme is structured to provide opportunity for beginner, intermediate and racing-level sailing on weekends and weekday after school sessions.

Salary package includes monthly salary and accommodation allowance and return economy airfare.

The St. Lucia Yacht Club is located on Reduit Beach, Rodney Bay, St. Lucia. Apply to lilybergasse@yahoo.com or sunkissedmocha@gmail.com.

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go *to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports grassroots and competitive junior sailing and serves as chair of sailing development for Caribbean Sailing Association (http://caribbean-sailing.com/sailing-development/the-future-of-caribbean-sailing).*

Panama: It Adds Up To a Lot More Than the Canal!
Part Two: OCEAN TO OCEAN



The author's husband, Hugh, examines one of the old 'mules' that once guided ships through the locks

by Priscilla Packer

In last month's issue of Compass, Priscilla Packer described cruising with her husband, Hugh, through Panama's San Blas islands, Portobelo and Shelter Bay aboard their 43-foot aluminium sloop, Anemos. *Now she recounts their final Panama experience.*

Our Canal Transit

The last few days in Shelter Bay Marina seemed endless. Time dragged on, even though we were quite busy getting the boat ready for the canal transit. We had had the pleasure of catching up with Ian, an Australian sailor we had got to know in Santa Marta, Colombia, and he had offered to be our fourth line handler.

On the day before, our agent came by to drop off four 125-foot warps (required by Panama Canal regulations) and six enormous round fenders to protect our hull from the rough lock walls and/or other boats. We received our timetable, which showed we would be transiting the first locks (Gatun) between 1900 and 2200 hours — so, in the dark!

The day finally dawned and we were getting (at least I was) both excited and nervous.

At 4:00PM, with Ian plus two experienced line handlers, Alan and José, on board, we left Shelter Bay Marina to head for The Flats anchorage, an area marked by four big yellow buoys opposite the city of Colon's commercial harbour. A few other sailboats were already waiting there for their Advisor (like a Pilot, but for small craft) to come aboard. This is part of the Canal Authority rules: Every boat going through the canal must have a Pilot or Advisor on board.

Our Advisor arrived a little late (7:00PM instead of the scheduled 5:30). His name was Roy and he turned out to be very pleasant and chatty. It seemed the big ship we were to go through with was late, so he had taken the time to have his dinner before joining us. But Hugh and I had not eaten yet and, as it looked like we would be fairly late going through those locks, we decided to eat immediately.

One of the duties of the boat's cook (in this instance, me) during a Panama Canal transit is to keep everyone on board watered and fed throughout, which means producing three good meals for six hungry people. I had prepared for this and cooked an enormous quantity of chili con carne; our line handlers said it was their favorite dish, so all was well. I also kept the fridge well stocked with individual water bottles and cans of beer.

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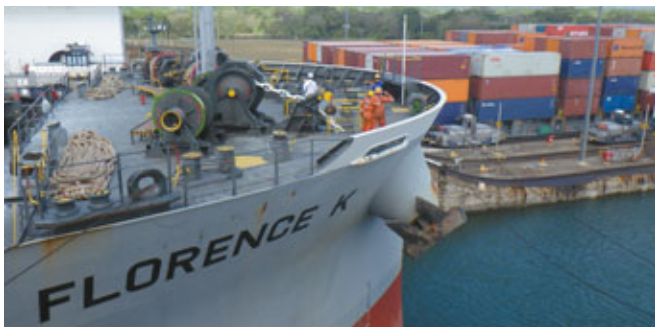
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As soon as the meal was over, our advisor announced that our ship was coming in — it was time to go. "Follow that ship," were his instructions, as a large and well-illuminated shape passed by in the channel leading to the first lock. We were off!

As we got nearer, we could see a couple of other sailboats milling around outside the lock entrance; we would be going through rafted together, or "nested" as they call it, with us in the middle and the two slightly smaller yachts on each side. "They'll be your fenders," Roy joked. This was a piece of luck, since that meant that once we were properly tied up on each side, we would have no line handling to do at all. Only four people, two on each of our "sidekicks", were needed to handle the lines holding the whole "raft" to the walls. But it did mean that Hugh, as main skipper and helmsman, would be driving all of us through each lock and be responsible for keeping the three boats steady and straight.



We waited outside almost two hours, all three boats slowly circling each other in a slow ballet, until finally Roy gave the go-ahead for rafting up. The big lock gates had opened ahead of us, our Big Brother ship was already inside, driven by the mules, as our "trimaran" slowly made its way in.

Since I had no line-handling duty, I could enjoy the show and take pictures. I was totally mesmerized during the whole transit; it was a truly intense experience.

The procedure is the following: as Hugh drove the boats in to the lock, keeping as close to the center as possible, the canal's own line handlers, standing on the walls above, on either side of us, threw monkey fists attached to messenger lines to the line handlers on the boats on our port and starboard. They in turn tied the messenger lines to the loop at the end of their very long warps. When we were in place inside the lock, the canal handlers on the walls pulled up the warps and looped them on bollards. The boat line handlers then had to quickly pull in the warps and make them taut, the aim being to keep the whole raft steady and centered in the lock.

Then the big doors start closing. It is the point of no return, when you say goodbye to the Caribbean!

From Ocean to Ocean

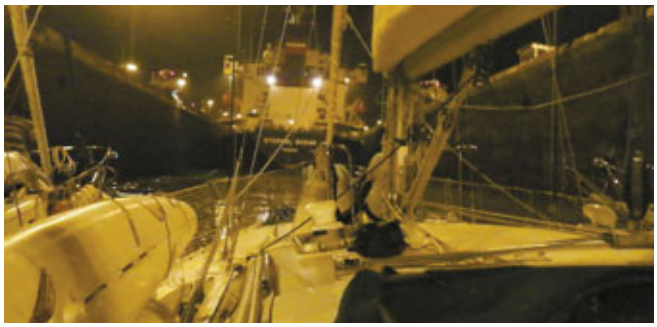
You feel quite small down in the chamber, as the water churns and eddies all around you. This is particularly so in the first (and the last) lock as there salt and fresh water mix and, owing to their different densities, cause a lot of turbulence.

And you go up, and up, and up — the next set of gates opens, the large ship in front is driven through into the next lock and the canal linesmen and women, now level with us, release the warps, but hang on to the messenger lines and walk with us into the next lock (they have to run up the stairs to keep pace with us!). Then the whole process is repeated; the doors shut behind us and again we start rising, amazingly fast, inside the chamber. I think it took no more than ten or 15 minutes to fill each lock.

At the last lock just before Gatun Lake, I noticed the doors were doubled: two sets of massive gates. It was the same the next day, at the first lock going down towards the Pacific, and I asked our Advisor why. He answered, "That is necessary, in case a big ship has a problem and rams into the gates, causing damage. If that happened and there was only one set of gates, we would lose the lake!" That conjured up a fantastic picture, of the whole lake emptying like a bathtub and all the boats inside left high and dry!

Left: Watching a ship transiting the Gatun Locks by day

Below: Aboard Anemos, *transiting the Gatun Locks at night*



Gatun Lake

Once into Gatun Lake, we said good night to our fellow travelers, and followed Roy's indications to reach the anchorage spot. A launch came to pick up our Advisor, who told us to be ready for departure at 9.00AM the next day.

It was going on to midnight by the time everyone turned in for the night. But it was hot in the cabins, especially after all the motoring we had done, and it took me a while to fall asleep. I lay there reliving the excitement of the day gone by and trying to imagine what tomorrow would be made of.

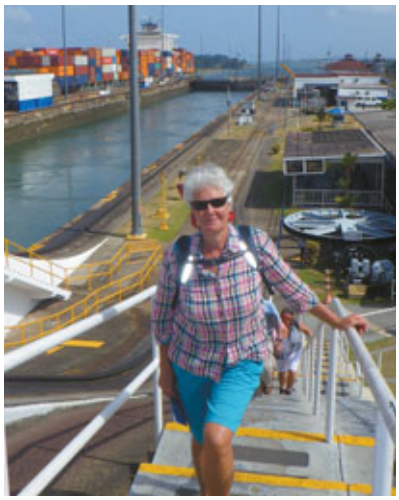
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Next day, our new Advisor, Mosey, arrived half an hour early, at 8:30AM, and we immediately set off at our top speed of 7.5 knots in order to get to the Pedro Miguel locks for midday.

The trip through the jungle islands of Lake Gatun certainly has its own atmosphere, the water quite muddy with dredging barges constantly at work to keep the channel open — depth in the channel is amazingly constant at about 15 metres. The tops of dead trees, reminders of the land that was flooded to make the lake, still emerge in many places. And every five minutes you see the silhouette of a huge ship coming around the next island.



We went by Isla Barro Colorado, the largest of the islands in the lake, which Mosey said is a nature reserve under the supervision of the Smithsonian Tropical Research Institute. Mosey also explained they need to raise the level of the lake for the new locks, but this will mean less surface for trees and so less rain.

Unfortunately it is no longer possible to sail across the lake, thanks to a stubborn sailor who refused to lower his sails when a ship's pilot requested him do so because they were obscuring visibility. The rules were changed the next day!

Before we left our anchorage in Gatun, we had seen the start of the weekly Ocean-to-Ocean *cayuco* race. Twenty or 30 four-man (or -woman) canoes, all paddled furiously to get ahead, with a few supporters cheering from the bank. As we went through the lake we caught up with them again. Some had turned over and were being rescued; others were bailing out to get back in the race. The cayucos take a more direct route (the Banana Cut) and are carried over land in some parts. The finishing line is the Bridge of the Americas.

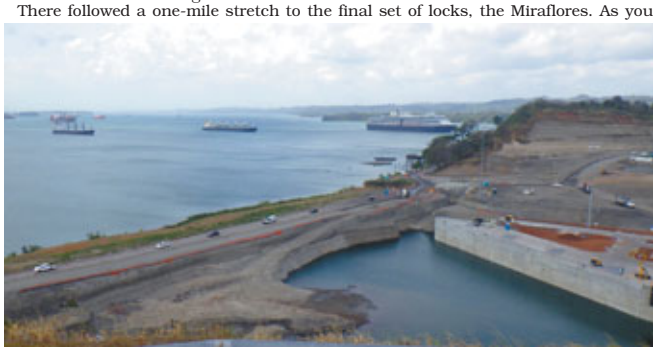
Going Down!

When we arrived at the lock, we saw ahead a very old ferryboat, lilting slightly to starboard, which our Advisor told us had originally been owned by Al Capone. Once again we had to wait around, as the ship we were locking with, the *Diamantis*, was late. As we were locking down, we entered the lock before the big ship and tied up to "Al's boat" (actually, it's called the *Isla Morada*), which was locking against the wall.

The tourists on the ferry peppered us with questions: Where had we come from, where were we going, how did we wash our clothes, were there only two of us, what were the nicest places we had seen.... I think we were a big attraction and made the trip more interesting for them!

It only takes eight minutes to empty a lock but we had a long wait because the *Diamantis* had gone completely sideways to the lock entrance in the strong cross-winds and it took the tugs some time to sort it out.

There followed a one-mile stretch to the final set of locks, the Miraflores. As you are sitting in the first of the two locks, you get a spectacular view over the top of the gates down to the Pacific. We were able to tie up to the ferryboat again and continue our conversations with the passengers.



Above: The new locks under construction, with Gatun Lake in the background

Left: Checking it out: the author on a day trip to the Gatun Locks prior to Anemos*'s canal transit*

Then the last set of gates opened and out we went, the first out into the big ocean!

About a mile downstream after passing under the Bridge of the Americas, we pulled in opposite the grandly named Balboa Yacht Club for our Advisor to be picked up by a launch, and then anchored there for the night. We said goodbye to Ian and our two young linesmen who all hopped into one of the YC water taxis, with their warps and fenders, to start their trip back to Colón.

Hugh and I had begun our voyaging in Turkey in May 2014. We crossed the Mediterranean and the Atlantic, cruised the Caribbean, and now here we were, finally in the Pacific. It was a real feeling of elation. For us Europeans, leaving the "known" world of the Atlantic to enter the "unknown" Pacific is a real watershed.

Soon we will be leaving for French Polynesia. But before that, there remains a last Panamanian archipelago to explore: the Islas Las Perlas.



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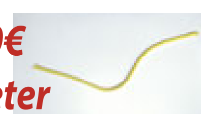


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Anguilla – Without Blowing the Budget!

by Christine Gooch

Many cruisers choose to bypass Anguilla on their way between St. Martin and the British Virgin Islands because of its reputation for charging exceptionally high fees, but it is possible to see something of the island without blowing your cruising budget out of the water.

On arrival, my husband, Kevin, and I anchored our Prout 38 catamaran, *Sweet Sensation*, in Road Bay, the only place you can check in. The Customs and Immigration building is at the top of the beach, so close to it that you step straight from the sand onto the wooden steps leading to the door. A sign on the building reads 'Welcome to Paradise'.



Above: Road Bay's gorgeous beach

Below: A beach bar and a shady tree, perfect to sit and gossip under



Life appeared to proceed at a leisurely pace. Pick-up trucks and cars were parked haphazardly at the edge of the beach, close to where locals sat gossiping under a shady tree. Two turtle doves calling to each other sounded like a child practising on a wooden recorder: "Cooee, cooee, coo, coo". Square patches on the side of their necks shimmered like pale pink metallic paint when the sun caught them, contrasting sharply with the matte brown of their plumage. Beach bars and restaurants lined the long expanse of sandy beach, while the seemingly sturdy wooden jetty we had tied the dinghy to had a pronounced tilt along one part of its length, threatening to tip passengers boarding the trip boats heading for offlying islands into the water for an unscheduled swim. The village had one dusty street, a couple of shops selling handicrafts, one or two bars and a large salt pond. A lovely traditional Caribbean house with intricate gingerbread decoration was almost hidden behind a riot of tropical plants.

The interior of the Customs and Immigration building was filled with the desks of the Immigration, Customs and Port Authority officers, all crammed tightly together, and there were several skippers checking in and out, so after helping Kevin fill in the required forms I waited outside for him. The Immigration lady was very polite and efficient and stamped our passports for the three days we said we planned to stay.

This was the point at which the question of expensive fees reared its ugly head. If you anchor anywhere other than Road Bay you have to pay a fee, as the outer cays and reef are in a marine park. Kevin told me later that one skipper was charged US$150 to anchor for one night at Crocus Bay, the next bay east from Road Bay, even though it isn't in the marine park. The only reason we could think of to anchor there was that you could dinghy to the beach and walk into The Valley, the capital of Anguilla, with its supermarkets and fresh produce market. Otherwise your choices are to take a taxi from Road Bay to The Valley or shop at the tiny grocery store attached to Syd-An's modest tourist apartments. There were only a very few tins on the shelves but An told Kevin that if he gave her a few hours' notice she could get most things for him.

—Continued on next page

—Continued from previous page

All things considered, it's probably easiest and cheapest to arrive in Anguilla well-stocked, as we did.

One of the reasons I particularly wanted to visit Anguilla was because I remembered that British police had invaded it several years ago. In 1871 the British government decreed that St. Kitts and Anguilla would be incorporated into one entity, the Federal Colony of the Leeward Islands, and that the seat of local government would be in St. Kitts, although the British government would appoint the officials. In 1882, Nevis was added to the Colony. In 1967 the three islands were given more independence as an "associated state" of Great Britain, but still lumped together as one entity by the British government. Effectively, the government of St. Kitts became the government of the Federation as well, leaving Nevis and Anguilla feeling hard done by. They did have a point: in 1967 Anguilla still had no paved roads, no electricity and no telephones.

Subsequently, Anguillian discontent manifested itself. There was a failed invasion of St. Kitts by 14 Anguillian men who had arrived there by way of Saba when their navigation went awry. In 1969, 40 armed policemen flown from St. Kitts to Anguilla to quell the opposition were repelled by the locals firing a warning shot from an 18th century cannon using gunpowder extracted from a shotgun cartridge. This led to the Kittitian Prime Minister calling on the British for help — and the arrival aboard a British Navy destroyer of 125 British policemen, some of whom were allegedly surprised to find themselves in Anguilla, West Indies rather than Angola, West Africa, and probably even more surprised when local ladies welcomed them with a barbecue on the beach. Eventually, in 1980, the British government agreed to allow Anguilla to separate from St. Kitts & Nevis; Anguilla returned to its previous status as a British overseas territory and things quietened down.



Road Bay's dinghy dock threatens to tip the unwary into the water for an unscheduled swim

If you want to see more of the island than Road Bay you will need to take a taxi, as there isn't a local bus service as far as we could discover. A taxi to the beach at Shoal Bay, which claims to be "the best beach on the island", costs around US$20 each way. We thought that the beach at Road Bay was absolutely stunning and didn't feel the need to visit any others. An island tour, which lasts around two and a half hours, costs US$60 for two people plus $10 per person for extra passengers. The price doesn't include a stop at a beach for lunch or a swim; if you want to do that you must also pay the cost of the trip from the beach back to Road Bay.

Nell, a local taxi driver, told us when he was a schoolboy he went one day to the Road Bay salt pan to help harvest the salt. At the end of the day his shoulders, arms and thighs ached so much he vowed he wasn't going back the next day. But he had dinner and went to bed and "Me mutha rub me good" to soothe his aches and pains, so that he did go back the next day, mainly because salt was the only source of income on the island. Nowadays salt is no longer harvested and the salt pans are home to flocks of wading birds that arrive to feed in the late afternoon.

The soil on Anguilla used to be much better and sugar cane and maize were grown. When Nell was a child, maize spread out on house roofs to dry was a common sight, but the island was too dry to support these crops for long and now tourism is the only industry. Food imported from St. Thomas in the USVI arrives on ships twice a week. Kevin recalled overhearing the Road Bay Port Captain speaking to the captain of a cargo ship on the VHF as we approached Anguilla: "*Tropical Express* — God bless you, you came back." This charming greeting sounded truly heartfelt.

From the high cliffs overlooking Road Bay harbour we had a spectacular view of *Sweet Sensation* anchored far below, sheltered by a headland with the curve of the glorious white sand beach at its feet. While walking on the road leading back towards the village we heard a police siren behind us. Shortly afterwards a police motorbike overtook us; instead of the dignitary in an official car we expected to see, he was followed by a gaggle of schoolchildren on a road run. A man on a bicycle rode beside them shouting encouragement, and another police outrider brought up the rear. We discovered that they were practising for an inter-school sports competition. This was a step up from my schooldays back in England, when you were on your own for cross-country, ploughing unaccompanied through a muddy field in the rain.

Our stay in Anguilla was cut short by the arrival overnight of northerly swells, making the Road Bay anchorage uncomfortably rolly. Kevin went ashore to check out before the swells became too bad to land the dinghy on the beach or even to leave it at the jetty. We were supposed to see the Anguillian Customs and Immigration officers the day before we wanted to leave, but Kevin was confident he could sweet-talk the ladies into checking us out, so at 0800 hours he was waiting on their doorstep. A notice pinned to the door gave their opening hours: "Open at 08.00, close at 12.00 (sharp) for lunch, open at 13.00, close at 16.30 (sharp) to go home". It was no surprise to find that the opening times weren't observed as sharply as the closing ones. When no officials had arrived by 0810 Kevin wandered round the back of the building and found the ladies sitting in their cars chatting. They took the hint and ambled over to unlock the door and start work for the day.

By remaining at Road Bay our brief stay in Anguilla had cost us nothing to check in or out — truly cruising on a budget! But we had still had a taste of the gorgeous white sand beaches Anguilla is famous for and discovered a sleepy corner of the Caribbean peopled with fiercely independent people whose way of life could be summed up in the words of the song: "Don't worry — be happy".







DESTINATIONS

Puerto Rico's Favorite 'Out Island' Cruising Areas

by Joan Conover



Above: The public dinghy dock at Ensenada Honda, Culebra; use of a stern anchor is advised
Left: Green Beach on Vieques can provide good short-term anchorage

My husband, Greg, and I cruised Puerto Rico aboard Growltiger *from the west coast beach village of Boquerón with its northern bay, the city of Cabo Rojo and Marina Pescaderia, to the historic grandeur of Ponce, to our midway stopping point, Salinas, to the island of Vieques plus Culebra — it was like a return to our past experiences of early cruising.*

In last month's Compass, *I described Puerto Rico's south soast cruising areas. Now, let me tell you more about the islands of Vieques and Culebra.*

Colorful Culebra

The southern coast cruising area of Puerto Rico includes the mainland plus the islands of Culebra and Vieques. These islands have developed their own character, and each offers a new look at Puerto Rico.

Culebra is small, walkable, with a growing revival of older buildings featuring roof-to-ground colorful artworks. The main harbor, Ensenada Honda, offers secure anchorage, and has a public dock near the major town area of Dewey. An older lift bridge, now painted a bright orange, is fixed in a lowered position, allowing dinghies to transit to the west side of the island. The west side of Dewey has the landing and ferry dock, which provides fast service to and from mainland Puerto Rico. Dewey itself offers grocery stores, a US post office, bank and some internet access; it's showing a revitalization from the sleepy town of the past. At the public dinghy dock, off the Ensenada Honda main anchorage, we found garbage barrels; the dock is concrete, you should use a stern anchor for your dink for protection's sake.



The entry to Ensenada Honda should only be taken in good weather: it's well marked but narrow. Follow the red and green precisely! As you enter, you find on the east side of the passage, an area behind the reef of free public moorings. We motor-sailed in, noticing the ten or so sailboats riding quietly behind the exposed reefs, with fishermen walking the reefs with their rods! It reminded us of Tobago Cays in the Grenadines, with the quiet still waters and placid anchorage. These moorings are the only public moorings there; all other mooring balls in Ensenada Honda are private. Boats also anchor on the east side near the mangrove swamp area, which is very protected, however there are many private moorings so cruisers need to watch so as not to cause issues to other boats.

In the harbor we found good holding, with 20 or so vessels anchored to the west of the little central cay. The harbor bottom, a change from ten years ago, shows signs of more seagrasses now, so use good anchoring techniques; our anchor stuck well in dark mud.

The entire island of Culebra offers excellent beaches, with our favorite being Flamingo Beach on the north side. The beach is a former military training range, and rusting military equipment lies in the sand. But with typical Culebra artistry these pieces are now painted in the bright and eye-catching colors of the tropics.

Culebra has a small yet wonderful public library, where visitors as well as locals are welcome to use computers, printers, and WiFi for a small donation. The library has a great selection of books to rent. The library even has sewing machines for those who have sewing projects! Many activities are held at the library throughout the year. Volunteers help to run things. It is a nice and peaceful place with an air-conditioned library room and an adjacent covered, open-air patio deck.

Near the Dewey lift bridge is the Dinghy Dock Restaurant, which has been here as a staple venue for at least a dozen years. Diners find tables "on the water" — literally. Large tarpon prowl the waters at the edge of your table and beg for snacks of Grouper Fingers (a must-have appetizer). Long-time liveaboards Sue and Rick Klumb met us here for a meal, which we made up from local appetizer specialties; prices were reasonable.

There are many more family owned restaurants in town and nearby for cruisers to try, each with its own food specialties and unique ambiance. At the beaches you'll find little beach bars.

Traveling from Culebra along the southern Puerto Rico coastline towards the west, old buildings on the coast and the ever-present chimneys provide landmarks as you pass. These are defunct power plants or old sugar mill chimneys. Going west, follow the chart and cruising guides' recommended routes and waypoints, being aware of lobster pots seen as two bobbing mooring balls in about 60-some feet of water. Most pots are inside the recommended routes, but cruisers should be aware.

Vibrant Vieques

This island is south of Culebra and a natural stopping point for cruisers heading to and from the Puerto Rican mainland. Slowly being "demilitarized", formerly forbidden areas are being cleaned up and opened to the public. This is an ongoing effort, so check with locals or with knowledgeable cruisers in Culebra before heading to Vieques anchorages. Most work areas are posted, and much will be finished this year. On the south side, you'll find several good natural harbors and beaches.

Sue Klumb, a Vieques and Culebra expert, says, "On the south coast of Vieques there are mooring balls for rent at Esperanza as Esperanza has very poor holding for anchors. There is a layer of sand, but underneath is rock, so that anchors tend to drag here! It's a little like Teflon — nothing sticks! A local couple, Glen and Christina, have put in mooring balls for rent and they maintain them meticulously. It is nice to not have to worry about the anchor slipping."

She continues, "The town of Esperanza is laid back yet full of life. The many faces of Esperanza never cease to amaze us. It is a hodgepodge of locals and tourists who go about their daily business. Esperanza has a very nice *malecon* (boardwalk), which was renovated a few years ago. It is great for walking and features the beautiful bay with its turquoise water on one side and restaurants, guesthouses and small boutiques on the other, with opportunities to see the work of local artisans. There is an old shipwreck and, farther on, a public beach with many fishing boats moored in the anchorage right next to it."

Left: The lighthouse-keeper's house at Punta Mula, Vieques

Below: The malecon at Esperanza, Vieques



La Chiva Beach (Blue Beach), also on the south side of Vieques, is a nice place to anchor if one wants to get away from the crowds for a while. There are no shops here and no houses. It is "nature pure" with a great beach for walking and swimming.

Green Beach, on the southwest end of Vieques, is a good stopping place with good holding in the anchorage for short term. As this is open to the south, north and west, watch wind patterns before stopping here. However, it's a well utilized stop on the way to and from Culebra by the locals, some even describing their path through the major shoals found in this area. Follow the chart guides!

For the best current guide to sailing Puerto Rico, including chart information, waypoints and location-specific details, go to Frank Virgintino's www.freecruisingguides.com and download the Puerto Rico guide (2015). He utilizes the advice of many local experts, such as Tom Cordero, for an excellent publication. There are so many aspects of the western Puerto Rico coastline, it would require an entire article; the same for the eastern coast with its many marinas and quality sailing areas near Fajardo. Virgintino's guide goes into great detail about both east and west sides of the island.

Joan Conover is the Cruising Station Coordinator of the Seven Seas Cruising Association (SSCA).

Gardening Aboard, Ultra Style

by Bill and JoAnne Harris

We have always had a passion for plants. Long ago when we were landlubbers, we had a very small yard, however it was a spectacular garden, chock full of palm trees, plumerias, hibiscus, bird of paradise and countless other tropical plants. Among all of that we had numerous citrus trees, veggie plants and a cornucopia of herbs. JoAnne was a member of the local garden club for years and volunteered in several community projects to help the city to be even more beautiful and to complete an amazing community vegetable garden.

We love our life aboard, but we will always love playing in the dirt and the bounty it brings forth, too. Since Day One of being full-time liveaboards, now more than seven years ago, we have always had lots of plants growing on deck. The originals we grew from non-GMO seeds and cuttings, and since then we've planted more seeds and cuttings from the veggies we purchased from local farmers. Our first year out while in the Bahamas, we began growing a coconut tree in an old five-gallon water jug we cut in half, to add more green onboard. We later gave it as a gift to a friend.



Aboard our trimaran, *Ultra*, we have lots of parties and both love to cook. We always enjoy serving up all kinds of cuisine, and include herbs and veggies from our *Ultra* garden in the dishes we prepare. The fresh stuff is a treat, especially considering there are many days when we are at sea or in remote areas where most veggies come from a can.



Making the Ultra Bamboo Planters

In the beginning, we had several plastic pots on the back deck (Bill's "big filet table"), which needed to be moved every time we caught a fish. Since that was very often, it was a total pain in the neck! We also tried the hanging pot thing, but that made a huge mess on deck and did not work for us.

While we were on a fun getaway in Costa Rica, we saw sections of small-diameter bamboo used for bird-feeders at the hostel we stayed at. Immediately, JoAnne asked Bill if he could make planters for her out of very large diameter bamboo. Well, upon our return to Bocas Del Toro, Panama, we headed to a great spot to anchor near the mainland. We took a jungle hike and we scored big time! There was a huge cluster of bamboo with stalks at least 50 feet tall. So we rushed back to the boat to get the tools and extra batteries. Bill used his battery-operated reciprocating saw to cut the proper lengths of bamboo. He then cut the top off width–wise just enough to open the bamboo tube. (Note: the planters must be deep enough to hold the soil and support the root system of the plants.) The great thing is that bamboo naturally has chambers, so you can easily plant different plants in different sections. We had invited the crew of a monohull to go with us, since they wanted Bill to make some for them, too. You might have seen the planters Bill made for them that they posted on the Women Who Sail Facebook page. Our planters have been onboard now for almost a year and have fared well in both calm and rough seas.

Our bamboo planters aboard *Ultra* are attached with cord to the lifelines and we drilled holes in the bottom to be sure they drain well.

Getting Started

You will need some good soil — just take care not to bring creatures such as roaches or ants onboard.

Since we have a watermaker aboard, the water we make does not contain all of the minerals needed for the plants, so we add plant food. If you use rainwater it contains all of the necessary nutrients. The key is not too over- or under-water, and to protect them from excessive seaspray. Follow that and you are good to go!

With a Sharpie marker, we write the name of each plant on a Popsicle stick, and stick into the dirt next to the plant. Voila! It is a super easy system, helps to keep things organized so you know what you planted where, since the seedlings will all look alike when they begin sprouting. The Ultra Bamboo Planters are positively brilliant, as they are suspended over the water so any dirt that splashes out goes directly overboard.

Yes we agree, being on a multihull we have a bit more space and do not heel over, but no worries, just work with the space you have available. It is very rewarding when you see what all you have grown, and the main thing is to just have fun! If it is easier aboard your boat to have a crate with potted plants, that will work, too. Just be sure to put a plastic bin or a plastic bag under it, so it does not drain all over your deck. Take care not to collect too much water, since plants with wet feet are not too happy and also you do not want to breed mosquitoes or gnats in the water. No matter what option you select, the wonderful outcome is that you now have a fun hobby of organically growing plants aboard.

Important note: If you have a furry crew member aboard as we do, you will want to use some kind of mesh or other way to keep them out of your garden. Our Siamese kitty, Sailor, loves to dine on some of our plants. Eek! Around the lower areas where he can reach, we hung a mesh curtain (just a small sheet of bug screen) tied to the lifeline above it. Worked like a charm.

Our Garden Aboard

We have quite a variety aboard. We are growing chives we picked up from the fresh market in St. Pierre, Guadeloupe; Cuban oregano from a cutting a friend gave us; plus grape tomatoes, small sweet peppers, kale, parsley, dill, spinach, aloe vera, garlic chives, arugula, basil, verbena, rosemary, culantro (a.k.a. shado beni in the Eastern Caribbean), and yes, we have two four-year-old coconut palms, one from Dominica and the other from les Iles des Saintes, Guadeloupe.

We have been blessed that all of the officials who have inspected our boat in the countries we have cruised in have sincerely appreciated the gardening we have done aboard. They have cheered us on and have not made us toss out our babies. (We did get the proper agricultural paperwork for some plumeria cuttings that we collected along the way and flew to the USA as a surprise gift for JoAnne's father, who also has the same passion for gardening.)

Gardening aboard is also a lot of fun because we always have herb cuttings to share with others, and we meet new people coming up for a closer look at our garden. We have also made and stocked planters for some local friends' homes, too. They were thrilled to have a great selection of herbs at their fingertips, since the menus of those living on remote islands can be pretty much the same every day.

Note: Things will live and yes, things will die. Don't sweat it. If something doesn't make it, try it a few times more, if it still doesn't work, then it is probably the wrong climate. Just try something new until you figure out what works and what does not. You can also check around to see what grows easily locally. For instance, being from Texas, we love cilantro. It grows like weeds in Texas, but aboard no-can-do. It is too delicate — it burns in the direct sun — and of course we do not have all day to babysit our plants. Therefore, the best alternative for us was to plant the local culantro. It makes excellent guacamole!

Fun Tips to Try in Your Galley

Make your own pesto. It's super easy. Just harvest some of your freshly grown basil and blend it up with pine nuts, olive oil and a bit of Parmesan cheese. If you are like us and do not have pine nuts aboard, just substitute walnuts or cashews. It will be superb!

Make your own herb-infused cooking oils. Take whole peeled garlic cloves and some basil, put them into an empty glass jar, and fill it with olive or sesame oil. We keep ours in the fridge, and when you are short on time and want to still whip up something fabulous in the galley, just use some of that oil — it will be outstanding!

Be sure not to discard your pineapple tops, since each one makes a whole new plant and in two or three years it will produce. You can give them to the locals to plant in their yard or while still there at the farmers' market, give them the top. They will thank you for it!

Fun quote we saw recently: *For what avail the plow or sail, or land or life, if freedom fail.*
— Ralph Waldo Emerson

From the top:
JoAnne on a bamboo-gathering run
'We are growing a variety of herbs and greens, and yes, we have two four-year-old coconut palms'
'Our bamboo planters aboard Ultra *are suspended over the water, so any dirt that splashes out goes directly overboard'*



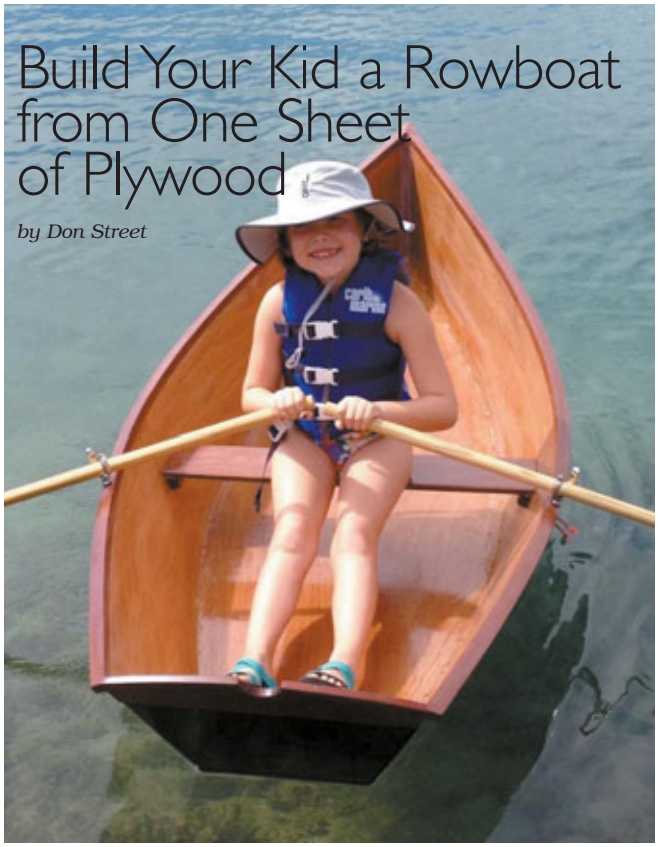
We never researched gardening aboard, since with our land experience, it came to us naturally. However, if you want to learn more, there are several books out there on gardening aboard. You can also check out our YACHTULTRA1 You Tube channel link to see our Ultra Garden.

Happy onboard gardening, y'all!

JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master Licenses. They sail aboard their trimaran, S/V Ultra, *with their Siamese kitty, Sailor. They enjoy writing cruising articles and sharing their experiences. To follow their sailing adventures go to www.jandbyachtultraadventure.blogspot.com*

Build Your Kid a Rowboat from One Sheet of Plywood

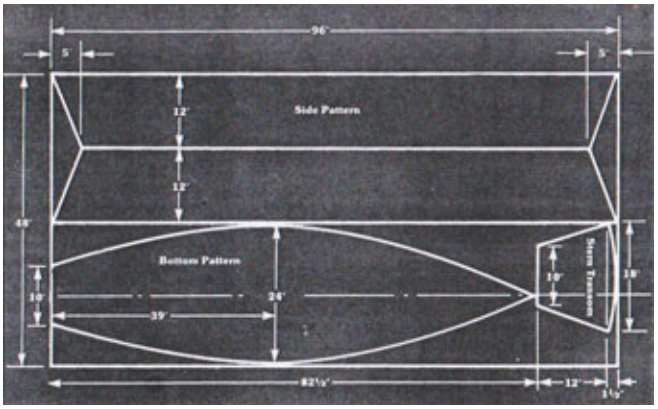
by Don Street



Over the years I've written a number of articles for publications in the US and Europe about building these easy-to-make rowing dinghies for children, and plagiarized versions of the plans have shown up in print, too. I wonder how many little people have learned to row in Mark's Ark*? Grab a sheet of plywood — your little person could be next!*

Cruising kids love the independence and self-esteem that comes with having their very own vessel to command. But what can that be?

Put a kid in a dinghy with an outboard and he or she can become a nuisance, someone who has to be carefully watched to make sure they do not get in trouble or bother other people. But teach a small child how to row, put them in their own dinghy, and they will keep themselves amused — and often become life-time boaters to boot.



Above: You can work from a single sheet of plywood

Left: Amaya underway in her very own boat

The four Street children learned to row fairly soon after they learned to walk. The first three — Dory, Donald III ("D3") and Richard — learned to row in a six-foot light clinker pram dinghy. Dory went on to navigate, for three years, the pace boat in the *Stars & Stripes* campaign that won the America's Cup in Freemantle in 1987. D3 became a boatbuilder; he did a magnificent restoration of the Dragon Class *Fafner*, which won the original Gold Cup regatta in 1937.

—Continued on next page

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—Continued from previous page

He pulled her abandoned out of a field, upgraded her with all the modern go-fasts to the point that in light and moderate weather she was just as fast as the modern fiberglass Dragons, and raced in the 60 Gold Cup Regatta. Richard is now a top-flight GP14 helmsman and past class captain of the Irish GP14 Association. They all learned to row the hard way, as asking a three- or four-year-old to row a six-foot pram is like asking a grownup to row a 20-foot boat.

By the time Mark, ten years younger than Richard, reached the age of three, the six-foot pram had died. My old friend and longtime crew, the late Timi Carstarphen, who had started sailing with me on *Iolaire* at age 12, had a son who was the same age as Mark. Sitting in Fabian's Landing Bar over a large quantity of beer, Timi and I worked out the design of an eight-foot, flat-bottomed, double-ended pirogue that could be easily built from standard-sized lumber available in any lumber yard.

However, the next morning I proudly showed the sketches and described the boat to Dick Avery of Avery's Boathouse in St. Thomas — and he said we were nuts! He pulled out a piece of paper and sketched out a dinghy that could be made out of one piece of 4' x 8', eighth-inch plywood using the stitch-and-glue method. He told me how he had started such a dinghy on the St. Thomas Yacht Club beach one day at 0900 and was finished at 1700.

So, back home in Ireland over Christmas, we built the *Quick and Dirty Dory*, a double-ender, out of one sheet of plywood. (It took us three days, three hours each day, as epoxy goes off slowly in cold Ireland.) It had looked like a great idea but it was soon back to the drawing board — the narrow, double-ended design lacked stability and seemed to desire to give the rower a swimming lesson!

I redrew the design, again using just one sheet of plywood, but gave it a transom stern and widened the bottom slightly to give it more stability. See design on page 30.

The late "Baj" (so called because, although he lived in Antigua for 30 or so years, he was originally from Barbados) built *Mark's Ark* in one day at Crabb's Marina.

The construction is dead simple. Lay the design out on a piece of 4' x 8' plywood, drill holes about 4" apart, then wire all the pieces together. Then insert a spacer bar about 29" long. As you push the spacer bar down, the sides spread and the bottom begins to curve, putting rocker in the keel. How much rocker? To each his own. A 29" bar pushed 3 1/2" inches below the gunwale gives 5" of rocker.

Then using 2" fiberglass tape, tape all the seams on the inside and give the tape a good soaking with epoxy. Once the epoxy has gone off, untwist the wires and pull the wires through. Then turn the dinghy over and cover the outside of all the seams with 2" tape and coat them with epoxy.

Then take a piece of pine 5" wide, 1/2" thick and 29 1/4" long, bevel the ends to meet the angle of the sides of the dinghy, and give the ends a slight curve so the seat does not throw a hard spot in the sides of the dinghy. Set it 3 1/2" below the gunwale, secure in place from the outside in with two number eight 1" screws — using FH bronze, no brass or stainless.

—Continued on next page



Dylan's Dory under construction. It was built in three days



—Continued from previous page

For oarlocks, secure two blocks of wood to the gunwale with two number six 1" FH screws and epoxy glue, with the center of the wood approximately 12" aft of the after end of the seat. The block of wood should extend about 1/2" above the gunwale so that the oars do not chafe on the fender attached to the gunwale.

To make the gunwale, obtain strips of pine or similar wood 3/8" x 3/4", secure to the hull from the inside out using 1/2"-long, number six FH screws, applying epoxy glue before fastening in place with the screws. More layers can be added using the same dimensions but securing with screws from the outside in.

Now the dinghy is ready for varnish or paint — BUT, if you are dubious about the quality of the plywood, give the whole dinghy two coats of epoxy, sanding between coats. (Be sure to wear a dust mask when sanding.)

If the dinghy is to be used with a yacht, install really good gunwale fendering, as although it is expensive, it is cheaper in the long run than repairing the dings on the topsides of the mother ship. Buy 17 or 18 feet of fendering, mark the center, bend that around the bow, and secure with copper carpet tacks. (Check with a magnet to make sure you have copper tacks not copper-plated steel.) Use an icepick to make pilot holes for the copper tacks. Or use number four round-head screws with washers underneath them.

It is important to have one person keep tension on the fendering while a second person secures it; this is a two-person job and one person cannot do it properly. If the fendering is not under tension when being secured it will rapidly start working loose.

Oars can be a problem, as the rough rule of thumb for oar length is twice the beam of the boat plus or minus 6", depending on the freeboard. Always make or buy oars that are a little too long — if they are too long, you can always shorten them, but f they are too short, you cannot lengthen them!

The beam of *Mark's Ark* is 32", so 64" plus 6" equals oars of 70" or about 6'. The standard 6' off-the-shelf oars are crude and heavy, but we were lucky — we found a wrecked small outboard-powered inflatable that still had lightweight oars of the correct length. Check with a store that repairs inflatables to see what you can turn up.

Mark learned to row *Mark's Ark* at age three. While he was learning, we attached 200 feet of 1/8" nylon flag halyard to the dinghy and let him row. After a month he learned to row well enough that the line was disconnected.

Since he already knew how to swim, and we were in the tropics, he did not wear a life jacket or a PFD, nor was there any flotation in the dinghy. This is of course up to the parent or local laws.

If the dinghy is used up north, secure Styrofoam for flotation under the center thwart and in the bow and stern. Also, in cold water the rower should wear a life jacket until he or she is a good swimmer; after that, only a PFD is needed.

Mark's Ark started his nautical career. Now, at age 35, he is the first mate on *Topaz*, the new J boat. When the captain became sick in the Canaries, Mark skippered *Topaz* for the trip across the Atlantic.

Mark's daughter Amaya was due to arrive in Antigua for two weeks shortly after *Topaz*'s arrival in the Caribbean. I was in the Caribbean that late November, so passing through Antigua I contacted my old friend Jerry "Chippy" Bardoe who runs a shipwright shop in Falmouth. I gave him the plans for *Mark's Ark* and asked him to build one and deliver it to *Topaz* upon arrival. This he did, and Mark immediately painted the dinghy with "Topaz blue" Awlgrip so it was ready for Amaya when she arrived. The dinghy was Amaya's Christmas present. Amaya named her dinghy *Blue Moon*. When Topaz's containers were sent to the States, *Blue Moon* was inside. When Amaya arrived in the States she had her dinghy, *Blue Moon*, to row.

In 2000, when Dory, her husband, Scott Vogel (bowman when Dennis Connor won the America's Cup), and son Dylan, age 8, and daughter Emma Kate, age 2, arrived in Ireland, D3 decided Dylan must have his *Dylan's Dory*, a *Mark's Ark* that he built in three days.

Dylan learned to row in Ireland. He has gone on to a very successful sailing career: three times in the crew of the Sears Cup (the US national junior championships) finals, second twice, winner once. He then continued his racing at Roger Williams, having a successful career in team racing. Now, having finished university, he has just landed a berth on the TP 52 *Phoenix* as permanent race crew. With ten regattas a year in various locations, he will see the world.

For the past 16 years *Dylan's Dory* has been on loan to various friends and also to my son Richard. His two sons and many other small children have learned to row in *Dylan's Dory*. *Dylan's Dory* was looking a little tired to say the least, but a number of afternoon work sessions have revived her. Amaya recently arrived in Ireland to visit us, and found *Dylan's Dory*, painted blue, ready for her to have fun improving her rowing technique.

Donald Street, Jr., is the author of numerous cruising guides, books and magazine articles. He works with Imray Iolaire charts of the Caribbean, sells marine insurance and (at age 86) still races Dragon Class boats. Visit his website at www. www.street-iolaire.com

NILES VAN DINTHER



The author. A love of rowing lasts a lifetime



The Sky from Mid-August to Mid-September

by Jim Ulik

Space: the final frontier. These are the voyages of the star-ship Enterprise. *Its five-year mission: to explore strange new worlds, to seek out new life and new civilizations, to boldly go where no man has gone before.*

Captain's log, stardate 1513.1. Our position, orbiting planet M-113.

— Captain James T. Kirk

Space Ships

A half century has passed since "The Man Trap" was broadcast. That was the first television episode of the Star Trek series. Of all the advanced technologies promoted in the series since 1966, two have yet to be developed: warp drive and teleportation. There are "tricorders" but none can detect a full range of medical conditions. The person who develops a tricorder that will accurately diagnose 13 health conditions and capture five vital signs will win a 10-million-dollar XPRIZE.

There are two additional 50th anniversaries this period that have inspired. In 1966 the *Lunar Orbiter 1* was placed in orbit around the Moon to survey future landing sites. The spacecraft took the world's first view of Earth taken from the vicinity of the Moon. Then *Pioneer 7* was launched and put into orbit around the Sun to analyze solar storms, solar wind, cosmic rays and the magnetic field of space.

The *Deep Space Climate Observatory* (*DSCOVR*) is now in orbit where the gravity between the sun and Earth is perfectly balanced. This satellite will monitor solar flares and the solar wind, and forecast space weather at Earth. *DSCOVR* will be able to provide warnings 15 to 60 minutes before solar storms reach Earth. These storms can disrupt high-frequency radio communications, electrical power grids, corrode gas and oil pipelines, and impede the use of the Global Positioning System (GPS).

Tuesday, August 16th

Looking in the western sky you will find Jupiter, Mercury and Venus grouped near the horizon. Over the next few days expect Mercury to shift southward, away from the other two planets. Venus and Jupiter will move closer together.

Wednesday, August 17th – Kappa Cygnids

Even though the Perseids meteor shower peak (August 12th) is over, shooting stars from this event can still be seen streaking across the sky through August 26th. These meteors originate from the northeastern sky in the constellation Perseus. As the Moon sets this morning or before moonrise you may see some meteors radiating from the northwestern sky. They are part of the minor meteor shower Kappa Cygnids. This shower is active from August 6th to 31st. Today marks the peak event of this shower.

Pioneer 7 was launched on this date in 1966 and placed in orbit around the Sun. It was last tracked successfully on March 31st, 1995. At that time the spacecraft and one of its science instruments were still functioning.

Thursday, August 18th - Full Moon

The Moon is now located on the opposite side of the Earth from the Sun, positioned between the constellations Aquarius and Capricornus. This morning during the twilight hours the Moon will reach its full phase at 0526 hours. The Moon will finally set three minutes after the 0556 sunrise.

Monday, August 22nd - The Moon at perigee

The Moon will appear slightly larger overnight because it has reached its closest orbital point to Earth. At that moment the Moon will be at zenith or directly over 5° 22' north and 61° 17' west.

Tuesday, August 23rd

The *Lunar Orbiter 1* took the first photo of Earth from the Moon 50 years ago today. See Figure 1.

Wednesday, August 24th – Thursday, August 25th

Mars, Saturn and Antares will be positioned near each other during the last half of August. If you are lucky enough to be in an area with little light pollution the Milky Way will show prominently overhead near the conjunction of planets.

The third meteor shower this period is the Northern Iota Aquarids. This shower occurs between August 11th and September 10th. The maximum number of shooting stars will take place on August 25th. The best time to view this shower is before midnight when the Moon will begin to illuminate the night sky. The source of these meteors will be from the east between Pisces and Aquarius.

Saturday, August 27th

There is a conjunction between Jupiter and Venus. The planets will be so close to each other that they will appear as one object. Grab a pair of binoculars and see if you can separate the two bright planets. Mercury will be located about five degrees to the south of Jupiter and Venus.

Thursday, September 8th

September is light on stellar events so this is for the trekkies. This is the anniversary of the first episode of the Star Trek series so join in the celebrations or watch a Star Trek marathon.

Thursday, September 15th

The conjunction of Venus, Jupiter and Mercury has ended. Venus will remain above the western horizon after sunset while Jupiter and Mercury disappear from the evening sky returning to morning objects in mid-October.

In the News

The *New Horizons* spacecraft that did the Pluto flyby will continue on into the Kuiper Belt. The Hubble Telescope was used to find a new object to study. *New Horizons is* now heading towards that celestial body that is about 1 billion miles (1.6 billion kilometers) beyond Pluto. Because of the object's distance from the Sun, the *New Horizons* team states that it will be the most pristine object ever visited by any space mission.

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

Jim Ulik of S/V Merengue *is a photographer and cruiser.*



FIGURE 1. NASA

The first image of Earth and Moon taken by Lunar Orbiter 1 *in 1966*

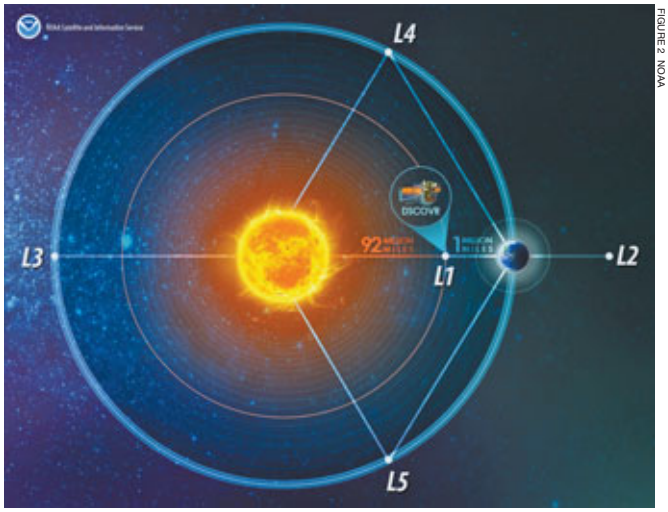


FIGURE 2. NOAA

America's first operational deep space satellite orbiting one million miles from Earth

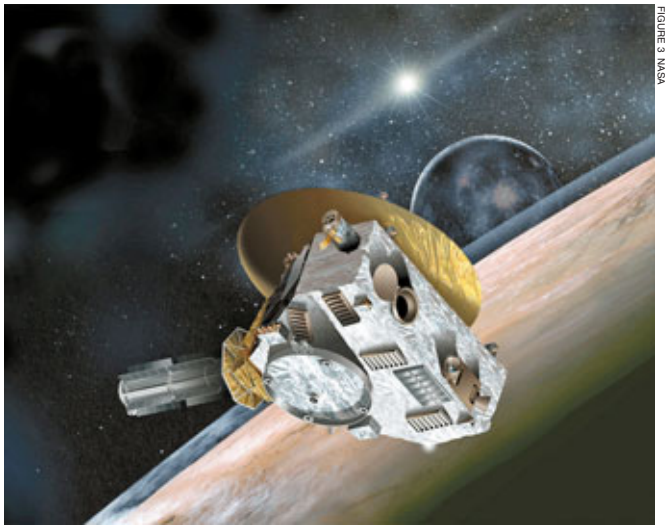


FIGURE 3. NASA

The New Horizons *mission through the Kuiper Belt*

MARINA ZAR-PAR
Dominican Republic 18.25.50N 69.36.67W
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Free Cruising Guides Go West!

Free Cruising Guides: Colombia to Rio Dulce Cruising Guide 1.0, with Routes and Stops Along the Way*, by Amaia Agirre and Frank Virgintino, © 2016 Frank Virgintino. 358 pages, color chartlets and photos.*

The southwestern corner of the Caribbean Sea — especially the waters of Colombia, Panama, the Bay Islands of Honduras and the Rio Dulce in Guatemala — is of increasing interest to cruisers. Adding to the existing library of cruising guidebooks that tend to focus on specific portions of this area, such as Bauhaus's coverage of Panama, Raucher's description of Belize and the Rio Dulce, and the Colombian government's guide to its own shores and islands, is this new work that gives a comprehensive view of the zone as a whole. It's a helpful approach for those working out a cruising plan for this part of the world.

This guide walks you through "the big picture" of routes, weather, wind and currents, as well as giving details about a large number of ports, marinas and anchorages and their rules and regulations. Safety and security advice is reasonably up to date and very down to earth. Notes on culture, history and more add context to pilotage and clearance information. Tips on currency exchange, bus and air travel, communications, provisioning and sightseeing opportunities are useful. Photos and chartlets are abundant. The authors write, "In the process of writing this guide all of the harbors listed were personally researched as was all of the information about, and knowledge of, the routing from easternmost Colombia to Rio Dulce, Guatemala, contained in the guide. It is hoped that this guide will make the rugged southwestern Caribbean easier to access, understand, and enjoy."

Of interest to those heading west from the ABCs, for example, the section on Colombia mentions several anchorages along the coast between Aruba and Santa Marta — the first Colombian port of entry for yachts when coming from the east — that could offer refuge from severe weather or be used in case of emergency. This section also, importantly, outlines the regulations for visiting yachts (and their pets), which are more complicated and costly in Colombia than those the cruising skipper becomes accustomed to in the Eastern Caribbean. The authors ask a rhetorical question: "Is it worth it?" After reading the guide, you'll understand their conclusion:


STEVE JOST

"Yes!"

The other chapters of the guide are similarly informative, sharing facts about and insight into cruising in the San Blas, Bocas del Toro, Puerto Lindo and Portobelo, San Andres and Providencia, Cayos Cajones (the Hobbies), Roatan and Utila, las Islas Cochinos, La Ceiba and the Rio Dulce.

Sometimes the southwestern portion of the Caribbean Sea is referred to as "the hole", because it can hard to climb out of under sail. But Agirre and Virgintino's view of it as *a whole* presents a cruising ground well worth sailing toward.

Colombia to Rio Dulce Cruising Guide 1.0 is available as a free downloadable file at www.freecruisingguides.com, and as an e-book at Amazon and other e-pub websites.

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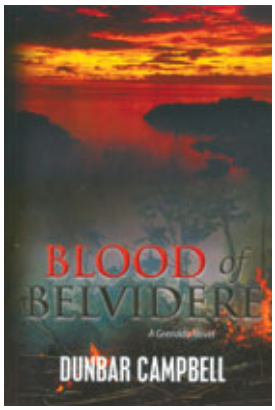
BOOK REVIEWS BY BOB BERLINGHOF

Grenada: Days of Fear, Paranoia and Love

Blood of Belvidere, a Grenada Novel, *by Dunbar Campbell, © 2013. ISBN - 10: 1492999245, 323 pages.*

The Bianca C Still Burns, a Grenada Novel, *by Dunbar Campbell, © 2014. ISBN-10:1503094588, 306 pages.*

Author Dunbar Campbell has a unique perspective. Born in Grenada, he left the island to join the US Marines and served during the US invasion of Grenada in October 1983. The events of that era figure prominently in both these novels.



In *Blood of Belvidere*, Campbell blends history with folklore, beginning with the brutal historic slave revolt led by Julien Fedon in 1795. Fedon was a free black man who encouraged the slaves to rise up in sympathy with the French revolution against the British. Ultimately the rebellion was crushed, but the massacres committed by both sides have ramifications eight generations later, as the folklore surrounding Fedon's disappearance bedevils the novel's protagonist.

In *The Bianca C Still Burns* the story begins in 1961, based on another local event. On October 22nd, 1961 the Italian cruise liner *Bianca C* caught fire in St. George's Harbour, killing a crewmember in the boiler room — two others later died from their burns. The quick response of the Grenadian people with their sloops, fishing boats, and rowboats saved the 670 remaining passengers and crew, but the *Bianca C* met a watery grave after burning for two days. The rescue of the ship owner's daughter is cleverly interwoven with the events leading up to the US "rescue mission" 22 years later.

Campbell executes his fiction with a wealth of knowledgeable details and a deep love of the landscape that is Grenada, giving his writing authenticity as well as passion.

The author holds a bachelor's degree in political science and a master's degree in economics, but he grew up in Grenada during the corrupt regime of Sir Eric Gairy and demonstrated against Gairy's government in the 1970s. An early supporter of Maurice Bishop, Campbell sent a letter of congratulations to the leader of the "Revo" (the Grenada Revolution) in 1979 after a successful coup seized power from Gairy. The events leading up to the violent overthrow of Bishop four years later by hard-liners and the subsequent liberation by US invasion provide the background of *The Bianca C Still Burns* and the climax of *Blood of Belvidere*, though the names are changed to protect the guilty.



Having spent my summers in Grenada during the Revo years, I can attest to the increasing paranoia of the businesspeople there. Opposition views were not spoken in public, for fear of one being labeled a "counter" (counter-revolutionary). Journalists were imprisoned and opposition newspapers shut down. A friend of mine came down to interview Bishop and take some photos for *Life* magazine. He inadvertently snapped a picture of an anti-aircraft gun from a swimming pool area while waiting to meet the Minister of Tourism. His film was confiscated, and he fled the island in fear the next morning. Campbell's plots both accurately capture the betrayal, fear, and skepticism during the power struggles being waged within the Revo in the days leading up to Bishop's death.

As if for leavening, the author adds somewhat distracting love interests to both novels — beautiful and intelligent women with whom the protagonist can truly engage. The romance angle running through them may appeal to a wider audience, but at times I felt it was at odds with the building tension of the plot instead of contributing to it. In the latter novel there are two romances, as the protagonist's mother rediscovers love after 22 years. In the former, the hero has conflicts with his brother and hard-drinking father, but he is helped by an old man with one leg, who knows but cannot reveal the secrets of his family's history.

The descriptions of growing up in the fishing village of Gouyave ring true in *Belvidere*, but I found the difficulties of diving in 100 feet of water somewhat exaggerated in *Bianca C*. As expected, Campbell scores a bulls-eye when describing the military aspects of both novels, and his skepticism about the orders from his Washington masters is fully warranted. The troops landing in Grenada were given tourist maps, as the fleet had originally set out for Beirut after the tragic bombing of the Marine barracks there. Bishop's murder and a four-day "shoot on sight" curfew caused them to change course. Fortunately for them, the Grenadian militia of 3,000 young men largely deserted and let the Cubans do most of the fighting. The Americans were considered liberators by the overwhelming majority of Grenadians. It was a disaster for Castro and a turning point in the Cold War with the Soviets.

Dunbar Campbell's two novels took me back to those days of fear and paranoia, but with twin love stories running alongside his nasty brutish bad guys these books are also fun beach reading. Anyone with an interest in Grenadian history should enjoy them both. On balance, I thought *Bianca C* more entertaining, but both books have excellent descriptions of the difficulties of life in these islands as the author is not afraid to touch on issues of poverty, incest, greed, government incompetence, and corruption.

Well done, Dunbar.

Blood of Belvidere and The Bianca C Still Burns *can be ordered from www.DunbarCampbell.com, Amazon.com and Barnes & Noble.*

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LOOK OUT FOR... Sugar Cane: Converting Sunlight to Sweetness

by Lynn Kaak

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

Humans have known *Saccharum officinarum, or* sugar cane, for a long time. First used and cultivated in India and the area, its popularity and use spread as our ancestors travelled. Eventually, it arrived in the Caribbean, with the first cane plants being carried to Hispaniola by Christopher Columbus on his second journey to the New World. Its introduction to the New World had a huge influence on world economics, politics and human rights for many years to come.

A discussion on sugar cane requires a quick look at its historical impact. Wars were fought over prime agricultural islands for the production of sugar. Slavery flourished as a cheap labour source was needed for the cultivation and processing of the crops. After slavery was abolished, indentured people, mostly from India, came to the Caribbean looking for a new life. Fortunes were made and lives were ruined, thanks to this nectarous crop.

According to Wikipedia, France found its sugar-producing islands so valuable that it effectively traded its portion of Canada, famously dubbed "a few acres of snow", to Britain for their return of Guadeloupe, Martinique and St. Lucia at the end of the Seven Years' War. The Dutch similarly kept Suriname, a sugar colony in South America, instead of seeking the return of the New Netherlands (New York). You can see the ruins of colonial-era sugar mills throughout the Caribbean today.

Sugar cane, known to the ancients as the "reeds that produce honey without bees" (the sugar *sucrose* accumulates in the stalk), is definitely a warm-weather lover, with a strong affinity for the sun. For growth, temperatures around 30°C (86°F) are ideal. Most of the cane in the world is grown between 22 degrees north and 22 degrees south latitudes, with some cane growing in the higher latitudes owing to special circumstances that create a warmer climate. It doesn't grow very well in elevations above about 1,000 metres (3,300 feet). Otherwise, sugar cane isn't particularly picky. While the pH level of the soil may be important for those looking for higher yields in their crops, cane doesn't really care all that much if the soil is a little more acidic or alkaline. Plenty of rainfall will certainly make for a higher yield, but cane will still get by if it isn't doused regularly. Like most grasses, it will do better with extra care, but it will still survive even if left untended.

What makes sugar cane sweet is that it is highly efficient at photosynthesis. The sweet sap or juice is the stored energy from this overachiever. It has the highest rated efficiency for converting sunlight into energy. Typical sugarcane plants have about ten leaves per stalk, alternating sides. The leaves have a sheath that surrounds the stalk, and the leaves are produced from there. The top leaves do most of the work, since they get the majority of the sunlight.

Sugar cane roots can grow as quickly as 20 millimetres per day with sufficient water, down to a depth of 160 centimetres (more than five feet). These plants, once they have had a chance to establish themselves, can stand up to a great deal of wind and rain without a crop being irrevocably damaged — a good thing in the hurricane belt.

Except for some ornamental stands in gardens, pretty much all of the sugar cane that we see in Caribbean is cultivated commercially. Globally, only Cuba and Colombia crack the top 15 list of sugar producers (Brazil is far and away the biggest producer), with the smaller Caribbean islands having little influence on the world market. Most sugar cane we see is grown for the manufacture of local rums, which is a noble purpose indeed! In places such as such as Barbados, Martinique, Guadeloupe, the Dominican Republic, Guyana and Cuba large sugar plantations — and rum factories — are found.

To plant a crop of sugar cane, lengths of stalks, called "setts" are planted horizontally in the ground. Each sett has a bud and the beginnings of a root. It is not atypical to use the top third of a stalk for the setts, as there is less sugar content there, but a large number of buds and nutrients. For the first month or so, as the roots develop and the small bud sprouts to begin the new plant, the fledgling plant relies on the energy stored in the stalk to grow and develop. As the stalk grows, joints are produced, much like those on bamboo.

Once planted, a stand can be harvested several times; after each harvest, the cane sends up new stalks, called *ratoons*. Successive harvests give decreasing yields, eventually justifying replanting. Depending on the size of the operation, the planned use for the cane, and the machinery available, new setts may be planted as soon as every two or three years, with some producers waiting as long as ten years.

The planting of setts is not the only way that sugar cane can reproduce. When the days are short enough, around 12.5 hours long, the plant may go into "inflorescence". It may seem odd that whenever the growing conditions become more difficult, the cane creates its flowers, called "arrows" on many islands. The blooms are ranged out as a loose collection, looking like a tassel. The flowers themselves are quite small, and the seeds that are created are very tiny. Flowering doesn't hurt sugar production, and fertilization of flowers can be used to create hybrids.

The sugarcane life cycle is summed up in four stages: germination phase, tillering (formative) phase, grand growth phase and the maturity and ripening phase. The germination phase takes place about seven to ten days after planting, and lasts for about a month. Tillering, when the plant starts branching out with extra stalks and stronger roots, can be a four-month operation. The grand growth phase is the time that the plant has finished establishing itself and goes on a growth spurt to rival any teenager's; over these nine months the plant really pushes to reach up to its two- to nine-metre (seven to 30 feet) heights. After that, the plants mature and ripen for approximately another three months, with the plant storing more of the simple sugars and then converting them to the sucrose that we know. Maturation starts from the bottom and works its way up. In all, a cane crop is roughly a one-year commitment. Most of the producers stagger their plantings to compensate for the time needed to process the stalks. Once cut, stalks should ideally be used within 16 hours as dehydration and fermentation can occur quite rapidly.

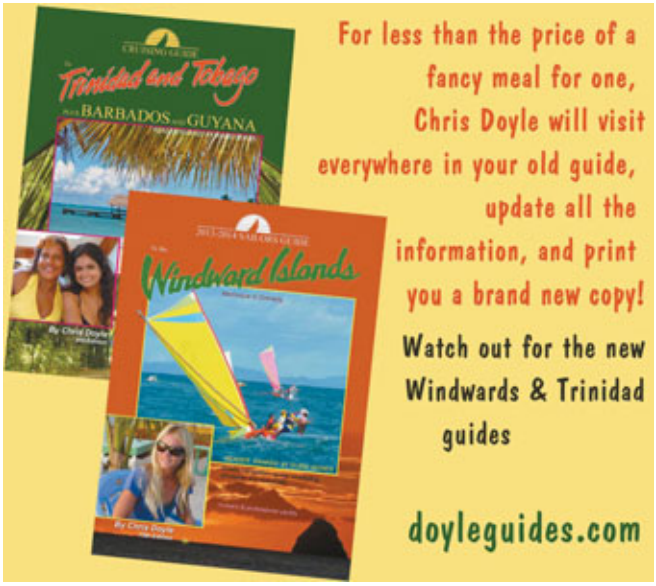
In some places, sugar cane is being used as a source of ethanol, with Brazil using 22 percent ethanol in their gasoline. The *bagasse*, the residue of the stalks after they have been crushed, may also be used as a fuel source at distilleries, either for operating the boilers or the stills, or even for larger energy requirements. And of course, a lot of weekends and happy hours are fuelled by rum.

How sweet it is!

Sugar plantations and rum distilleries are found side by side throughout the Caribbean. Is it any coincidence that sugar cane's Latin name is Saccha**rum** officina**rum***?*



LYNN KAAK ED HAMILTON (INSET)





SUGAR APPLE – the 'Busy' Fruit

The sugar apple is what I call a "busy fruit" — they keep you occupied sorting and spitting out the seeds. A luscious, perfectly ripe sugar apple is worth the effort. They are well named — they're sweet! The flesh of some is a bit granular; others are smooth and creamy. I love them, the creamier the better. When I was a child, there was a tree close to our school. You never forget the location of a good sugar apple tree!


JOHN BUTTON

This popular fruit originated in Central or South America and is now grown in the tropics around the world. Sugar apple seeds keep extremely well, up to four years. The Spanish conquistadors were able to carry seeds to transplant this fruit to the Philippines, and it spread throughout Asia. The Portuguese supposedly brought the sugar apple to India in the late 1500s. Sugar apples are now widely cultivated in southern China, Australia, Polynesia, tropical Africa, and even the lowlands of Palestine. India probably grows the most sugar apples. It is one of the most important fruits of the interior of Brazil. Cuba developed a seedless variety in the 1940s.

In your travels around every island stop and check the local veggie stands or ask a farmer and try one of these tasty fruits. They are very plentiful on Carriacou.

A big sugar apple is a fat cone about four inches long with a thick, knobby, segmented grayish-green skin. Once you pull the fruit apart the creamy white flesh smells as sweet as it tastes, like a prepared sherbet. The flesh can be pressed through a sieve to eliminate the seeds, and then added to ice cream, or blended with milk to make a tasty "colada" drink. Ripe sugar apples can be frozen and eaten like ice cream.

A tea made of sugar apple leaves is considered an excellent tonic, especially for colds and diarrhea. A bath in the leaves is said to relieve severe arthritis and rheumatism. A medium-sized fruit has about 80 calories with a little protein, but one gram of fat. They contain good amounts of phosphorus and calcium.

This fruit's scientific name is *Annona squamosa*, but it is called *chirimoya* throughout South America. The name originates from the Andes mountain Indian language word *chirimuya*, which means "cold seeds", because the seeds will germinate and the plant grows at higher altitudes. It is named *pomme cannelle* in the French islands and French Guiana. It is *riñón* in Venezuela, and sweetsop in Jamaica and the Bahamas. It is also sometimes known as custard apple.

Note: Sugar apple seeds are poisonous. Powdered seeds are used as fish poison and as insecticide in India. Powdered seeds made into a paste will kill head lice, but must be kept away from the eyes, as it is highly irritant and can cause blindness.

Sugar apple trees are nice for the small Caribbean backyard garden, as they seldom get taller than 20 feet and are extremely easy to grow from a seed. The seeds germinate best after being dried for at least a week after removal from the fruit. The trees usually take four years to bear. The blossoms are very fragrant. The tree's main enemy is too much water and associated fungus. Plant the tree in well-drained soil at a breezy spot at least ten feet away from other trees or walls. When the blossoms appear, water the tree every other week. Fruits ripen in about four months.

If you've eaten your fill of sugar apples out of hand, get busy, make some sugar apple purée and try these unusual dishes.

Tropical Sugar Apple Chicken

1 Cup peeled, seeded and puréed sugar apple
1 Cup plain yogurt
1 whole frying chicken, cut up
3 medium onions (prefer white), sliced thin
3 cloves of garlic, minced
1/2 Cup chicken broth
oil for frying

Combine sugar apple purée and yogurt and set aside. Brown the chicken pieces in a large frying pan with two Tablespoons oil and remove. In the same oil, sauté the onions and garlic, then add the chicken and the broth, and cover. Cook at medium heat until the chicken is tender. Remove chicken to a warm serving dish. Drain the liquid from the pan, leaving a half-cup remaining. Lower heat and stir in the sugar apple purée and yogurt mixture. Stir briskly for three minutes and remove from heat. Serve sauce warm over the chicken.

Creamy Sugar Apple Custard

3 teaspoons unflavored gelatin
1/3 Cup boiling water
1 pound cream cheese, softened
2 Tablespoons sugar
3/4 Cup cream
2 sugar apples, peeled, seeded and puréed

Dissolve the gelatin in the boiling water. Let cool. Whip the cream cheese until soft, then add the gelatin and water, the sugar and cream. Add the sugar apple purée and beat until smooth. Refrigerate in a serving bowl or individual dishes for four hours before serving.

Sugar Apple Spice Cake

1 1/2 cups baker's flour
2 teaspoons baking powder
pinch of salt
1/4 Cup butter, softened
1/2 Cup sugar
1 teaspoon vanilla
2 eggs
2 ripe sugar apples, peeled, seeded and puréed
1/2 teaspoon ground cinnamon
1/2 teaspoon grated nutmeg

Sift together the flour, baking powder and salt and set aside. Whip the butter, sugar, and vanilla until creamy. Add eggs one at a time to mixture, then sugar apple puree, and spices. Continue to whip while adding the dry ingredients. Pour into a greased bread pan and bake at 350°F for an hour. Check for doneness with a toothpick. Cool before slicing.

Decadent Sugar Apple Pie

cookies of your choice, smashed to crumbs (about 1 1/2 Cups)
1/4 Cup melted butter
2 Cups sugar apple purée
1/2 Cup your favorite jam or chocolate syrup
1 large banana, sliced thin
1 TS lemon or lime juice
1/2 pint whipping cream

For the crust, choose cookies that are crunchy and crisp, such as gingersnaps, vanilla wafers or graham crackers. Crush them to crumbs and mix melted butter in thoroughly. Line the bottom and sides of a nine-inch pie dish with the cookie crumb mixture, patting it down firmly. (This is kind of sticky so you might want to keep your fingers moist.)

Pour into this crust a thin layer of the sugar apple purée and then carefully stir in swirls of the jam or syrup. Mix banana slices with the lemon or lime juice and top the sugar apple layer with the slices. Repeat this until the pan is filled. Refrigerate for at least an hour. Top with whipped cream when serving.



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CARIBBEAN MORNING WEATHER SSB NET

Hi *Compass*,

We have just picked up another great issue of *Caribbean Compass*. It is one of the benefits of being back in the Eastern Caribbean!

I notice you made a small amendment to the list of SSB radio weather sources [*see page 16 at www.caribbeancompass.com/online/june16compass_online.pdf*]. Please may I point out another?

The Caribbean Morning Weather Net, previously run by George (KP2G) from St. John, USVI, is still running despite George's passing last January. In fact, George had returned to his summer home in June 2015 and — as in the previous couple of years — the net continued to be run by and for several longstanding supporters. It continues now and is operated by Diana (KE5NQU) and her husband Harold (KC5MNL), from their sailing yacht *Zephyrus* located in Puerto la Cruz, Venezuela. It can be found on 7250 LSB at 0700 Monday through Saturday.

There is now a small group of participants since it is hurricane season and many regulars have left their boats until the autumn. However, Diana and the other active people on the net welcome all licenced amateur radio operators to check in, with or without a daily weather report. At approximately 0705 to 0710, depending on regular net traffic and propagation conditions, Diana reads weather for the Eastern Caribbean down to Colombia. We understand there are a number of people who still listen to the net although they don't check in.

Since numbers are small especially this time of year, Diana and the rest of the group would appreciate an extra plug in *Compass* and seeing the net returned to the roundup of SSB weather schedules.

Thanks so much and keep up the good work with *Caribbean Compass*.

Best regards.
Robbie Nuttycombe (KI4HCD)

Hi Robbie,

Thanks very much for the news, which we are happy to share. We will also update the SSB weather sources article accordingly; it is scheduled to be reprinted in the January 2017 issue.

Thanks also for the kind words about Compass*! Don't forget: when you are out of hard copy range, you can read* Compass *free online every month at www.caribbeancompass.com.*

CC

WHEN LIGHT WIND IS THE RIGHT WIND

Dear *Compass*,

The fact that this year's editions of the Antigua Classic Yacht Regatta and Les Voiles de St. Barth, both run close to the same time in April, had light airs (although everyone seems to expect booming tradewinds) is not that surprising.

Between 1956 and 2006 I was in the Caribbean sailing the engineless 46-foot yawl *Iolaire*, and later the 28-foot engineless yawl *Li'l Iolaire*. During the past ten years I have been in and out of the Caribbean, but have kept in touch on weather and events via the *Compass*.

I have noted that every year, at some time between the middle of April and the middle of May, there is a three- to five-day period of light airs. This occasionally extends to seven to ten days of light airs.

In the early years of the Antigua Classic there were two years, back to back, of light airs. The late Kenny Coombs was debating changing the date in the hopes of making sure the regatta was in a period of good wind. I convinced him that there was no way of reliably knowing exactly when the light-air period would come, so he should leave the Antigua Classic Regatta dates alone and hope for the best.

The light-air period can sometimes work out to a skipper's advantage, however, as shown by a Grenada-to-Buenos Aires delivery done by a friend in the late '70s. He and his girlfriend were getting a nice 50-foot ketch ready for the trip one spring day when he mentioned to me that they had taken the job on a fixed-price basis rather than being paid by the day. I said that they were crazy, as it is a long haul against wind and current to get around the corner of Brazil. He said they were broke, and the owner gave them a decent contract price.

The next day he asked me for routing advice. The wind had gone light. I pointed out that every year from mid-April to mid-May there is a three- to five-day calm period. I recommended he go to every gas station in town, get empty five-gallon lube oil cans (this was before the days when you could get plastic jerry cans in Grenada), clean them out, load them with diesel, lash them down on deck and leave as soon as possible to take advantage of the light-air period.

I advised him to head east under power until he either ran out of fuel or the trades filled in. Then fall off on port tack, stand south, and pray that they would lay the bulge of Brazil. He took my advice and departed.

Three years later I met him at the Annapolis Boat Show. He insisted on buying me not only drinks but also dinner.

He told me that they headed east for two days until the tradewinds filled in, and then they had a good fast passage to the doldrums. They still had enough fuel to power through the doldrums and were far enough east to clear the corner of Brazil when the wind filled in again.

They were so very far ahead of schedule that they felt if they delivered the boat immediately, the owner might refuse to pay the full amount agreed on. So they ducked into the nice cruising area north of Buenos Aires and spent two weeks enjoying the area, putting a coat of varnish on all the brightwork and writing up a false log.

They showed up in Buenos Aires about "on schedule", with the boat looking beautiful. The owner was extremely happy with the result. They claimed they had been becalmed in the doldrums and had only a little fuel that they wanted to save, so while becalmed they sanded and varnished all the brightwork! The owner was so happy he not only paid them in full, he gave them a bonus.

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WE WANT TO HEAR FROM YOU!

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Send your letters to sally@caribbeancompass.com.



There is a large bay protected from the sea by a long island along its eastern side, enclosed by hills to the north and west, open to the south. It is a big bay, three-quarters of a mile deep, half a mile wide. But it is a shallow bay — only the outer reaches are navigable for a yacht.

Kitesurfing and the Anchored Yacht

by Jim Hutchinson

There is a small natural anchorage in the southeast corner of this tropical bay, remote from the villages ashore. Even on party nights the music can barely be heard. The main sounds are waves on the weather side of the barrier island, the wind through the rigging, birds, and the occasional passing of a local powerboat.

The water is warm and clear. Swimming from the boat is a delight. The snorkeling is interesting. There are lots of turtles. The birding is fair. But the village docks are rough on dinghies and the anchorage is often uncomfortable — sometimes seriously uncomfortable. The reason to come here is for the peace and quiet. I have been coming here for 20 years and know yachts that have been coming for a lot longer than that. Should yachts have such places to visit?

The bay is mostly shallow, much of it depths of a metre or so, too shallow for yacht sailing. But it is an excellent place for dinghy sailing, kayaking, windsurfing, and paddle boarding. And for kitesurfing.

Kitesurfing has taken over the outer half of the bay including where the yacht anchorage is.

One might imagine, as I had, that kitesurfing is fairly benign — quiet, low environmental impact, using wind instead of fuel — like a sailboat. In fact the sound of a kite changing tacks and the whoosh of the board over the water are comparable to the sounds of a yacht under sail. But when the kites crash onto the water, which they frequently do, they make an explosive sound so loud that it can make you jump at a hundred metres. And there is often much shouting — joyful and exhilarated shouting, people having fun. Also instructional shouting from escort dinghies to those who are learning or having a problem. The escort dinghies are blasting all over the bay at full power from one kite to another, starting and stopping and revving their engines as some kind of signal (which makes them sound a bit like jet skis) and there are often several escorts watching over their particular flock/fleet. It is noisy at close quarters. But when they are in the downwind two-thirds of the bay or in the northern half — which is to say, well clear of the anchorage — the noise is fairly low. And that is the area in which the local kite shops operate — for the most part.

When kiters and their escorts are near the anchorage it diminishes the peace and quiet a lot. And when they fly right through the anchorage it is dangerous to both yachts and swimmers. Pleas for peace and quiet, however, don't seem to have much clout nowadays. One needs to cite money, safety, and regulation — where regulation exists.

I knew nearly nothing about kitesurfing/kiteboarding, so I checked online to see what they have to say about themselves.

Kitesurfing represents itself as an "extreme sport", and rates its hazard between scuba and skydiving. (Both of which are fairly safe if you do things right.) The record speed for kitesurfing is over 50 knots. I reckon the speeds I see here at 20 to 30 knots. Kiters do hit yachts and swimmers.

The International Kiteboarding Organization (IKO) has a "Top Ten Safety Directives for Public Kites". I'm only interested in the stuff affecting me and my yacht.

A first rule in kiting is not to fly your kite over someone else, meaning the distance the kite itself can reach if it crashes, 30 metres from the kiter. To that they add a 20-metre buffer zone downwind, which comes to 50 metres total — minimum. Some kiting instructors, they say, recommend 75 metres. Further, they say that the buffer zone should be increased in strong wind, up to 250 metres in "extreme conditions". And the first 30 metres, the kite's "wind window" (kiter-to-kite) applies in all directions including upwind.

One "directive" is, "Never fly over non-participants." They say that the kite might "hit, cut, slice, drag, drop, or knock down any person within the kite's wind window", and add that even the most experienced kiter can lose control.

Another "directive" says that kiters should know right-of-way rules. Pass port-to-port, starboard tack has right of way over port tack, and a kite to weather gives way to a kite to leeward. Peculiar to kitesurfing, the upwind kite is kept high when passing, the downwind kite kept low. They say that other boating rules also apply, and that kiters should know their right-of-way with regard to other types of watercraft. I'm not sure that I know; are kites in the same right-of-way category as sailing vessels? When I am sailing my dinghy back to my yacht from the village I am on the port tack and must pass through the half of the bay that kitesurfers use. My sailing dinghy has a speed range of zero to four knots. Am I required to get out of the way of a kiter with an effective beam of 30 metres coming at me at 30 knots on the starboard tack?

IKO doesn't say anything about swimmers. Another kitesurfing article recommends staying a hundred metres from swimming areas. Is a yacht anchorage in a clean tropical bay a swimming area? It is for me. Should yachties who blast around the anchorage in their planing dinghies also be told?



JEREMIE TROTNET

High-tech kite-foiling in front of the traditional island schooner Scaramouche. *Planners look for ways to allow optimum use of coveted water spaces without conflicts*

So, that is what kitesurfing claims to be good operating practice. Here's what is happening where I've been anchored these past weeks. Kites have been flying through the anchorage flat out within five or ten metres astern of my boat and one kiter even jumped my dinghy. And kiters have been passing back and forth off my bow, frequently within 20 metres (inside of where my anchor is), doing hotdog jump turns right off my bow.

Here is a difference between the speeding dinghies that I think are being reckless and the kitesurfers. I can't remember the last time a yacht dinghy hit my boat. But I've been hit four times by kitesurfers during the six months total that I have spent in this bay over the past three years.

The first hit was the most dramatic. He was hotdogging, making repeated close passes off my bow and jump-turns — jet ski mentality. Then he lost it. The kite swooped down then up, with power and speed. The kite's lines hit my forestay halfway up and raked up and over the masthead, moving fast, under tension. If I'd had a roller-furling headsail it probably would have been rope-burned, maybe worse. If I'd had an anemometer poking forward from the masthead, which most yachts do, it would have been carried away. What other expensive/necessary equipment do you have up there that might be carried away? Or worse, that might snag the kite and capture it? Imagine a 12-metre airfoil out of control tethered to your masthead. Any volunteers to go up in a bosun's chair to free it? I have since heard a story about that happening.

In my experience in this bay, that kind of arrogance only happens when there are liveaboard kitesurfing catamarans from somewhere else, clearly marked as kitesurfing charters, flagged US, UK and France — operators from elsewhere. None of them that I've seen fly courtesy flags, which I take as indicative of their attitude and which makes me wonder if they have even checked into the country. The local kite shops mostly stay well clear of the anchorage part of the bay.

Recently a beginning kiter upwind of the anchorage went down and dragged through the anchorage. A rescue dinghy blasted in to help the downed kiter get clear. When he finished I shouted to him, "You need to keep those things away from the anchorage. I've been hit four times by kitesurfers."

He shouted back, "Next time, why don't you anchor farther out?" then opened the throttle and blasted away.

"Farther out?" The downed kite had passed through the center of the anchorage, between yachts anchored farther out than mine. I got out my charts and GPS and made some measurements. I plotted the area that the kitesurfers actually use. I allowed a good margin on the downwind side of the bay so as not to put anyone on a lee shore. And I plotted out the anchorage and worked out its percentage of the total. I used two sizes for the anchorage. The "natural" anchorage, where the rock-and-roll is less and where most yachts including me anchor, is about 200 metres square, less than ten percent of the total. But some catamarans, which are less sensitive to rolling, have been anchoring farther out and other catamarans have been anchoring in shallower water on the north side of the anchorage. That expands it to a 250-metre box, less than 15 percent of the total.

Is 15 percent of the usable portion of the bay too much to ask for? Is peace and quiet too much to ask for? Well then, how about safety?

Dear* Compass *Readers,

As the number of humans on planet increases, what planners refer to as "user conflicts" increase too, with more people wanting to use a given amount of space for different purposes. We see this on the water as swimmers and snorkelers, fishermen, cruisers, charter yachts, cruise ships, jet skis, kayakers, dinghy sailors, SUP paddlers, and, lately, kitesurfers, all want to do their thing. And meanwhile, some formerly available areas become off limits as marine reserves proliferate to try to protect the environment. And other areas — such as the entire east coast of Canouan, where anchoring and kitesurfing are now both banned — are declared no-go areas for less understandable reasons.

What to do? Sometimes zoning is the answer.

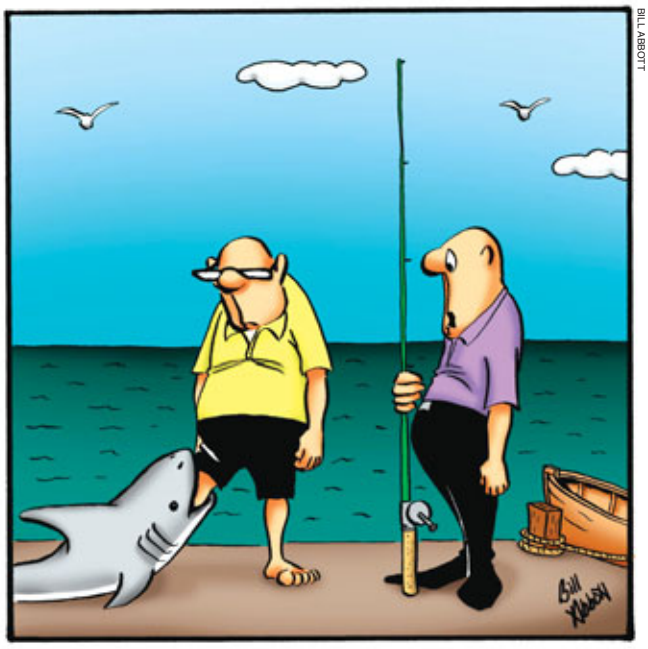
We assume that the bay Jim is writing about is Ashton Lagoon on Union Island in the Grenadines, an interesting example since the bay is currently the subject of the Ashton Lagoon Restoration Project. This project aims to ameliorate the severe negative impact of a failed marina development on the lagoon's natural environment. The project is considering introducing zoning in the bay, not only to allow restoration of the marine and wetland environments that were damaged, but also to regulate future use and avoid user conflicts.

Meanwhile, both yachting and the increasingly popular sport of kitesurfing are valuable to Union Island's economy and we hope conflicts can be kept to a minimum. We don't need to underscore the value of yachting. Kiter Jeremie Trotet tells Compass, *"The kitesurfing market is responsible for bringing to the country of St. Vincent & the Grenadines over two million EC dollars in revenue and brought over 400 people with an average stay on island of ten days every season. We have estimated to up to 70 the number of newly created jobs because of the uptrend in tourism generated by the kitesurfing on Union Island, which is a lot for such a small island."*

We'll have more news about the Ashton Lagoon Restoration Project in a future issue of Compass, *and keep you updated on progress being made to allow all users — and the flora and fauna that call the lagoon home — to live in harmony.*

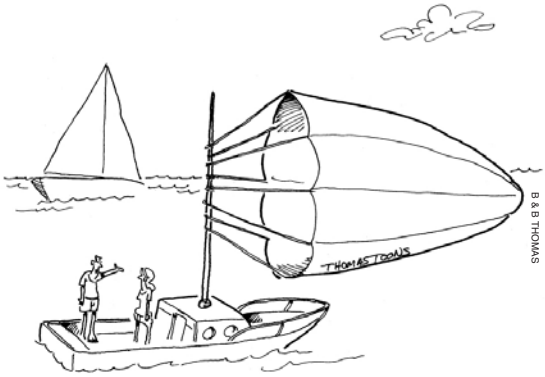
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COMPASS COMICS



BILL ABBOTT

"What'd you use for bait?"



B & B THOMAS

"I used to be a paratrooper."



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"HE'S TAKING THIS WELL."

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Island Poets

HAROLD LA BORDE
1933 - 2016

A mundane life was not for you. The ordinary? Never!
The silver threads that held you to this island life would sever;
Adventure called and tugged and wrenched at heart and mind and spirit.
Perhaps ancestors long ago decreed you would inherit
Imagination and foresight, that constant nagging notion —
The knowledge that your destiny would be upon the ocean,
Not on this gulf, but far away to every kind of sea,
To know its moods and challenge them, whatever they may be.

In *Humming Bird*, that little boat, with Kwailan by your side,
And two small seasoned sailor boys, you sailed the world so wide,
How proud we felt of "our" La Bordes, when you returned at last;
We welcomed you with shouts and bells and blew our horns full blast!
And now we welcome you again on your last journey home;
We're here again to greet you, for we know now that you roam
On God's Almighty Ocean, where the sea is calm and blue,
Sure that friends from all the world are there to welcome you.
And Harold we will keep your barstool free in case you stray
In spirit at least, to visit us and have a beer some day!

— Nan Hatch

Caribbean Bliss

Leeward, Windward, forward, backward
After 80 miles you bet I'm knackered

Knots in rope, knots in speed
Knots in my back for someone to knead

Tack and tack and tack some more
If you are sick, please wait for shore

Now you feel it, now you don't
Wind plays tricks upon my boat

Start the motor, no, adjust the sail
Bound for home to share our tale

Dolphins come, dolphins go
Comedic actors in their show

Guide us quick, guide us safe
Take us where the waves don't break

Alas, there's land, but which island is this?
Suppose it doesn't matter in our Caribbean bliss.

— Seapine

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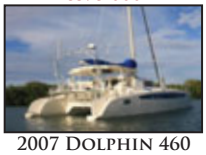

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MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 2016

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 2016

DATE	TIME
1	1050
2	1144
3	1236
4	1325
5	1411
6	1456
7	1540
8	1623
9	1706
10	1750
11	1836
12	1923
13	2012
14	2103
15	2155
16	2248
17	2341
18	0034
19	0000 (full moon)
20	0127
21	0219
22	0312
23	0405
24	0500
25	0555
26	0651
27	0707
28	0853
29	0937
30	1028
31	1131

September 2016

1	1205
2	1250
3	1335
4	1418
5	1501
6	1545
7	1629
8	1715
9	1823
10	1852
11	1943
12	2034
13	2122
14	2220
15	2313
16	0007
17	0000 (full moon)
18	0101
19	0156
20	0252
21	0347
22	0446
23	0543
24	0643
25	0733
26	0825
27	0914
28	1001
29	1047
30	1131

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CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day) and Barbados (Grand Kadooment parade) and Jamaica (Independence Day).
1	Carriacou Regatta Festival, Grenada Grenadines, www.ccouregattafestival.com
1 – 2	Public holidays in Antigua & Barbuda (Carnival)
1 – 3	Public holiday in BVI (Emancipation Festival)
1 - 4	Nevis Carnival
2	Public holiday in many places (Emancipation Day observed in some places)
6	Public holiday in Anguilla (Constitution Day)
8 – 9	Grenada Carnival
9	Public holiday in Suriname (Indigenous People's Day)
15	Public holiday in Haiti (Assumption Day)
16	Public holiday in Dominican Republic (Restoration Day)
17 – 21	Dominican Republic International Fishing Open, Cap Cana. wtevents01@gmail.com
18	FULL MOON
19 – 21	Aruba International Regatta, http://aruba-regatta.com
19 – 21	Round Grenada Race, Petite Calivigny Yacht Club (PCYC), www.pcycgrenada.com
20	Carib Great Race (powerboats) from Trinidad to Tobago. www.facebook.com/ttpba
31	Public holiday in Trinidad & Tobago (Independence Day)



WILFRED DEDERER

SEPTEMBER

4	Reef Jam marine conservation fundraiser, St. Croix. www.ReefJam.com
5	Public holiday in Puerto Rico and USVI (Labor Day)
6	Public holiday in Bonaire (Bonaire Day)
10	Public holiday in Belize (St. George's Caye Day)
12	Public holiday in Guyana (Eid-Ul-Azha)
14	Public holiday in Suriname (Eid-Ul-Azha)
16	FULL MOON. Public holiday in St. Kitts & Nevis (National Heroes' Day)
17 – 18	Back to School Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
19	Public holiday in St. Kitts & Nevis (Independence Day)
21	Public holiday in Belize (Independence Day)
22	Autumnal Equinox
23 – 24	Caribbean Sea Jazz festival, Aruba, https://caribbeanseajazz.com
24	Public holiday in Dominican Republic (Our Lady of Mercy) and Trinidad & Tobago (Republic Day)
29 – Oct 2	Leg Three, Casa de Campo Billfish Tournament, DR. (305) 213-5521

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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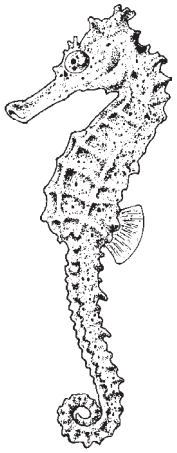
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CASMIR HOFFMANN





2006 Island Packet 445 "Tirnanog" Excellent condition. Life raft, bow thrusters, stereo, VHF, 2 anchors, all Coast Guard equipment, 12' Caribe RIB, bimini/dodger, autopilot, chartplotter, electric winches. **Well priced at $335,000**





1987 Island Packet 38' "Salty Shores" Rare centerboard two owner boat. Extremely well maintained by second owner. The centerboard and all centerboard brackets and hardware have been re-engineered. Also added, a rudder keel strap not on early IP's of this year. New rudder bearings and epoxy glassed rudder. This boat is set up perfectly for cruising the Caribbean. Upgrades include: Maxwell windlass, 55 lb bronze Barnacle anchor, new stanchions and lifelines, new genoa tracks, primary winches, chainplates, standing rigging. Stalok's Harken furling, new S/S arch, 6 x 65 watt solar panels with charge controller. New custom centerboard, new Yanmar 4JhJE 54hp.

2007 Island Packet 445
Lovely vessel with excellent maintenance record, one owner, always in IYC's care. Equipment includes: Fridgaboat Keel Cooled refrigeration, bow thrusters, Autopilot, Raymarine wind, knot and depth meters. Boat set up for bareboat chartering so has minimal electronics, perfect for adding the newest gear. **Asking $375,000**

Andrea King, Island Yachts Charters, Red Hook, St. Thomas, USVI •
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—*Continued from page 14 ...Eco News*

They noticed a phenomenon that they have called a "Rossby Whistle", which happens when a Rossby wave — a large wave which propagates slowly to the west in the ocean — interacts with the seafloor. This causes the wave to die out at the western boundary and reappear on the eastern side of the basin, an interaction which has been described as a "Rossby wormhole". Only waves of particular lengths can survive this process without canceling themselves out, but these particular waves reinforce themselves, producing an oscillation with a sharply-defined period.

As a result, water sloshes in and out of the basin every 120 days. This mass change is sufficient to make changes to the Earth's gravity field that can be measured from satellites. The 120-day period means this whistle plays a note of A-flat, although it is many octaves below the audible range.

Professor Chris Hughes, an expert in Sea Level Science at the University, said, "We can compare the ocean activity in the Caribbean Sea to that of a whistle. When you blow into a whistle, the jet of air becomes unstable and excites the resonant sound wave that fits into the whistle cavity. Because the whistle is open, the sound radiates out so you can hear it.

"Similarly, an ocean current flowing through the Caribbean Sea becomes unstable and excites a resonance of a rather strange kind of ocean wave called a 'Rossby wave'. Because the Caribbean Sea is partly open, this causes an exchange of water with the rest of the ocean which allows us to 'hear' the resonance using gravity measurements.

"This phenomenon can vary sea level by as much as ten centimetres along the Colombian and Venezuelan coast, so understanding it can help predict the likelihood of coastal flooding."

Small sea level changes can greatly increase the probability of flood losses and Barranquilla, in Colombia, has been identified as a city in which flood losses will sharply increase with as little as 20 centimetres of sea level rise.

Scientists believe that the Rossby Whistle may also have an impact on the entire North Atlantic, as it regulates the flow in the Caribbean Current, which is the precursor to the Gulf Stream, an important cog in the ocean's climate engine.

Visit www.sciencedaily.com/releases/2016/06/160621111549.htm for more information.

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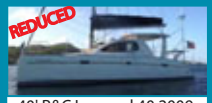

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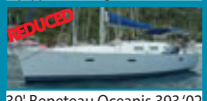

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MP = Market Place pages 41 to 42
C/W = Caribbean-wide



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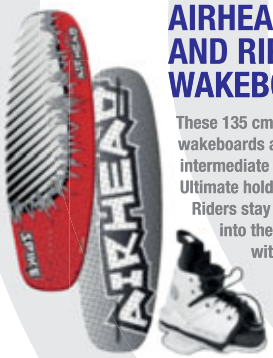


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